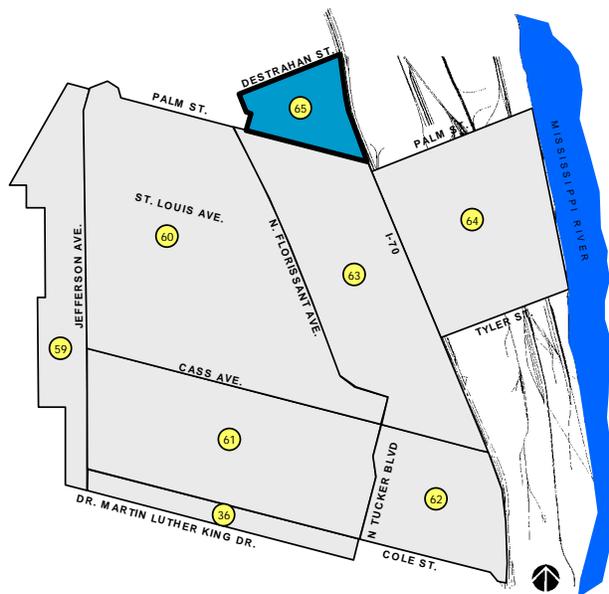


Hyde Park Focus Area



History ¹

The Hyde Park neighborhood originated as the German agrarian town of Bremen in 1844. By the time it was absorbed into the City of St. Louis in 1856, it was a thriving industrial town. Most of the surviving building stock in the area was built between 1850 and 1900, including many historic focal points, churches and landmarks. The demolition of parts of Hyde Park for the construction of Interstate 70 severed the neighborhood from its traditional employment base along the river and caused a serious population loss in the area. A growing concern for the neighborhood pushed the Hyde Park Certified Local District to become the first northside district recognized by the National Park Service in 1978. It thus became eligible for the same tax credits as a National Register district. The area of Hyde Park included in this particular study contains a small part

of this certified district, as well as a part of the Old North St. Louis (Murphy-Blair) Historic District which overlaps into Hyde Park. The study area contains a few remnants of the old industrial section left on the west side of the Interstate, and a great deal of housing stock similar to the type in the Old North St. Louis neighborhood.

Community and Housing

The portion of Hyde Park within the Fifth Ward is mostly residential with a few large-scale industrial establishments. These structures are basically clean and in good condition. There is some reuse of old buildings as well as construction of new, steel-clad warehouse-types.

The physical quality of these elements ranges from good to poor. It is evident that this section of Hyde Park contains the intersection of two different villages that grew together. On the southern end, buildings are very similar in style and scale to those in Old North St. Louis, with which Hyde Park shares a boundary. In general, this area is in good shape, but contains a number of vacant buildings and lots. Those blocks closest to I-70, in the industrial area and to the northeast, have largely been abandoned.

Moving north in the area, the typography changes dramatically along with the scale, forming an interesting variation in building types. The streetscapes along Agnes and Destrehan Streets are lined with small, single story, shotgun-like cottages. These streets are well-maintained and the rear yards are completely fenced along the alleys. Further north at

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

Hyde Park Focus Area

Destrehan and North 14th Streets lies the remains of what could have once been a commercial strip. Here the building type is the 3-story vernacular town-homes and rural detached homes. These buildings are largely abandoned and in disrepair. Lighting in this area is especially poor.

Public Spaces

Strodtman Park is the only recreational park in this section of Hyde Park. Despite being located in a primarily industrial area, it appears to get a lot of use and includes two playground areas with a fine gravel play surface, a full basketball court in good condi-

tion, and a very attractive picnic shelter. There is also a paved court for activities such as volleyball and badminton.

Circulation

The city grid in Hyde Park remains unaltered from its original square plan. There are no major obstructions in the flow of traffic.

The residents of Hyde Park will have good access to the proposed MetroLink. The new Mississippi River crossing will have no direct effect on the neighborhood. Bus routes run along Destrehan, Blair, and North 21st Streets.

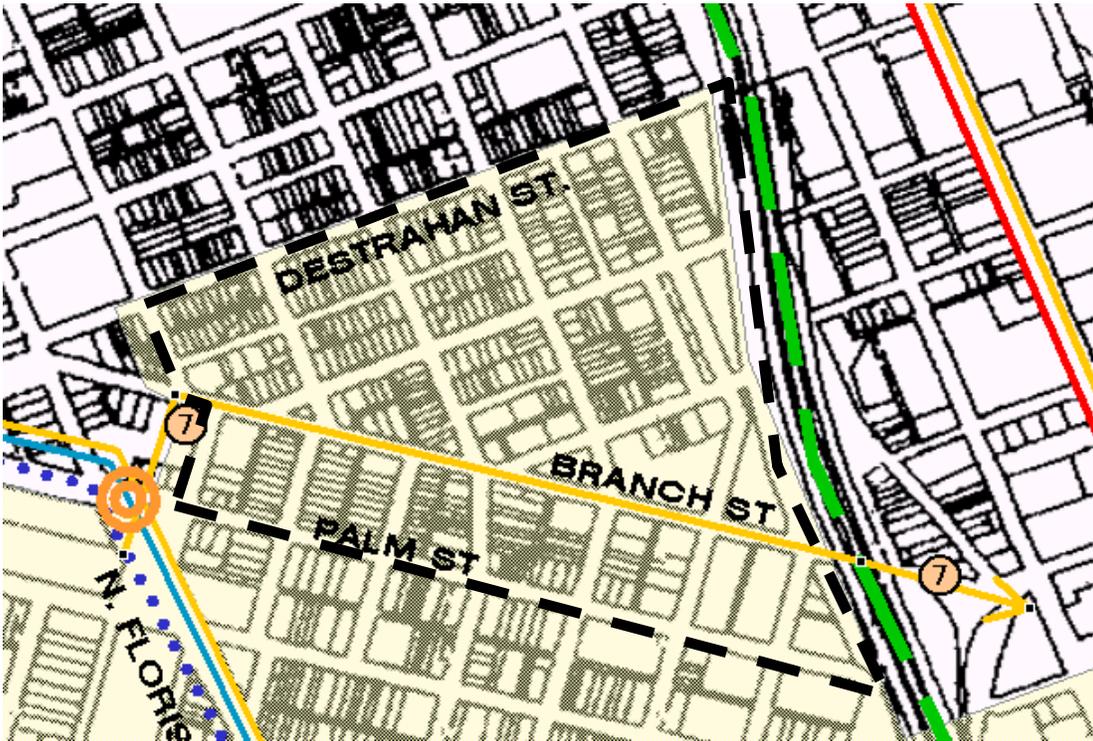
Table 11-1

Existing Land Use Conditions

Hyde Park Neighborhood Existing Land Use Conditions			
Number of parcels in neighborhood		377	
Total Neighborhood Area (square footage)		1,522,026	
Total Neighborhood Area (acreage)		34.94	
Percentage of 5th Ward Total Acreage		3%	
		Total Neighborhood Acreage	Percentage of Neighborhood Acreage
Single Family (acreage of parcels)		8	23%
Two Family (acreage of parcels)		4	11%
Three-Four Family (acreage of parcels)		3	9%
Multiple Family (acreage of parcels)		1	2%
Retail / Commercial (acreage of parcels)		2	7%
Office (acreage of parcels)		0	0%
Light Industry (acreage of parcels)		2	4%
Heavy Industry (acreage of parcels)		1	4%
Transportation / Communication / Utility (acreage of parcels)		1	2%
Institutional / Community (acreage of parcels)		3	8%
Parks & Recreation (acreage of parcels)		2	5%
Vacant Land (acreage of parcels)		10	30%



Proposed Circulation



LEGEND

- STREETS CLOSED
- IMPROVED INTERSECTION / PEDESTRAIN 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



Hyde Park Neighborhood Planning Issues

- High parcel vacancy
- Adjacency to I-70
- Industrial and home co-exist
- Historically significant area

The Hyde Park neighborhood is located primarily in the Third Ward, just to the north of the Fifth Ward. Many vacant parcels can be found in this portion of the ward. Housing density in this portion of the ward is a bit higher than other areas and, with the proposed redevelopment of St. Louis Avenue in the vicinity of the 14th Street Mall, this area lends itself to infill housing development. There is a portion of this neighborhood that borders Interstate 70. Land consolidation in this area of existing industrial development will yield a new light industrial site that will provide close adjacency to the highway and similar land uses to the south and east.

In this neighborhood, the existing homes and industrial buildings co-exist in a balance that has been achieved over the years. This balance reflects the proud working class roots of the neighborhood and its current residents.

Recommendations for Development Districts

HP-1

The general boundaries for HP-1 are:

North: Drestrehan St.

Table 11-2

Building Status and Condition**Data**

Spring 2000

Condemned—Condemned by the City of St. Louis

Vacant—Appeared boarded or otherwise unable to be occupied.

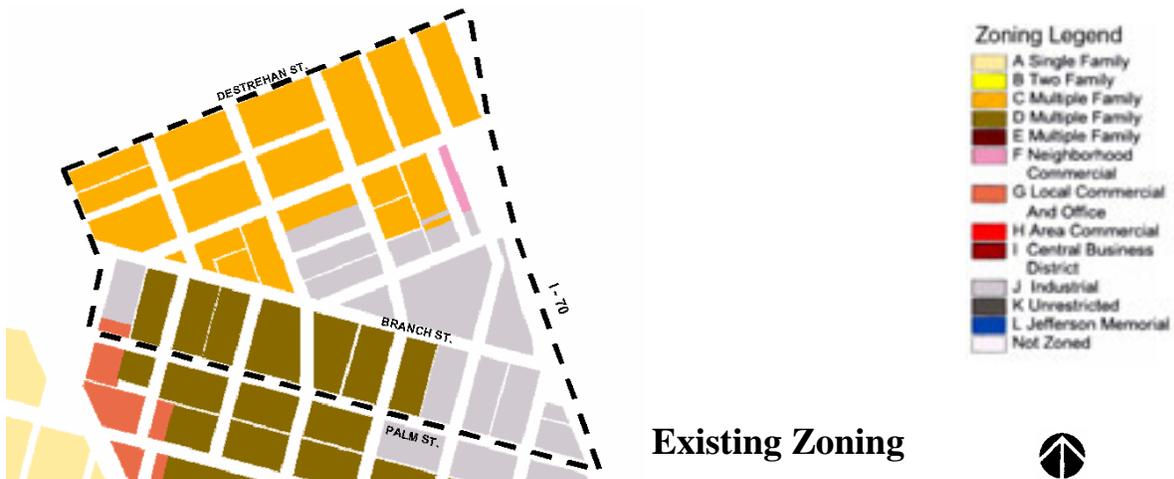
Good—Well-maintained, sound structure.

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	37
Number of Vacant Units	40
Number of Existing Building Condition—Good	39
Number of Existing Building Condition—Fair	135
Number of Existing Building Condition—Poor	47
Number of Existing Building Condition—Very Poor	8
Total	306
Retail / Commercial, Light Industry, Heavy Industry, and Office Structures	
Number of Condemned Units	1
Number of Vacant Units	1
Number of Existing Building Condition—Good	8
Number of Existing Building Condition—Fair	1
Number of Existing Building Condition—Poor	3
Number of Existing Building Condition—Very Poor	0
Total	14
Transportation / Communications / Utilities Structures	
Number of Condemned Units	0
Number of Vacant Units	0
Number of Existing Building Condition—Good	1
Number of Existing Building Condition—Fair	1
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	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





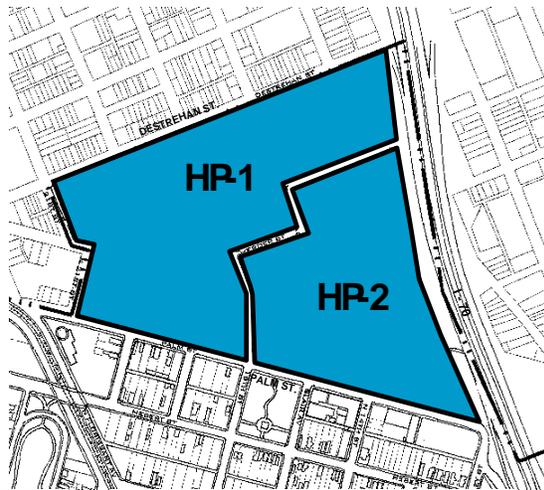
Property Ownership



Vacant Land

Areas in black indicate vacant parcels.





Hyde Park Development Districts
See Map Appendix

East: N. 11th St./ I-70, Blair Ave., 19th St.,
Angelrodt St., Herder St.

South: Palm St.

West: N. 21st St.

The northwestern portion of the area is in the Historic Hyde Park District. The southeastern portion of this area is in the Old North St. Louis (Murphy Blair) Historic District.

Recommendations

- The portion of the neighborhood south of Angelrodt Street is eligible for the National Historic Register. Much of this area is currently single-family residential, with several blocks needing significant infill.
- The infill opportunities within this Hyde Park district allow 85 new homes on lot sizes of 25-30' in width. (Building Types B and C)
- It is recommended that the eastern edge of this neighborhood be screened/buffered by landscape and possible highway soundwalls.

HP-2

The general boundaries for HP-2 are:

North: Angelrodt St., Herder St.

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

South: Palm St.

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

The existing area is sparsely covered by single-family residential north of Buchanan Street. This area is primarily defined by blocks of existing light industrial.

Recommendations

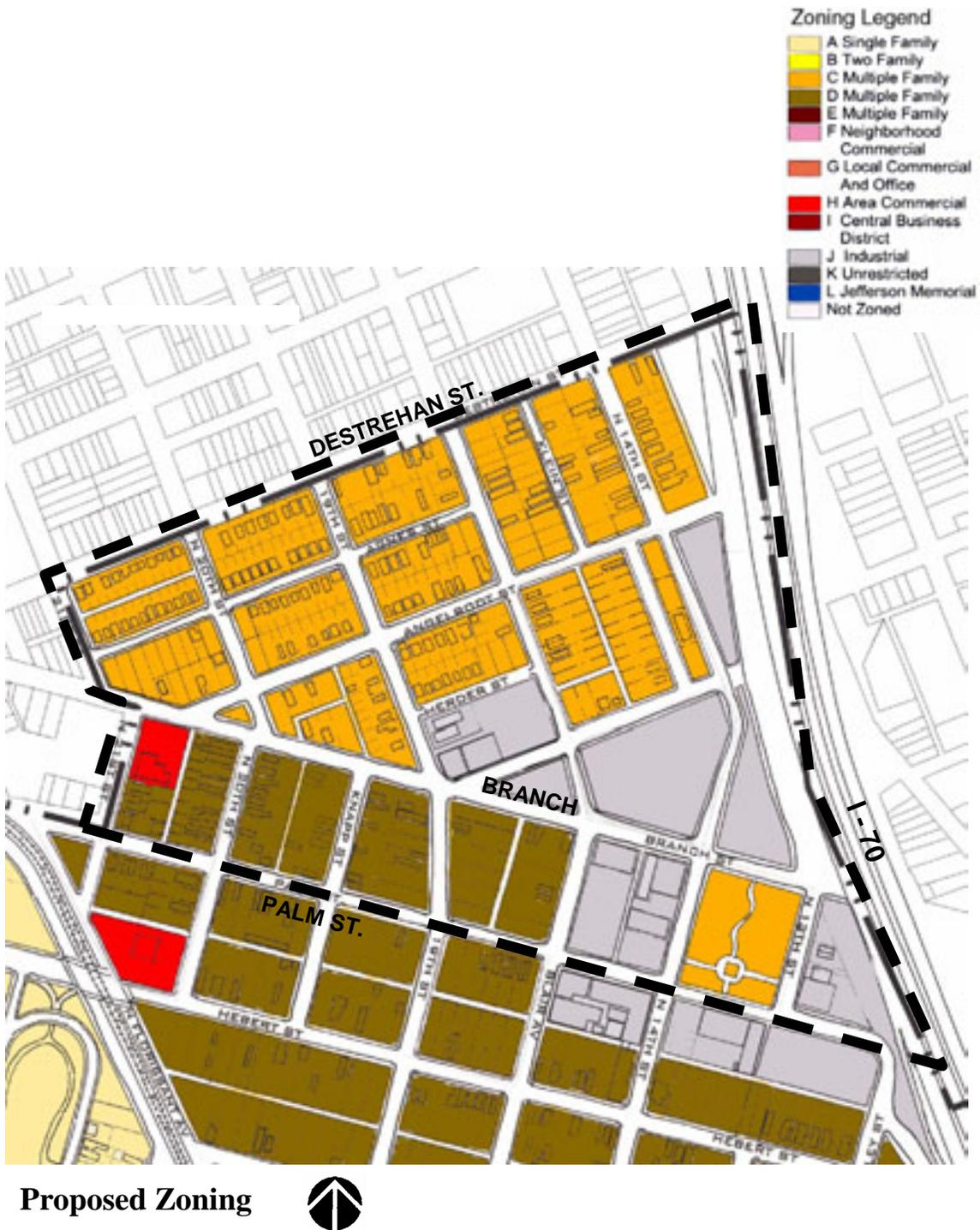
- The eastern edge should be screened/buffered with landscape sound wall along I-70.
- North of Buchanan St. there is an opportunity for 14 new homes on lot sizes of 25-30' in width. (Building Types B and C)
- Strodtman Park is to remain but minor improvements should be made to the facility.
- The existing residence at the northwest corner of Klein and Buchanan Streets should be explored for historic and architectural significance.
- The three remaining lots on the southwest corner of Blair Ave. and Herder St. should be used for industrial purposes. (Building Type J)

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





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.

Hyde Park*	Tot Dev Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District HP-1	\$ 12,703,125	\$ 11,085,000	1,618,125	87.3%	12.7%
Total Projected Development Expense of District HP-2	3,497,500	2,385,000	1,112,500	68.2%	31.8%
Total Development Costs	\$ 16,200,625	\$ 13,470,000	2,730,625	83.1%	16.9%

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

Total Land Area of District - 27 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public Responsibility	Private Costs	Public Costs
DISTRICT HP-1							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	4.7					
Land Acquisition Costs	Acres	4.7	\$ 25,000	\$ 117,500	Private	\$ 117,500	\$ -
Consolidation of Parcels	Each	N/A			Private	-	-
Infrastructure Repairs/Improvements	Acres	4.7	50,000	235,000	Public	-	235,000
Parcels Requiring Environmental Site Remediation	Each	0	N/A	-			
Estimated Buildings to be Removed/Demolished	Each	0	15,000	-	Public	-	-
Existing Structures to Remain (Fair Condition)	Each	127	10,000	1,270,000	Private	1,270,000	-
Existing Structures to Remain (Poor Condition)	Each	26	20,000	520,000	Private	520,000	-
Existing Structures to Remain (Very Poor Condition)	Each	5	40,000	200,000	Private	200,000	-
Estimated Existing Structures to be Relocated	Each	0	60,000	-	Private	-	-
Proposed New Housing Units	D.U.	85	92,000	7,820,000	Private	7,820,000	-
			Sub-Total	\$ 10,162,500		\$ 9,927,500	\$ 235,000
Development Fee (5% of construction costs)*				508,125		496,375	11,750
Soft Costs (20% of construction costs)				2,032,500		1,985,500	47,000
Total Projected Development Expense of District HP-1**				\$ 12,703,125		\$ 12,409,375	\$ 293,750
					<i>Percent</i>	97.7%	2.3%
Government Controlled Land							
LRA		3 Acres				\$ -	1,324,375
Miscellaneous / Semi-public Land		.5 Acres			<i>Adjusted</i>	\$ 11,085,000	\$ 1,618,125
					<i>Adjusted/Percent</i>	87.3%	12.7%
Financing Options							
TIF, CDBG, MD Dept Finance Board Tax Credit		Application					
SLCD Revolving Loan Fund, Urban Enterprise Loan		Infrastructure Acquisition					
Justine Peterson, Senior Home Sec., Fannie Mae Sec. Mortgage REIT, FNMA, MD Neighborhood Preservation Act		Ex. Housing New Housing					
Environmental Site Considerations By Type							
No Sites Reported		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.

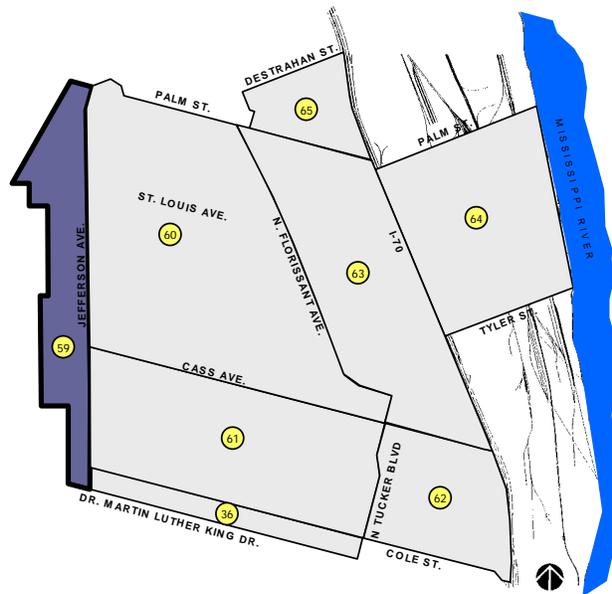


Total Land Area of District - 8 Acres		Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public Responsibility	Private Costs	Public Costs
DISTRICT HP-2								
<i>Development Costs</i>								
Vacant Land Area of District	Acres	1.7						
Land Acquisition Costs	Acres	1.7	\$ 50,000	\$ 85,000	Public	\$ -	\$ 85,000	
Consolidation of Parcels	Each	0	2,000	-	Public	\$ -	-	
Infrastructure Repairs/Improvements	Acres	5.9	50,000	295,000	Public	-	295,000	
Parcels Requiring Environmental Site Remediation	Each	0	N/A	-	Public	-	-	
Estimated Buildings to be Removed/Demolished	Each	0	15,000	-	Public	-	-	
Existing Structures to Remain (Fair Condition)	Each	8	10,000	80,000	Private	80,000	-	
Existing Structures to Remain (Poor Condition)	Each	21	20,000	420,000	Private	420,000	-	
Existing Structures to Remain (Very Poor Condition)	Each	3	40,000	120,000	Private	120,000	-	
Existing Residence Structures to be Relocated	Each	0	60,000	-	Public	-	-	
Restoration of Strodman Park	Acres	1.7	300,000	510,000	Public	-	510,000	
Proposed New Housing Units	D.U.	14	92,000	1,288,000	Private	1,288,000	-	
			Sub-Total	\$ 2,798,000		\$ 1,908,000	\$ 890,000	
Development Fee (5% of construction costs)*				139,900		95,400	44,500	
Soft Costs (20% of construction costs)**				559,600		381,600	178,000	
Total Projected Development Expense of District HP-2**				\$ 3,497,500		\$ 2,385,000	\$ 1,112,500	
					<i>Percent:</i>	68.2%	31.8%	
Government Controlled Land								
LRA			1 Acre				\$ -	
Miscellaneous / Semi-public Land			1 Acre				\$ 1,112,500	
					<i>Adjusted</i>	68.2%	31.8%	
Financing Options								
TIF, CDBG, MO Dept Finance Board Tax Credit	Application							
SLCD Revolving Loan Fund, Urban Enterprise Loan	Infrastructure Acquisition							
Justine Peterson, Senior Home Sec., Fannie Mae Sec. Mortgage	Ex. Housing							
Environmental Site Considerations By Type								
No Sites Reported			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.



JeffVanderLou Focus Area



History ¹

The layout pattern of the portion of the JeffVanderLou neighborhood within the Fifth Ward dates back to the early 1800s. By the 1850s, most of the land had been subdivided into large tracts of land and fashionable subdivisions. By 1875, the areas north of Cass Avenue, west of Jefferson Avenue, and north of Market Street were largely vacant, admitting some industry and small, detached dwellings. Most of the existing housing stock was built before 1920 and consists primarily of brick, multi-family buildings. These historic structures have generally deteriorated or have been vandalized; accordingly, some have been torn down.

Community

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

The area of JeffVanderLou within the Ward contains both a district headquarters for the St. Louis Police and the Fire Department Training Academy, as well as several churches.

Once the nucleus of industry in the Ward, the neighborhood has lost several of its larger plants to St. Louis County or to closure. Still, there exist a handful of large-scale industries and some smaller businesses. Many of these enterprises are quite new and in good shape.

Housing

Housing styles are similar to those found in St. Louis Place and Old North St. Louis. JeffVanderLou’s strong residential character derives from its generous number of single-family homes, as opposed to the multi-family housing developments of some of the other neighborhoods in the Ward.

As this area of JeffVanderLou approaches the boundary of the Ward to blend with the rest of the neighborhood, the homes become cottage-like, bearing porches and more expansive front lawns.

Public Spaces

There are no formal parks in the study area. Pockets of vacant land occur in the far-north and far-south sections along Jefferson Avenue. Some buildings have been abandoned and left to deteriorate. The landscaping around vacant and abandoned areas is currently uncontrolled. Also requiring maintenance are the sidewalks and lighting fixtures of this part of JeffVanderLou, as in the greater Ward.

The streetscapes are generally cohesive and adapted to a comfortable, human scale. Front lawns, including gardens, shrubbery, and trees, are properly maintained and many are completely fenced. They serve as a small, but important, transition area between the pedestrian and building.

Generally, this area has retained much of its density, unlike those portions of the neighborhood outside the Ward boundary.

as a significant boundary between the neighborhoods of JeffVanderLou and St. Louis Place. Within JeffVanderLou, the city grid is basically intact. The Warner-Jenkinson industrial complex and the fire station have each vacated streets in order to expand their respective facilities. Also, there is one roadblock at the edge of the Ward on University Avenue. Otherwise, traffic flows smoothly through the neighborhood.

Circulation

Jefferson Avenue is a main thoroughfare for the Ward and region at large; as such, it acts

Table 12-1

Existing Land Use Conditions

JVL Neighborhood Existing Land Use Conditions			
Number of parcels in neighborhood		634	
Total Neighborhood Area (square footage)		3,639,819	
Total Neighborhood Area (acreage)		84	
	Percentage of 5th Ward Total Acreage	8%	
		Total Neighborhood Acreage	Percentage of Neighborhood Acreage
Single Family (acreage of parcels)		9	11%
Two Family (acreage of parcels)		8	10%
Three-Four Family (acreage of parcels)		3	3%
Multiple Family (acreage of parcels)		1	1%
Retail / Commercial (acreage of parcels)		12	14%
Office (acreage of parcels)		0	0%
Light Industry (acreage of parcels)		3	4%
Heavy Industry (acreage of parcels)		6	8%
Transportation / Communication / Utility (acreage of parcels)		4	4%
Institutional / Community (acreage of parcels)		7	8%
Parks & Recreation (acreage of parcels)		0	0%
Vacant Land (acreage of parcels)		30	35%



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 12-2

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.

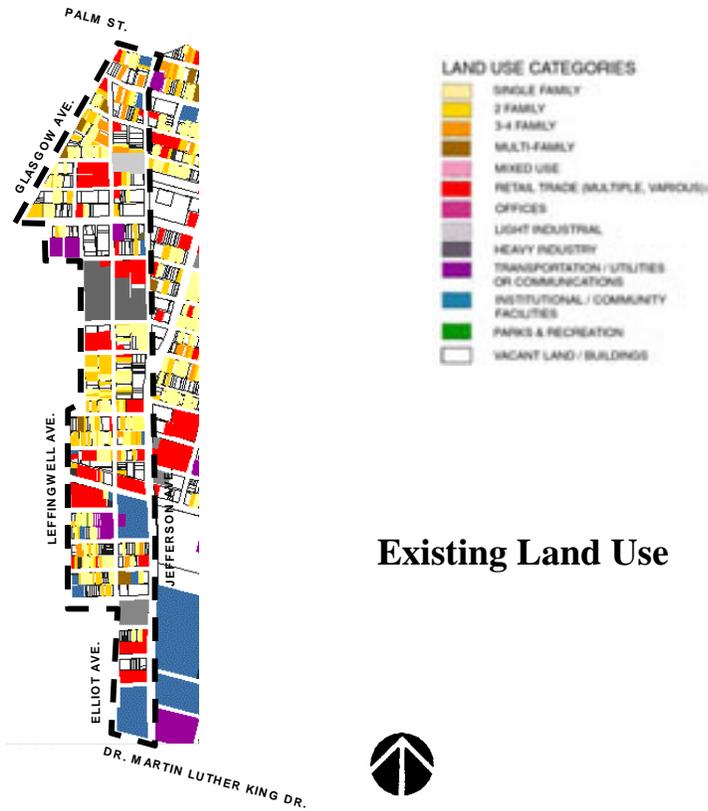
Fair—Sound structure, reasonable condition, may need repairs or regular maintenance to preserve or improve building condition.

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

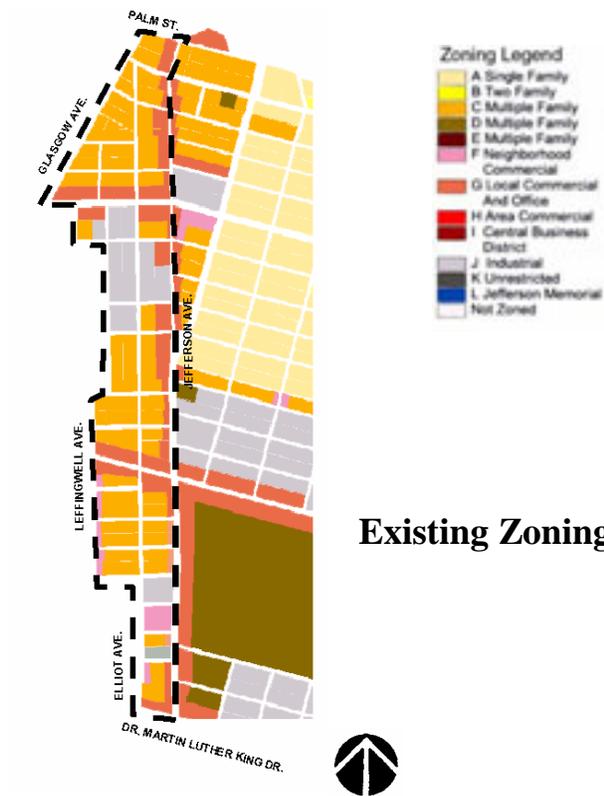
Very Poor—Buildings in need of immediate and extensive repair or renovation. If properties are not repaired, designation on the City’s Condemned property list should be considered.

Building Status and Condition Data	
Single, 2, 3-4, and Multiple Unit Dwellings	
Number of Condemned Units	46
Number of Vacant Units	63
Number of Existing Building Condition–Good	72
Number of Existing Building Condition–Fair	119
Number of Existing Building Condition–Poor	54
Number of Existing Building Condition–Very Poor	9
Total	363
Retail / Commercial, Light Industry, Heavy Industry, and Office Structures	
Number of Condemned Units	7
Number of Vacant Units	12
Number of Existing Building Condition–Good	16
Number of Existing Building Condition–Fair	11
Number of Existing Building Condition–Poor	8
Number of Existing Building Condition–Very Poor	5
Total	59
Transportation / Communications / Utilities Structures	
Number of Suggested 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	1
Number of Vacant Units	3
Number of Existing Building Condition–Good	6
Number of Existing Building Condition–Fair	3
Number of Existing Building Condition–Poor	3
Number of Existing Building Condition–Very Poor	1
Total	17

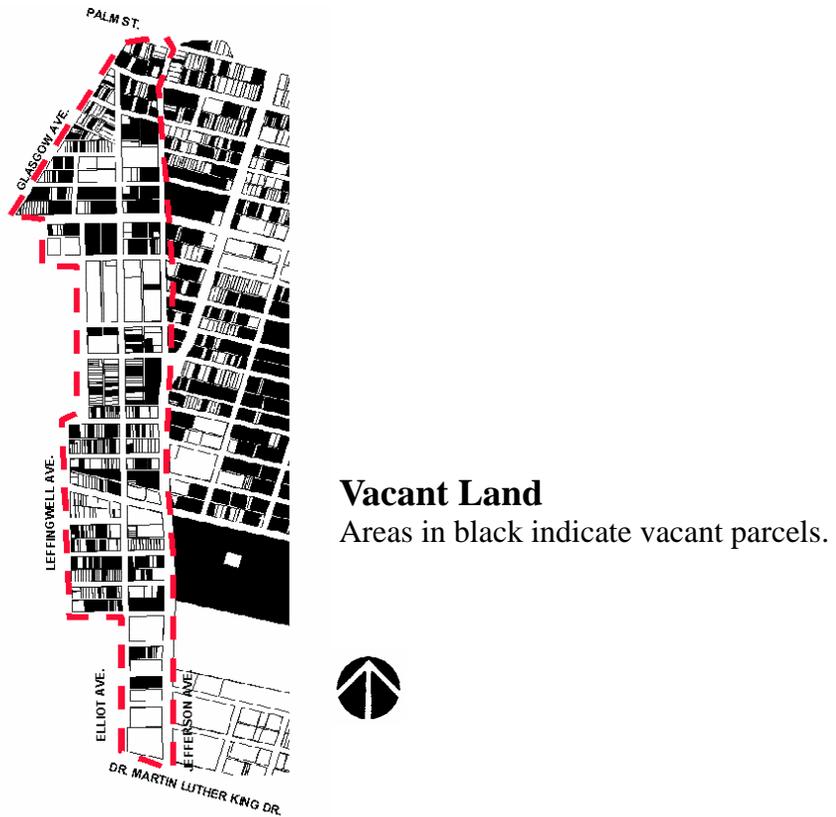
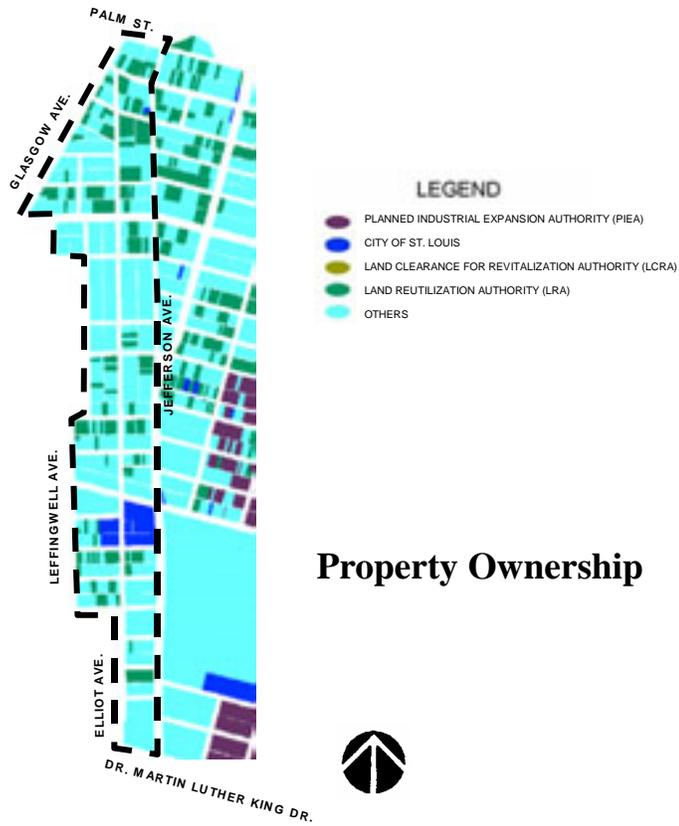




Existing Land Use



Existing Zoning



The proposed MetroLink and the new Mississippi River Crossing will have no direct physical impact on the area.

Bus routes surround this portion of JeffVanderLou, running along the western boundary of the Ward and up Jefferson Avenue to Parnell Street.

JeffVanderLou Neighborhood Planning Issues

- Large number of vacant parcels exist near a large industrial company in the northern district.
- The new Vashon High School, west of this district, is under construction.
- Historic buildings and districts

Light industrial uses exist in the northern portion of the neighborhood. This area would be a good location for further industrial development.

A small easternmost portion of the neighborhood is located in the Fifth Ward. Within this Fifth Ward portion, there are some buildings with unique architecture.

A separate neighborhood planning process associated with the Vashon/JVL Initiative occurred in late 1999 thru the fall of 2000. The planning area, centering around the new Vashon High School, was for the portion of the JVL neighborhood west of the 5th Ward.



Jef-

JeffVanderLou Development Districts
See Map Appendix

Recommendations for Development Districts

JVL-1

The general boundaries for JVL-1 are:

North: Palm St.

East: Jefferson Ave., Elliott Ave.

South: the alley between Hebert St. and Sullivan Ave, Dodier St.

West: Glasgow Ave.

This portion of JVL represents the northeast terminus of the neighborhood with altering geometry of the street grid.

Recommendations

- This area is to remain single-family residential with 25' to 30' lots.
- The southern and eastern borders are flanked by light industrial users and will require appropriate buffering.
- There are very few vacant parcels within this district, thus lending itself to 18 potential infill homes. (Building Type A— 50 ' sub-dividable only, B or C. See Section 16 for specific building with specific lot size)
- This infill housing relates primarily to the single-family development to the west of Glasgow (Ward 19) and should be maintained to ensure long-term viability.

JVL-2

The general boundaries for JVL-2 are:

North: the alley between Hebert St. and Sullivan Ave.

East: Jefferson Ave., Elliott Ave.

South: Benton St., N. Market St., the alley between St. Louis Ave. and University St.

West: Leffingwell Ave., Glasgow Ave., Elliot Ave.

This area is primarily characterized by existing light industrial uses and large vacant lots.

Recommendations

- Relocation of some structures would be required to assemble 17 acres of new light industrial and 10,000 SF of neighborhood commercial at the corner of St. Louis Avenue and Jefferson Avenue. Building Type J to be utilized with special attention to neighborhood buffering concerns. Demolition of some structures may be required.
- Support services such as retail and dining establishments for the surrounding users should be considered. (Building Type L)
- This area is well-suited for light industrial due to access to truck transportation routes and includes the Warner-Jenkins development land use to the south. Warner-Jenkins has been active in assembling land around its existing campus. This land has not been added to the net new light industrial counts for this neighborhood. It is anticipated that they will expand their operations to these parcels in the future.
- This development is compatible with recommendations found in SP-2 and SP-3.
- The low density of residential and the adjacent industrial land uses does not make infill housing feasible.

JVL-3

The general boundaries for JVL-3 are:

North: the alley between University Ave. and St.



Louis Ave.
 East: Leffingwell Ave.
 South: Montgomery St., St. Louis Ave.
 West: Baldwin St., Glasgow Ave.

Leffingwell, along the southern border of Howard Street and Benton Street to the north. Existing lot sizes range from 25-30' in width. Scattered-site public housing is also found within this area.

Recommendations

- Preserve existing single-family homes and vacant buildings. Additional infill housing should occur on the southwest corner of St. Louis Ave. and Leffingwell Ave. (Building Types A—50' sub-dividable only, B and C. See Section 16 for specific building type with specific lot size)
- On the northwest corner of St. Louis Ave. and Leffingwell there is an opportunity for mixed use infill (Building Type H) yielding 3,000 SF of retail/commercial on the first floor. This area would help to serve employees of adjacent light industry and the surrounding JVL neighborhood and act as a hub of activity along St. Louis Avenue. Neighborhood oriented retail and service type establishments such as outdoor coffee shops, cafes, and convenience stores should be considered for this area.

JVL-4

The general boundaries for JVL-4 are:

North: N. Market St., Benton St.
 East: Jefferson Ave.
 South: the first alley south of Howard St.
 West: Leffingwell Ave.

A significant portion of the residential housing within the Fifth Ward portion of the JVL neighborhood is found between Jefferson Avenue and Leffingwell, along the southern border of Howard Street and Benton Street to the north. Existing lot sizes range from 25-30' in width. Scattered-site public housing is also found within this area.

Recommendations

- Sites for additional 46 infill units can be developed. (Building Types A—50' sub-dividable only, B and C. See Section 16 for specific building type with specific lot size)
- A half-block area along Jefferson Avenue has been designated as multi-family, which will yield 18 homes. (Building Types K1, K2)
- North Market, which is recommended to become a boulevard street, provides an east-west linear connection to open space amenities and schools within the ward. It is anticipated that this will become a safe pedestrian link between the Nineteenth Ward to the west and the Fifth Ward.
- The area is bordered by light industrial on both the south and north. It is important that this residential development district be connected to the neighborhoods to the west.
- The 2600 and 2700 blocks of Howard Street are recommended for the National Register Historic District.
- 2628-2634 Howard Street are recommended for the National Register Historic District.



JVL-5

The general boundaries for JVL-5 are:

North: the first alley south of Howard St.

East: Jefferson Ave., Elliot Ave.

South: Cass Ave., Sheridan Ave.

West: Leffingwell Ave.

Recommendations

- The existing parcels on the northwest corner of Jefferson Ave. and Cass Ave should remain commercial uses with new structures. (Building Type L)
- The remaining parcels within the Development District, approximately 4.2 acres, should be for light industrial uses with proper screening/ buffering from nearby residential. (Building Type J)

JVL-6

The general boundaries for JVL-6 are:

North: Sheridan Ave., Cass Ave.

East: Jefferson Ave.

South: the alley between Thomas St. and James “Cool Papa” Bell Ave.

West: Elliot Ave., area between Leffingwell Ave. and Elliott Ave.

This is the home of the St. Louis Fire Department training center and museum. Expansion of the facility is expected to occur one half-block south of Thomas Street. This public facility provides additional awareness and stabilization of public amenities

within the ward.

Recommendations

- No changes to the district are recommended.

JVL-7

The general boundaries for JVL-7 are:

North: Sheridan Ave., Thomas St., the alley between Thomas St. and James “Cool Papa” Bell Ave.

East: area between Leffingwell Ave. and Elliott Ave.

Elliott Ave., Jefferson Ave.

South: Dayton St.

West: Leffingwell Ave.

Recommendations

- Area to remain residential in character with 25-30’ wide lots. This will yield a potential for 41 new infill homes. (Building Type A—50 ‘ subdividable only, B or C. See section 16 for specific building type with specific lot size)
- No demolitions or removals of existing homes anticipated. This area needs further stabilization to the south and west.

- The 2700 block of James “Cool Papa” Bell is recommended for a National Register Multiple Property District. (See Section 15—Historic Preservation for definition)
- 2618-2634 James “Cool Papa” Bell is eligible for National Register status.
- 2614 James “Cool Papa” Bell—Morningstar Baptist Church is recommended for the National Register.

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

JVL-8

The general boundaries for JVL-8 are:

North: Dayton St.

East: Jefferson Ave.

South: Dr. Martin Luther King Dr.

West: Elliott Ave.

This narrow development area has excellent access to Jefferson Avenue. The south portion of the development area is home to a district police station, which fosters a sense of safety to residents.

Recommendations

- Given this location’s proximity to schools, the police station and housing developments in the Fifth and Nineteenth Wards, accessibility by bus and location along a major commuter route, there is a potential for neighborhood commercial services such as a daycare center. Removal of one structure may be necessary. (Building Type L)

See Section Nine Map Appendix for all chapter



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.

JeffVanderLou*	Tot Dev Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District JVL-1	\$ 2,981,250	2,520,000	461,250	84.5%	15.5%
Total Projected Development Expense of District JVL-2	35,697,500	29,750,000	5,947,500	83.3%	16.7%
Total Projected Development Expense of District JVL-3	450,000	375,000	75,000	83.3%	16.7%
Total Projected Development Expense of District JVL-4	9,405,000	8,345,000	1,060,000	88.7%	11.3%
Total Projected Development Expense of District JVL-5	8,331,250	7,350,000	981,250	88.2%	11.8%
Total Projected Development Expense of District JVL-6	-	-	-	-	-
Total Projected Development Expense of District JVL-7	7,153,125	6,280,000	873,125	87.8%	12.2%
Total Projected Development Expense of District JVL-8	1,750,000	1,500,000	250,000	85.7%	14.3%
Total Development Costs	\$ 65,768,125	\$ 56,120,000	\$ 9,648,125	85.3%	14.7%

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



Total Land Area of District - 7 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT JVL-1							
<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	3	50,000	150,000	Public	-	150,000
Parcels Requiring Environmental Site Remediation	Each	0					
Estimated Buildings to be Removed/Demolished	Each	0	15,000	-	Private	-	-
Existing Structures to Remain (Fair Condition)	Each	14	10,000	140,000	Private	140,000	-
Existing Structures to Remain (Poor Condition)	Each	7	20,000	140,000	Private	140,000	-
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.	18	100,000	1,800,000	Private	1,800,000	-
			Sub-Total	\$ 2,385,000		\$ 2,235,000	\$ 150,000
Development Fee (5% of construction costs)*			119,250	119,250		111,750	7,500
Soft Costs (20% of construction costs)*			477,000	477,000		447,000	30,000
Total Projected Development Expense of District JVL-1**				\$ 2,981,250		\$ 2,793,750	\$ 187,500
					<i>Percent:</i>	93.7%	6.3%
Government Controlled Land							
LRA		2 Acres					
Miscellaneous / Semi-public Land		.15 Acres					
Financing Options							
TIF, CDBG, MO Development Finance Board Tax Credits							
SLDC Revolving Loan Fund, Urban Enterprise Loan							
Justine Peterson, Senior Home Security, Fannie Mae Sec. Mortgages							
FNMA Program, REIT, MO Neighborhood Preservation Act							
Environmental Site Considerations By Type							
No Sites Reported		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.

Adjusted

Adjusted Percent

\$ 273,750

\$ 461,250

\$ 2,520,000

\$ 187,500

84.5%

15.5%



Total Land Area of District - 28 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT JVL-2							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	12					
*Land Acquisition Costs	Acres	18.3	\$ 50,000	\$ 915,000	Public	\$ -	\$ 915,000
Consolidation of Parcels	Each	79	2,000	158,000	Public	-	158,000
Infrastructure Repairs/Improvements	Acres	18.3	50,000	915,000	Public	-	915,000
Parcels Requiring Environmental Site Remediation	Each	0					
Estimated Buildings to be Removed/Demolished	Each	26	15,000	390,000	Public	-	390,000
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	17	60,000	1,020,000	Public	-	1,020,000
Light Industrial (Total Land Area)	Acres	17	1,400,000	23,800,000	Private	23,800,000	-
Neighborhood Screening and Landscape	Acres	17	40,000	680,000	Public	-	680,000
Neighborhood Commercial	S.F.	8000	85	680,000	Public	-	680,000
		Sub-Total		\$ 28,558,000		\$ 23,800,000	\$ 4,758,000
Development Fee (5% of construction costs)*				1,427,900			
Soft Costs (20% of construction costs)*				5,711,600			
Total Projected Development Expense of District JVL-2**				\$ 35,697,500		\$ 29,750,000	\$ 5,947,500
					<i>Percent:</i>	83.3%	16.7%
Government Controlled Land							
City of St. Louis							
LRA		1 Acre				\$ -	
		7 Acres			<i>Adjusted</i>	\$ 29,750,000	\$ 5,947,500
					<i>Adjusted Percent</i>	83.3%	16.7%
Financing Options							
TIF, CDBG, MO Dept Finance Board Tax Credit	Application	Infrastructure					
SLDC Revolving Loan Fund, Urban Enterprise Loan		Acquisition					
Justine Peterson, Senior Home Security, Fannie Mae Sec. Mortgages		Ex. Homes					
REIT, FIMMA, MO Neighborhood Preservation Act		New Homes					
CDBG Funds, Urban Enterprise Loan, SBA 504		Commercial					
Environmental Site Considerations By Type							
No Sites Reported		0					
**Note: Excludes property held by Warner-Jenkins							

* 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 JVL-3							
<i>Development Costs</i>							
Vacant Land Area of District	Acre	1					
Opportunity for Commercial	Each	1	\$ 300,000	\$ 300,000	Private	\$ 300,000	\$ -
Existing Structures to Remain (Fair Condition)	Each	2	10,000	20,000	Public	-	20,000
Existing Structures to Remain (Poor Condition)	Each	2	20,000	40,000	Public	-	40,000
Existing Structures to Remain (Very Poor Condition)	Each	0		-	Public	-	-
			Sub-Total	\$ 360,000		\$ 300,000	\$ 60,000
Development Fee (5% of construction costs)*				18,000		15,000	3,000
Soft Costs (20% of construction costs)*				72,000		60,000	12,000
Total Projected Development Expense of District JVL-3**				\$ 450,000		\$ 375,000	\$ 75,000
					<i>Percent:</i>	83.3%	16.7%
Government Controlled Land							
LRA		.1 Acre			<i>Adjusted</i>	\$ -	\$ -
					<i>Adjusted Percent</i>	83.3%	16.7%
Financing Options							
TIF, CDBG, MD Department Finance Board Tax Credit							
Urban Enterprise Loan, SLDC Revolving Loan Fund							
Justine Peterson Housing & Reinvestment, Fannie Mae Sec. Mortgages							
REIT FNMA MD Neighborhood Preservation Act							
Environmental Site Considerations By Type							
No Sites Reported		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 - 18 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT JVL-4							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	6					
Land Acquisition Costs	Acres	6	\$ 25,000	\$ 150,000	Public	\$ -	\$ 150,000
Consolidation of Parcels	Each	N/A			Public		
Infrastructure Repairs/Improvements	Acres	6	50,000	300,000	Public		300,000
Parcels Requiring Environmental Site Remediation	Each	2	N/A				
Estimated Buildings to be Removed/Demolished	Each	0	15,000	-	Private		
Existing Structures to Remain (Fair Condition)	Each	55	10,000	550,000	Private	550,000	
Existing Structures to Remain (Poor Condition)	Each	20	20,000	400,000	Private	400,000	
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	-	Public		
Additional Infill	D.U.	46	100,000	4,600,000	Private	4,600,000	
Multi-Family Residential (Units)	D.U.	18	78,000	1,404,000	Private	1,404,000	
			Sub-Total	\$ 7,524,000		\$ 7,074,000	\$ 450,000
Development Fee (5% of construction costs)*				376,200		353,700	22,500
Soft Costs (20% of construction costs)*				1,504,800		1,414,800	90,000
Total Projected Development Expense of District JVL-4**				\$ 9,405,000		\$ 8,842,500	\$ 562,500
					<i>Percent:</i>	94.0%	6.0%
Government Controlled Land							
LRA		3 Acres				\$ -	497,500
Miscellaneous / Semi-public Land		1 Acre			<i>Adjusted</i>	\$ 8,345,000	\$ 1,060,000
					<i>Adjusted Percent</i>	88.7%	11.3%
Financing Options							
TIF CDBG, MD Department Finance Board Tax Credit	Applications						
SLCD Revolving Loan Fund, Urban Enterprise Loan	Infrastructure Acquisition						
Justine Peterson Housing & Reinvestment, Fannie Mae Sec. Mortgages	Housing						
REIT FNMA, MD Neighborhood Preservation Act	New Housing						
Community Reinvestment Act Funds	Multi-Family						
Environmental Site Considerations By Type							
Hazardous Waste Generator		1					
Petroleum Tanks		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 - 6 Acres		DISTRICT JVL-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	2														
Land Acquisition Costs		Acres	4.2	\$	50,000	\$	210,000						Public	\$	-	\$	210,000
Consolidation of Parcels		Each	60		2,000		120,000						Public		-		120,000
Infrastructure Repairs/Improvements		Acres	4.2		50,000		210,000						Public		-		210,000
*Parcels Requiring Environmental Site Remediation		Each	3		N/A												
Estimated Buildings to be Removed/Demolished		Each	3		15,000		45,000						Public				45,000
Existing Structures to Remain (Fair Condition)		Each	2		10,000		20,000						Public				20,000
Existing Structures to Remain (Poor Condition)		Each			20,000								Public				
Existing Structures to Remain (Very Poor Condition)		Each			40,000								Public				
Estimated Existing Structures to be Relocated		Each	3		60,000		180,000						Public				180,000
Light Industrial - (Total Land Area)		Acres	4.2		1,400,000		5,880,000						Private		5,880,000		
				Sub-Total		\$	6,665,000							\$	5,880,000	\$	785,000
Development Fee (5% of construction costs)*							333,250										39,250
Soft Costs (20% of construction costs)*							1,333,000										157,000
Total Projected Development Expense of District JVL-5**							\$	8,331,250						\$	7,350,000	\$	981,250
													<i>Percent:</i>				11.8%
Government Controlled Land																	
LRA			.2 Acres														
Miscellaneous / Semi-public Land			.3 Acres														
Financing Options																	
TIF, CDBG, Mo Dept Finance Board Tax Credit				Application													
SLDC Revolving Loan Fund, Urban Enterprise Loan				Infrastructure													
Justine Peterson Housing & Reinvestment, Fannie Mae Sec. Mortgages				Acquisition													
Missouri First, Urban Enterprise Loan				Ex. Housing													
				Lt. Industrial													
Environmental Site Considerations By Type																	
*Note: Removal of Junk Yards			2														
Airs-afs			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.



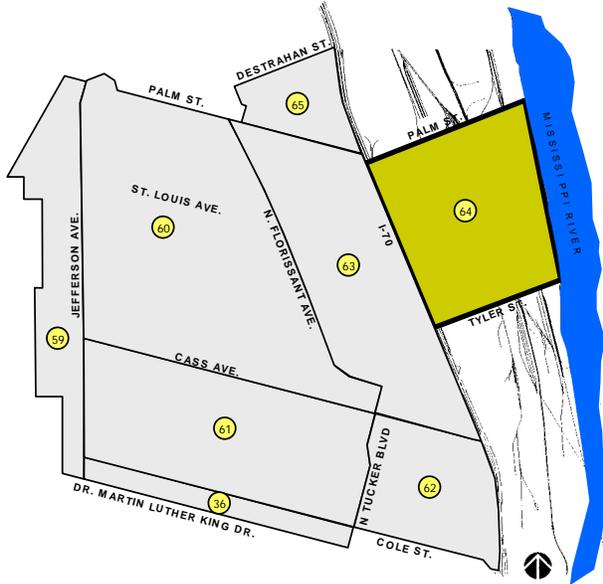
Total Land Area of District - 14 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT JVL-6							
No Development Recommendations This is the Home of the Fire Department Training Center Parcels Requiring Environmental Site Remediation		2					
Government Controlled Land							
City of St. Louis		4 Acres					
LRA		1.5 Acres					
Financing Options		Application					
Environmental Site Considerations By Type							
Petroleum Tanks		1					
Airs-a/s		1					

Total Land Area of District - 8 Acres DISTRICT JVL-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	3.5						
Land Acquisition Costs	Acres	3.5		\$ 25,000	\$ 87,500	Private	\$ 87,500	\$ -
Consolidation of Parcels	Each	N/A				Private	-	-
Infrastructure Repairs/Improvements	Acres	3.5		50,000	175,000	Public	-	175,000
Parcels Requiring Environmental Site Remediation	Each	0		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 to Remain (Very Poor Condition)	Each	10		40,000	400,000	Private	400,000	-
Estimated Existing Structures to be Relocated	Each	0		60,000	-	Private	-	-
Proposed New Housing	D.U.	41		100,000	4,100,000	Private	4,100,000	-
				Sub-Total	\$ 5,722,500		\$ 5,547,500	\$ 175,000
Development Fee (5% of construction costs)*					286,125		277,375	8,750
Soft Costs (20% of construction costs)*					1,144,500		1,109,500	35,000
Total Projected Development Expense of District JVL-7**					\$ 7,153,125		\$ 6,934,375	\$ 218,750
						<i>Percent:</i>	96.9%	3.1%
Government Controlled Land								
LRA		1 Acre						\$ 654,375
Miscellaneous / Semi-public Land		.6 Acres				<i>Adjusted/Percent</i>	\$ 6,280,000	\$ 873,125
							87.8%	12.2%
Financing Options								
TIF, COBG, MO Dept Finance Board Tax Credit			Application					
SLCD Revolving Loan Fund, Urban Enterprise Loan			Infrastructure					
Justine Peterson Housing & Reinvestment, Fannie Mae Sec. Mortgage			Acquisition					
REIT, FHMMA, MD Neighborhood Preservation Act			Ex. Housing					
			New Housing					
Environmental Site Considerations By Type								
No Sites Reported			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.



Near North Riverfront Focus Area



History ¹

After 1840, the Near North Riverfront provided high-density tenement housing for immigrant workers. Most of these two and three-story row-houses collapsed before the boom of commercial and industrial activity after the Civil War. Those that remained were later replaced by truck terminals and industries. The Municipal Docks, located at the foot of North Market Street, were constructed in 1918 to take advantage of the heavy barge traffic after World War I and later enlarged in 1955.

The area east of Broadway is now highly industrialized and includes the wholesale Commission Market, which was relocated to its present site in the 1950s during the construction of the Mark Twain

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

Expressway (I-70).

Community

The Near North Riverfront, largely industrial, consists of warehouse structures from different eras and a few residential blocks.

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.

Housing

The residential stock of Near North Riverfront, characterized by the townhouse style common to the Ward as a whole, is scattered along its western perimeter. This area has been neglected. Some of the buildings are generally in fair condition. Vacant lots are clustered throughout.

Public Spaces

No suitable parks or open spaces exist in this portion of the neighborhood.

Sidewalks, although clearly delineated along main streets, do not yet comply with ADA standards.

Lighting is insufficient for the scale and volume of the neighborhood.

The density in the street plan is consistent and suc-

cessfully balances a variety of multi-story and one-story commercial structures.

Circulation

It is problematic that 10th Street is a one-way, northbound thoroughfare. Tractor-trailers and other large trucks have claimed the right-of-way causing problems for the average driver. As businesses expand, they tend to put up roadblocks that interrupt the flow of traffic.

The proposed MetroLink extension plan will not directly impact the Near North Riverfront.

The new Mississippi River Crossing includes a program of beautification and landscaping for the western edge of the neighborhood; otherwise, the area is unaffected by the construction.

Bus routes run along North Broadway, St. Louis Avenue, and Tyler and Palm Streets. Connections to MetroLink are easily possible via these conduits.

Near North Riverfront Neighborhood Planning Issues

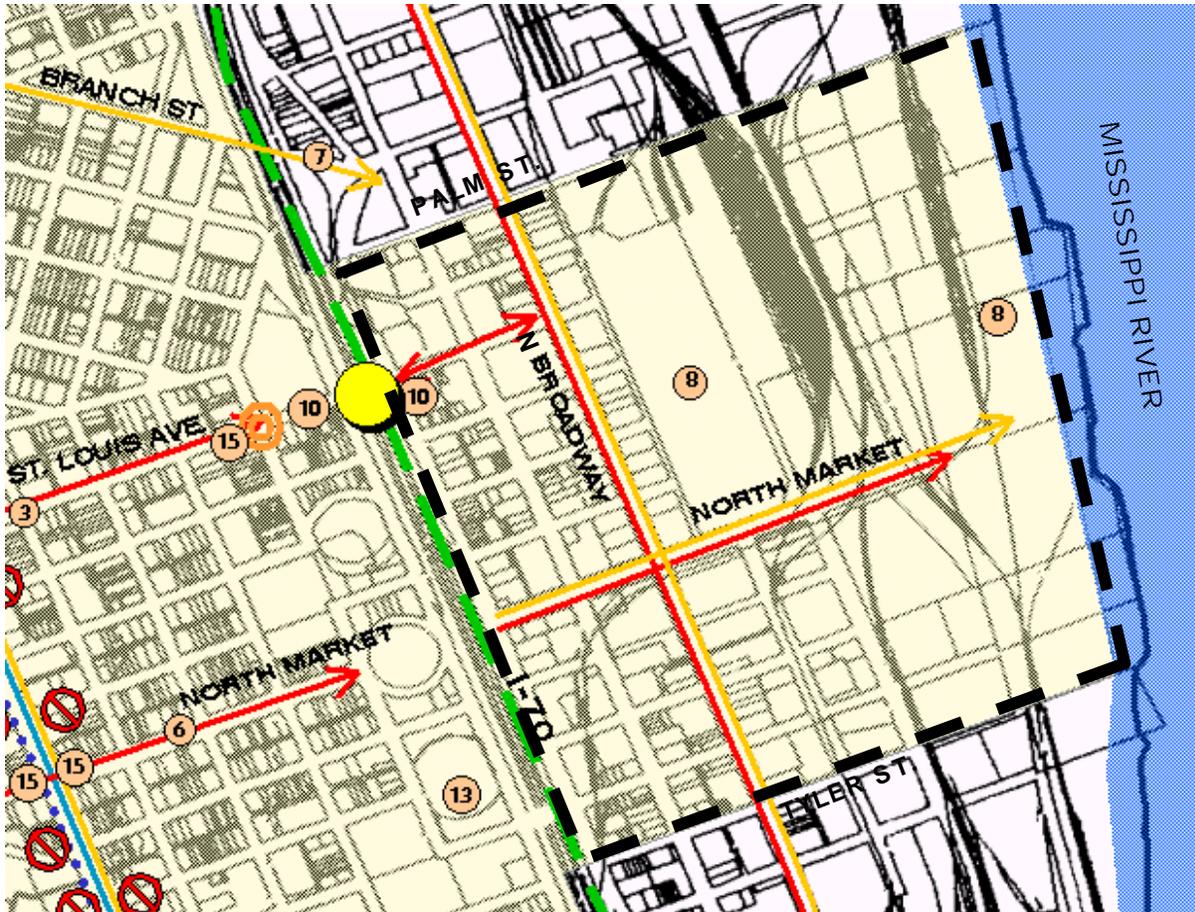
Table 13-1

Existing Land Use Conditions

Near North Riverfront Neighborhood Existing Land Use Conditions			
Number of parcels in neighborhood		295	
Total Neighborhood Area (square footage)		6,888,797	
Total Neighborhood Area (acreage)		158.15	
Percentage of 5th Ward Total Acreage		15%	
		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)		1	1%
Multiple Family (acreage of parcels)		0	0%
Retail / Commercial (acreage of parcels)		64	40%
Office (acreage of parcels)		0	0%
Light Industry (acreage of parcels)		11	7%
Heavy Industry (acreage of parcels)		6	4%
Transportation / Communication / Utility (acreage of parcels)		59	37%
Institutional / Community (acreage of parcels)		6	4%
Parks & Recreation (acreage of parcels)		0	0%
Vacant Land (acreage of parcels)		10	7%



Proposed Circulation



LEGEND

- STREETS CLOSED
- IMPROVED INTERSECTION / PEDESTRAIN 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

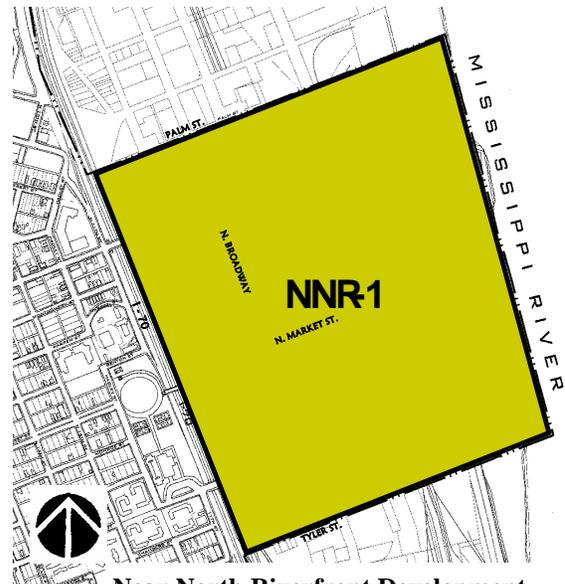
TRAFFIC RECOMMENDATIONS

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

- Primarily light Industrial on small block sites
- Home to Municipal Docks, Produce Row, metal scrap yard
- A portion of the area is eligible area for the National Register
- Railroad trestle is dominate visual element

A small portion of the Near North Riverfront neighborhood lies within the Fifth Ward, bounded by Tyler Street to the south, the Mississippi River to the east, Palm Street to the north, and I-70 to the west. The neighborhood is occupied primarily by light industries on small block sites. It is also home to the Municipal Docks, Produce Row, and a metal scrap yard. Significant features are the midsize warehouse buildings on the east side of Broadway between North Market and Montgomery Streets. This neighborhood has an eligible district for the National Historic Register. Therefore, following the guidelines from the National Register of Historic Places Form NPS-10-900 will preserve the architectural heritage of this industrial neighborhood. Additionally, the railway trestle is one of the most dominant visual elements of this neighborhood. The proposed plan is to renovate and reuse the trestle as a primary connection to the Mississippi River and the riverfront bike trail. The mixed uses of industry and recreation helps to reinforce the balances of our city's culture.



Rec- Near North Riverfront Development Districts—See Map Appendix

ommendations for Development Districts

NNR-1

The general boundaries for NNR-1 are:

North: Palm St.

East: the Mississippi River front

South: Tyler St.

West: I-70

Recommendations

- This area east of I-70 is also being studied as an overall river front plan, distinct from this study.
- Light industrial uses should be the predominant land use for this area.
- A total of 12 acres for light industrial use could be made available by reconfiguring land use and

Table 13-2**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	6
Number of Vacant Units	16
Number of Existing Building Condition—Good	2
Number of Existing Building Condition—Fair	12
Number of Existing Building Condition—Poor	7
Number of Existing Building Condition—Very Poor	8
Total	51
Retail / Commercial, Light Industry, Heavy Industry, and Office Structures	
Number of Condemned Units	1
Number of Vacant Units	2
Number of Existing Building Condition—Good	50
Number of Existing Building Condition—Fair	36
Number of Existing Building Condition—Poor	4
Number of Existing Building Condition—Very Poor	0
Total	93
Transportation / Communications / Utilities Structures	
Number of Condemned Units	0
Number of Vacant Units	1
Number of Existing Building Condition—Good	0
Number of Existing Building Condition—Fair	1
Number of Existing Building Condition—Poor	1
Number of Existing Building Condition—Very Poor	0
Total	3
Institutional / Community 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

Near North Riverfront Focus Area

some street closures. This would make more industrial land available for new businesses and those business to be displaced by the bridge development. These sites are not calculated into the total net gain of light industrial. (see Proposed Land Use Map) There may be relocation and some demolition to accomplish this.

- Adaptive reuse of the existing residential buildings for commercial uses to support the industries and employees is recommended.
- The North Broadway Industrial Corridor, Tyler St. north to Palm; 10th St. east to 1st St., is recommended for inclusion in a National Regis-

ter Multiple Property District. (See Chapter 15—Historic Preservation for definition)

- Since the proposed riverfront bike trail will cross the eastern edge of the neighborhood, it is recommended that the above-grade railroad truss on the south side of North Market Street be reused and extended north to meet the pedestrian bridge which crosses over I-70 to Jackson Park. The new Mississippi River bridge will require that the pedestrian bridge be rebuilt. Therefore, this trail would serve as a connection to the Fifth Ward neighborhoods.
- The addition of an on / off ramp at St. Louis



Existing Land Use



Existing Zoning

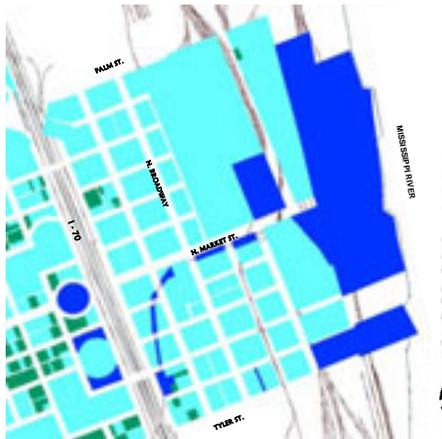


Avenue is proposed by the Missouri Department of Transportation to improve highway access. No westbound truck traffic should be permitted beyond 11th Street on St. Louis Ave.

streetscape improvements and closer monitoring of truck regulations should be implemented.

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

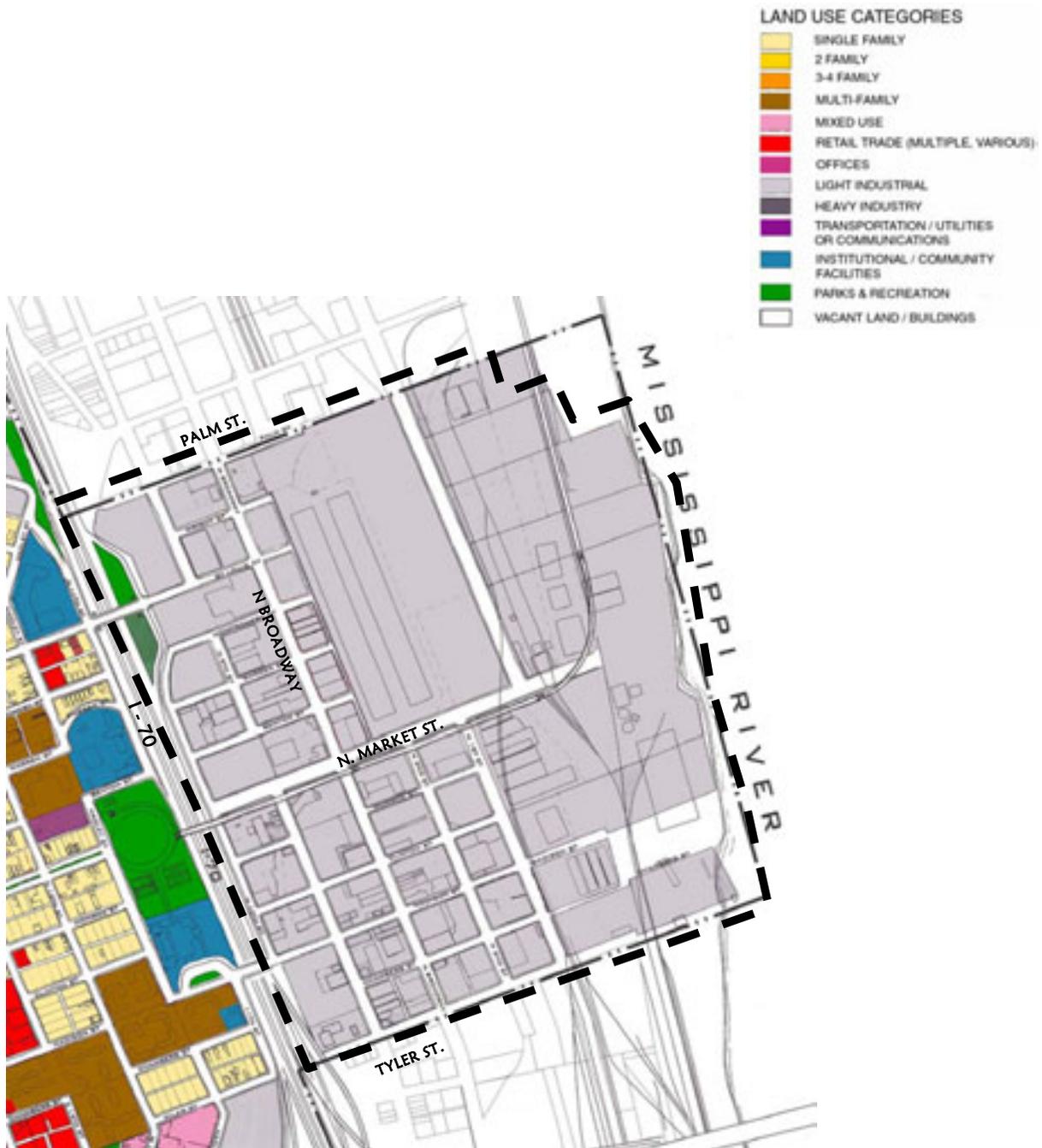
- The existing right-of-way on 10th Street should be reduced to allow for a landscape buffer along I-70 for improved aesthetics into the city and views from the western portion of the Fifth Ward. This should be considered during the new bridge development project.
- Many of the streets in this neighborhood are in poor condition and require new curbs, improved lighting, and sidewalk enhancements. In an effort to revitalize this part of the community,



Property Ownership



Vacant Land
Areas in black indicate vacant parcels.



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.

Near North Riverfront*	Tot Dev Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District MMRF	\$ 29,325,000	\$ 21,000,000	\$ 8,325,000	71.6%	28.4%
Total Development Costs	\$ 29,325,000	\$ 21,000,000	\$ 8,325,000	71.6%	28.4%

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

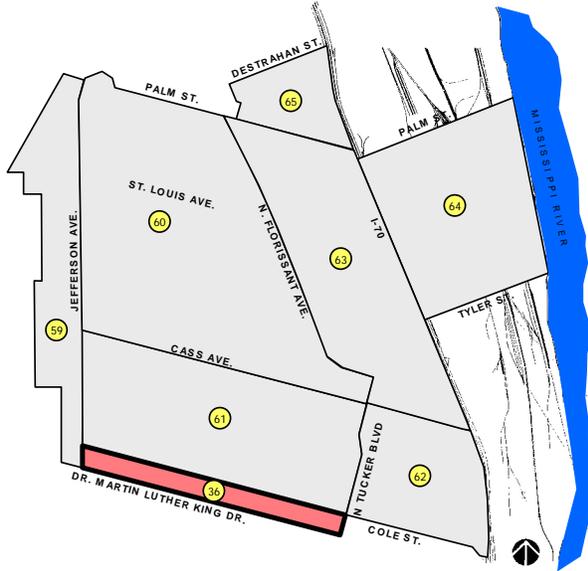
Total Land Area of District - 16 Acres						
DISTRICT NMRP						
	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs
<i>Development Costs</i>						
Vacant Land Area of District	Acres	5				
Land Acquisition Costs	Acres	12	50,000	600,000	Public	\$ -
Consolidation of Parcels	Each	45	2,000	90,000	Public	\$ -
Infrastructure Repairs/Improvements	Acres	16	50,000	800,000	Public	-
Parcels Requiring Environmental Site Remediation	Each	17	N/A			-
Estimated Buildings to be Removed/Demolished	Each	11	20,000	220,000	Public	-
Existing Structures to Remain (Fair Condition)	Each	0	N/A		Public	-
Existing Structures to Remain (Poor Condition)	Each	0	N/A		Public	-
Existing Structures to Remain (Very Poor Condition)	Each	0	N/A		Public	-
Estimated Existing Businesses to be Relocated	Each	11	150,000	1,650,000	Public	-
Improved Utilization of Light Industrial (Total Land Area)	Acres	12	1,400,000	16,800,000	Private	16,800,000
Reuse of Existing Railroad Structure for Pedestrian Path	L.F.	3000	500	1,500,000	Public	-
Recommended Streetscape Improvements for Revitalization	L.S.	1	1,500,000	1,500,000	Public	-
Reduce Existing 10th St. R.O. w/ Landscape Buffer	L.S.	1	300,000	300,000	Public	-
			Sub-Total	\$ 23,460,000		\$ 16,800,000
				1,173,000		840,000
				4,692,000		3,360,000
				\$ 29,325,000		\$ 21,000,000
Total Projected Development Expense of District NMRP-1**						
Note: Costs do not include renovation of loft buildings along N. Broadway						
Government Controlled Land						
City of St. Louis		4 Acres			Adjusted	\$ 21,000,000
LRA		2 Acres			Adjusted	71.6%
Financing Options						
TIF, CDCB, MD Dept Finance Board Tax Credit						
SLDC Revolving Loan Fund, Urban Enterprise Loan						
MDDOT Dev. Tax Credit, USDOT Trust Fund						
MDDOT Dev. Tax Credit, USDOT Trust Fund						
MDDOT Dev. Tax Credit, USDOT Trust Fund						
Business Facility Tax Credit, SLDC Facade Program						
Tax Exempt Industrial Development Bond						
Enterprise Zone Tax Benefit, Missouri First						
SLDC Revolving Loan, Urban Enterprise Loan						
Environmental Site Considerations By Type						
Hazardous Waste Generator		Quantity				Quantity
Petroleum Tanks		3		Gasoline Filling-satation-envir		0
Airs-als		7		Land Funeral-cemetery-envir		0
Federal-CERCLA-RCRA		1		Medicinal-nuclear-envir		0
State-LUST_SWDP_WPCP		3		Mineral/Metal-mineral-process-envir		0
Asbestos_manuf-envir		0		Misc-envir		0
Auto-machinery-envir		0		Petrochemical-manuf-envir		0
				Dye-dryclean-envir		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.



Downtown West Focus Area



The Downtown West portion of the Ward is currently industrial; however, in the nineteenth century it was a thriving residential community. The Sommer House, a City landmark since 1978, is the last surviving building of the once-dense neighborhood. Its history of ownership characterizes the waves of immigrants to the area: Germans, followed by Polish Jews, and later, Italians. The house currently is a Mounted Police station. Downtown West has similar characteristics with Carr Square because of their close proximity to each other.

Commercial Activity

Balke Brown & Associates has planned and is building a new light industrial warehouse complex in the Downtown West / Carr Square area. Two warehouses will be built on six city blocks and are expected to be completed in 2001.

Downtown West Neighborhood Planning Issues

- Commercial/light industrial uses
- Adjacency to downtown
- Development of elderly housing

The Downtown West neighborhood has a very small portion of its land area located in the Fifth Ward. The existing land uses are primarily commercial / light industrial. Similar uses exist along Dr. Martin Luther King Drive, capitalizing on the area's adjacency to downtown and to the highways to the south. The development of the 22nd Street parkway will also improve access from this area to

History ¹

The portion of Downtown West in the Fifth Ward is bounded by Dr. Martin Luther King Drive to the south, Cole Street to the north, Jefferson Avenue to the west, and Tucker Street to the east. The entire area of Downtown West was set aside for a common agricultural field in 1764 almost immediately after Laclède expanded his hunting post to a village. In the 1840s, a large number of Germans immigrated to the area. The area saw a rise in Eastern European immigrants in the early twentieth century as well as an influx of African-Americans from rural Missouri and Arkansas. Today, the portion of Downtown West in the Ward is no longer primarily residential as it once was.

Community and Housing

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

Downtown West Focus Area

highways. The recommendations for this district include continuation of the commercial/light industrial developments and an elderly housing development at the intersection of Jefferson Ave. and Dr. Martin Luther King Drive. The elderly housing development is accounted for in the Carr Square District CR-7.

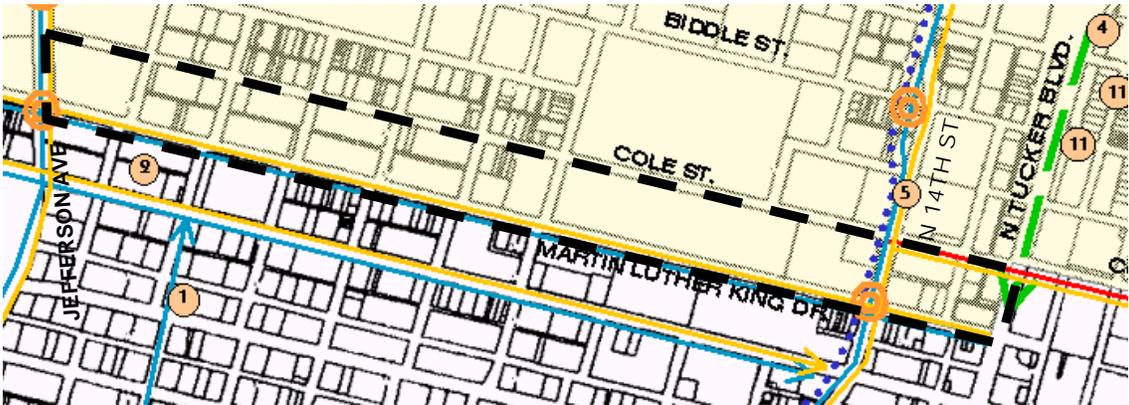
Although this neighborhood is characterized by industrial buildings, its proximity to the redeveloping downtown neighborhoods underscores its importance. The most historically significant building in this neighborhood, the Sommer House, is currently being used by the Police Department for their

mounted Police unit. This building's design is typical of most of the lost buildings from this neighborhood. Its preservation is critical and it is worthy of landmark status. Building guidelines from the National Register of Historic Places, Form NPS-10-900, should be followed for architectural considerations. Screening truck parking and light industrial uses from non industrial properties will reinforce good planning and design for this neighborhood.

Downtown West Neighborhood Existing Land Use Conditions		Table 14-1 Existing Land Use Conditions	
		Total Neighborhood Acreage	Percentage of Neighborhood Acreage
Number of parcels in neighborhood	25		
Total Neighborhood Area (square footage)	1,115,987		
Total Neighborhood Area (acreage)	25.62		
Percentage of 5th Ward Total Acreage	2%		
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)	0	0%	
Retail / Commercial (acreage of parcels)	16	64%	
Office (acreage of parcels)	0	0%	
Light Industry (acreage of parcels)	0	0%	
Heavy Industry (acreage of parcels)	0	0%	
Transportation / Communication / Utility (acreage of parcels)	6	25%	
Institutional / Community (acreage of parcels)	0	0%	
Parks & Recreation (acreage of parcels)	0	0%	
Vacant Land (acreage of parcels)	3	11%	



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 14-2

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.

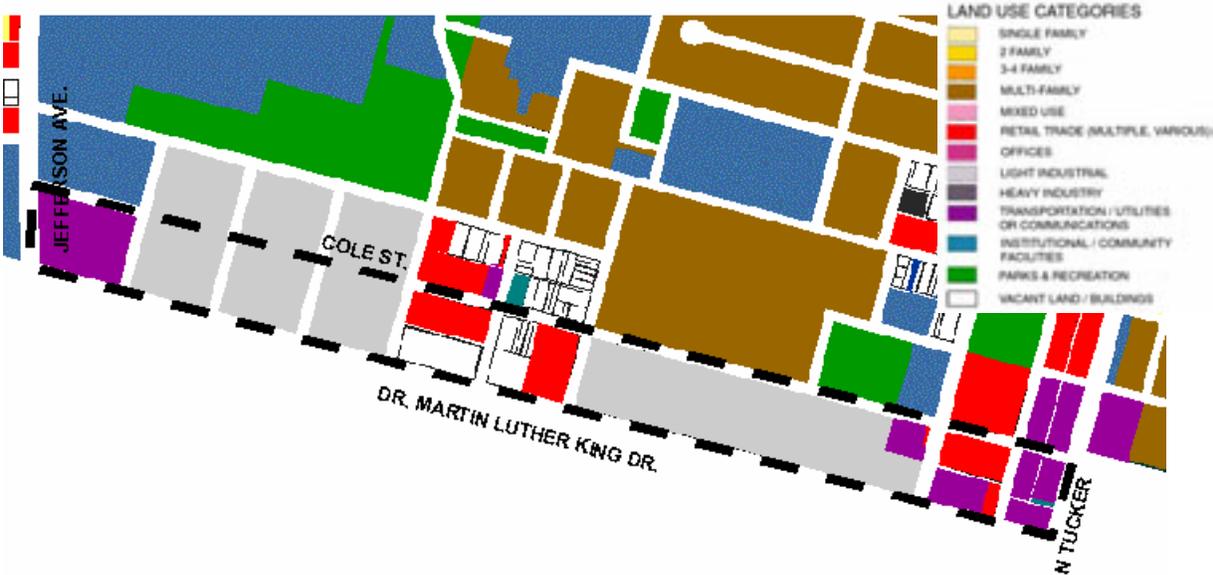
Fair—Sound structure, reasonable condition, may need repairs or regular maintenance to preserve or improve building condition.

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	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
Retail / Commercial, Light Industry, Heavy Industry, and Office Structures	
Number of Condemned Units	0
Number of Vacant Units	0
Number of Existing Building Condition—Good	7
Number of Existing Building Condition—Fair	0
Number of Existing Building Condition—Poor	0
Number of Existing Building Condition—Very Poor	0
Total	7
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	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

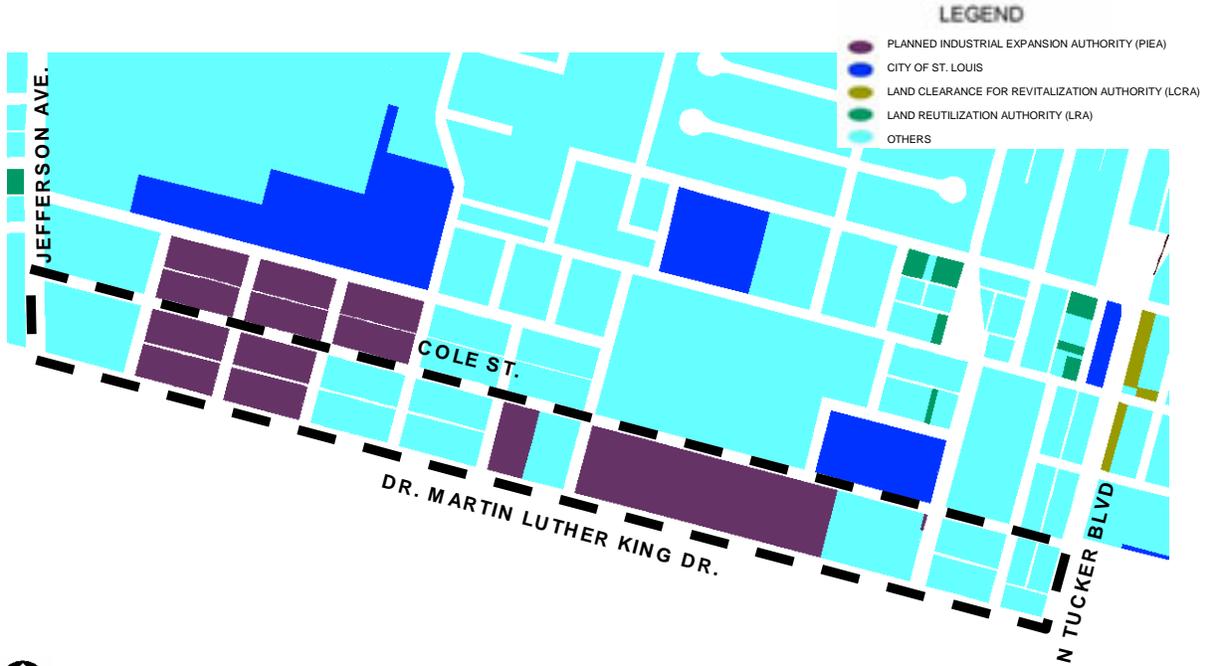




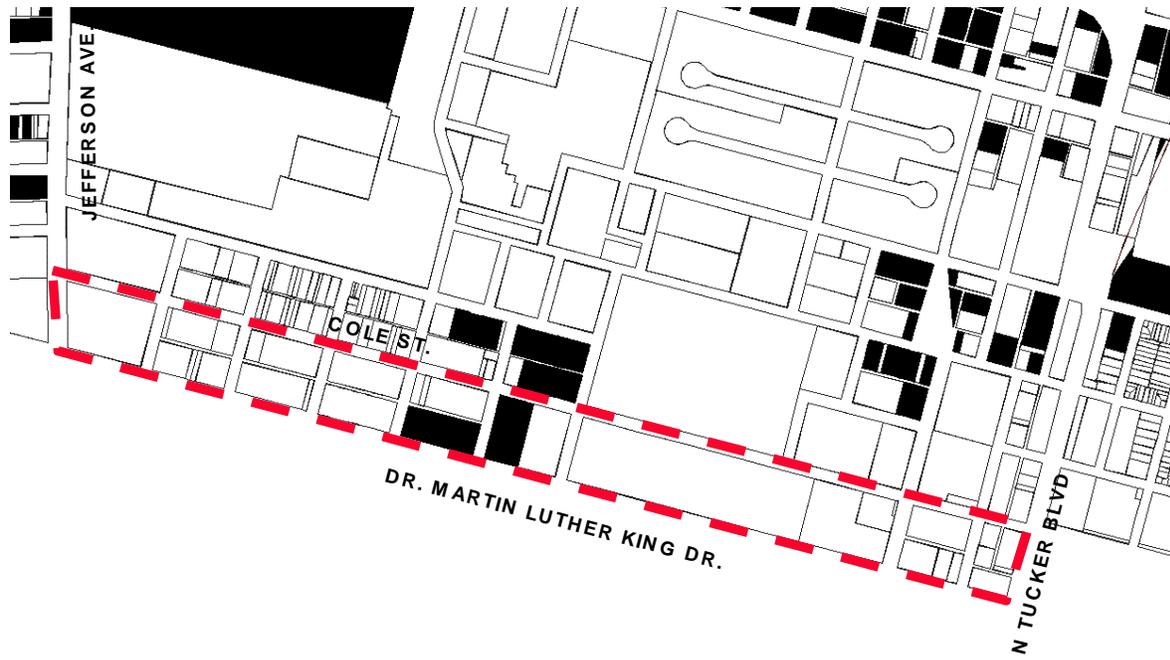
Existing Land Use



Existing Zoning

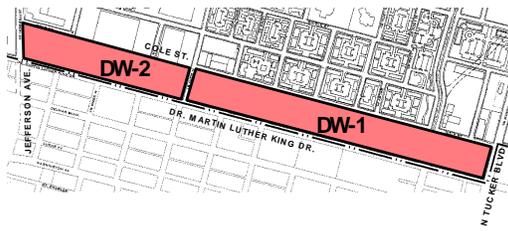


Property Ownership



Vacant Land

Areas in black indicate vacant parcels.



Downtown West Development Districts—See Map Appendix

Recommendations for Development District

DW-1

The general boundaries for DW-1 are:

North: Cole St.

East: N. Tucker Blvd.

South: Dr. Martin Luther King Drive

West: N. 20th St.

This is the northern edge of the Downtown West development area and currently has light industrial and commercial land uses.

Recommendations

No changes to this district are recommended.

DW-2

The general boundaries for DW-2 are:

North: Cole St.

East: N. 20th St.

South: Dr. Martin Luther King Drive

West: Jefferson Ave.

This area, a continuation of Districts CR-6 and CR-

7, is comprised of the existing and proposed Balke Brown & Associates warehousing development.

Recommendations

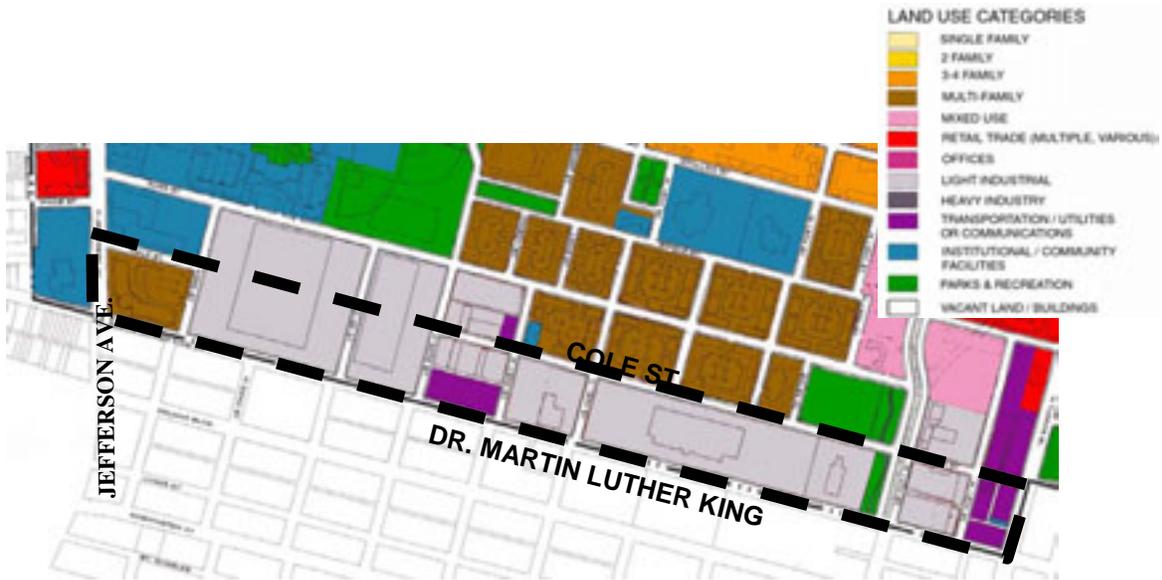
- Develop the 3-acre parcel at the corner of Dr. Martin Luther King Drive and Jefferson Avenue (the site of the existing RV Park) into a new two to three story elderly housing development with 125 units. Projections are that by the year 2002 (See Section One of the Appendix), 13% of the Ward population will be 65+ and may need more housing. This area, being across from the police facility, will be safe. It will be convenient because of the close proximity to the proposed mixed use area along Jefferson Ave. and there is easy access to transportation. There is also opportunity for seniors to become mentors for the educational entities within walking distance. In addition, this parcel would provide architectural definition for the corner.

This recommendation has been included as part of District CR-7 as it relates to the educational and recreational recommendations for Carr Square.

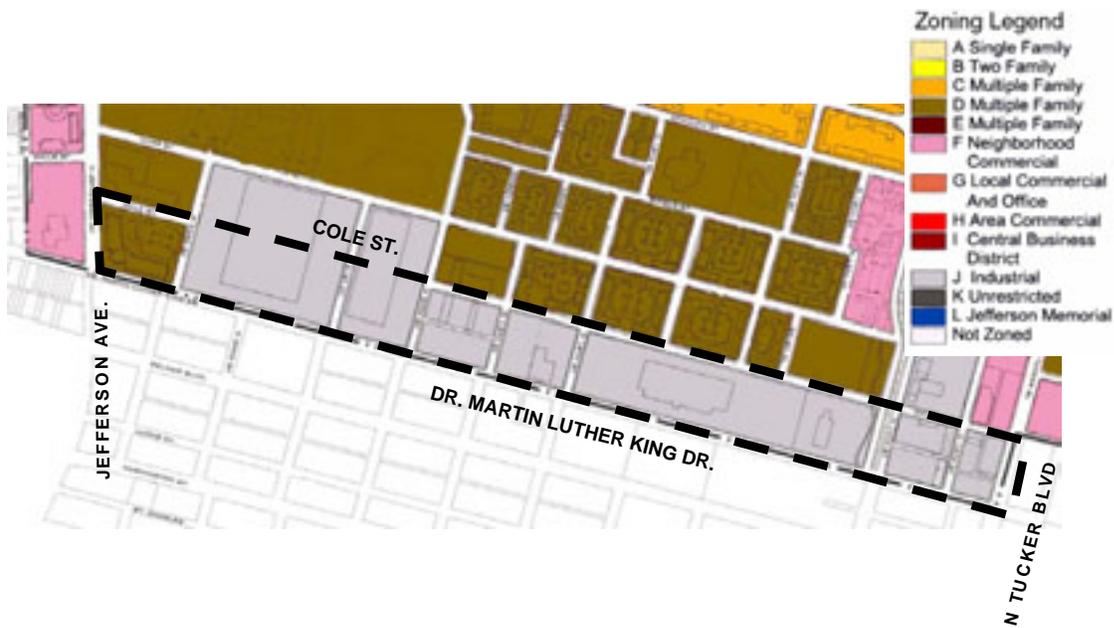
The financial analysis for this development is included in the Carr Square tabulations. Refer to Chapter 7 for additional detail.

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



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.

Downtown West*	Tot Dev Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District DTW-1	-	-	-	-	-
Total Projected Development Expense of District DTW-2**	-	-	-	-	-
Total Development Costs	\$ -	\$ -	\$ -	-	-
* See individual district tables for cost summary and detailed analysis.					
** See CR-7 for tabulations for a portion of this area.					



Total Land Area of District - 40 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT DW-1							
No Development Recommendations are Proposed for this District							
Vacant Land Area of District		3 Acres					
Parcels Requiring Environmental Site Remediation		4	N/A	N/A			
Government Controlled Land							
PIE		2 Acres					
SLHA		17 Acres					
Financing Options							
Business Facility Tax Credit, SLDC Façade Program, Tax Exempt Indus. Dev. Bond			Application				
Enterprise Zone Tax Benefit			General Use				
Missouri First, SLDC Revolving Loan			General Use				
Urban Enterprise Loan			General Use				
Environmental Site Considerations By Type							
Petroleum Tanks		3					
State-LUST_SWDP_WPCP		1					



	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
Total Land Area of District - 19 Acres							
DISTRICT DW-2							
See CR-7 for tabulations for a portion of this area.							
Parcels Requiring Environmental Site Remediation		1	N/A	N/A			
Government Controlled Land							
PIE		14 Acres					
Financing Options							
Business Facility Tax Credit, SLDC Façade Program, Tax Exempt Indus. Dev. Bond			Application				
Enterprise Zone Tax Benefit			General Use				
Missouri First, SLDC Revolving Loan			General Use				
Urban Enterprise Loan			General Use				
Environmental Site Considerations By Type							
Auto-machinery-envir		1					



Parks, Streetscape, Circulation, Neighborhood Beautification and Historic Preservation

Although this section covers a variety of topics, they all speak to the way people use and experience the Fifth Ward. In this way, these four components are intrinsically tied to each other. Their development will create a cleaner, beautified community by enhancing the aesthetic and functional uses of the Ward.

General Park Recommendations

The following recommendations apply to the existing parks in the ward and to those to be implemented as part of this planning effort:

- Conduct a master planning study of all existing park facilities in the ward to determine the specific programming and facility needs and to develop conceptual design alternatives for each park.
- Monitor and assess the quality of all play surfaces, play equipment, and on-site facilities. Ensure that minimum safe-fall zones are observed and that equipment is safe and in working order.
- Encourage community involvement in the maintenance and upkeep of neighborhood parks through such activities as:
 - Periodic litter pick-up
 - Seasonal planting days
 - Lawn mowing
 - Painting of facilities and structures
 - Community picnics and gatherings
- Ensure that residential and commercial areas adjacent to park spaces are sensitive to the needs of the park and its users. Attempts should be made to discourage inappropriate land uses such as businesses that have large trucks or high volumes of traffic around neighborhood parks.
- Improve the amount and quality of lighting in the parks. The level of lighting should provide a sense of safety for park users, but not so much that it becomes a nuisance to adjacent homes.
- Improve the amount and quality of site furnishings in the parks. A sufficient amount of trashcans, benches, picnic tables, water fountains, and other amenities should be provided in each park. In selecting a style, consider the urban and historic nature of the Ward.
- ADA accessibility should be addressed in all parks. Curb cuts should be provided to allow sidewalk and path access from the parking lots and the street. All park restrooms should have ADA-accessible stalls and play equipment and surfacing should be sensitive to ADA issues.
- The level of police presence in park areas should be increased to discourage deviant activity, including the use of parks by vagrants.
- The Design Standards presented in the

following Chapter recommend increasing the density of buildings within the neighborhoods, especially in residential areas. Having additional “eyes” on the street, through this type of development and with community watch groups, will aid the effort to make public spaces safer for residents.

- Improve the quantity and quality of landscape included in all park spaces.
- Coordinate the programming of parks with schools, churches, and other community organizations throughout the Ward. Neighborhood entities are encouraged to utilize the Ward’s park spaces.
- Initiate public/private partnerships to help reduce the burden on the City of St. Louis’ Parks Department for additional park maintenance in the Fifth Ward.

Specific Park Recommendations

The following portion of this Chapter will discuss the proposed park improvements by neighborhood location. Existing parks without significant changes have not been included in this discussion. Discussion of the proposed Family Learning Center is included in this Chapter given its relevance to parks and recreation in the Ward.

Carr Square

Pocket Parks near the terminus of the new bridge (The Mississippi River Crossing Plan as depicted

here is subject to change based on the new Mississippi River Crossing Plan) (share with Columbus Square)

On the Missouri side of the river, the roadway of the new bridge moves below grade and emerges near the intersection of Tucker and O’Fallon Streets. This location is the first point drivers see. Small pockets of greenspace around the bridge terminus and along Tucker Boulevard ease the transition into the city and provides an aesthetically-pleasing introduction to the City of St. Louis.

- Create a series of small parks for a total of approximately two acres at the entry point to the City of St. Louis from the new bridge.
- Develop park landscapes with flowering trees and perennials for seasonal color.
- Ensure that surrounding businesses and directional signage are not blocked by landscape or fixtures.

Columbus Square

New Park in Columbus Square

The proposed demolition of many of the buildings in the Cochran complex will result in redevelopment opportunities for this area of Columbus Square. When the new bridge is constructed and the Metro-Link expansion occurs, this section of Columbus Square will become somewhat isolated from the parks in the rest of the Ward. An effort should be made to create greenspace for residents in this area

to avoid potential unsafe or difficult passage to parks in other portions of the Ward.

- Develop a new park, approximately 3 acres in size, near the intersection of Cass Avenue and 7th Street.
- Include a multi-purpose field that allows for the design of a ballfield.
- Include a multi-purpose court for activities such as basketball or in-line skating.
- Include sufficient passive recreation space for non-programmed activities such as kite-flying or throwing a Frisbee.
- Develop an approximately 3-acre linear greenspace adjacent to the Neighborhood Gardens complex for passive recreation to serve the surrounding residences.
- Develop approximately one (1) acre of greenspace along North 6th Street that links to North 7th Street and the Neighborhood Gardens complex.

Pocket Parks near the terminus of the new bridge (The Mississippi River Crossing plan as depicted here is subject to change based on the new Mississippi River Crossing Plan for the Bridge) (share with Carr Square)

- See narrative in the Carr Square park recommendations.

New Park Along Interstate 70 in Columbus Square

As drivers enter the Central Business District of St. Louis on eastbound I-70, the view is somewhat bleak with industrial and commercial buildings on either side of the highway. A landscape buffer is suggested in pockets along I-70 in many areas of the Fifth Ward, especially on the west side of the highway. This park would serve as a forum for pre- or post-game parties and would also help to link the Ward to the Laclede's Landing area.

- Develop greenspace that would run parallel to the highway from approximately Cass Avenue to Cole Street and the TWA Dome.
- Develop park landscape for evergreen trees to screen, and flowering trees for seasonal color.
- Provide benches, barbecue pits, picnic tables, and restrooms for park users, especially "tailgaters" from the St. Louis Rams games.
- Coordinate fixtures and site furnishings in the park to celebrate a theme such as the history of the Columbus Square neighborhood, or work with the St. Louis Rams organization to develop a football theme to the park.

Old North St. Louis

Jackson Park

This existing park, adjacent to Webster School, is an

important park in the Old North St. Louis neighborhood. Given its prominent location and the level of development occurring in the area, the continued success of this park is key to the community.

- Close off North Market Street to vehicular traffic at Hadley Street and 11th Street. Develop the closed-off sections of the street into viable park space to increase park space by approximately one acre.
- Remove the existing restroom structure and construct a new facility adjacent to the new tennis and multi-purpose courts.
- Remove the existing ballfield in this location and institute a focal feature at the center of the park: a fountain, statue, or other component, visible from I-70 and to residents traveling east on North Market Street. The feature should celebrate a component of the neighborhood's history and identity, possibly with respect to the originally concept of the site with three circles symbolizing the mind, body, and soul. Directly align the feature with the proposed landscape median along the center of North Market Street.
- Create two tennis courts to the south of the central core of the park for use by residents and students of the Webster School.
- Create two new basketball courts in the same location for residents and students.
- Remove the existing pedestrian bridge across I-70 and replace it with a more modern, safer

bridge that allows for usage by bicyclists. The design of the bridge should celebrate the historical significance of the Old North St. Louis community through the use of materials and the style of light fixtures.

- Utilize the “granatoid” pole fixtures used in Forest Park as the lighting standard in the Jackson Park area to enhance the historical character of this space.

St. Louis Place

Large Land Use

This study has not made any formal recommendations for a large land use which could be located in the St. Louis Place Neighborhood and in particular, within District SP-7. As further study and investigation is recommended for this area of the Ward, the development of walking trails and an enhanced landscape would serve to beautify this area. Of course, the proposed large land use should be determined by an 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.

Family Learning Center

- Develop a Family Learning Center that will

bridge the Gateway School to the west with the Pruitt School to the east. This facility will assist residents with community service needs, family recreation, continuing education, job placement, and family learning skills.

- Develop programming for this facility in conjunction with the City of St. Louis' Parks Department and Public Schools. Both entities should have input into the operation and use of the facility.
- Pursue opportunities for a public / private partnership with the aforementioned public entities.
- Renovate existing sports fields. They can serve as the primary fields in the Ward for sporting events conducted through the proposed center.

Park at the Intersection of Jefferson and Parnell

At the intersection of these two roads, Parnell Street becomes the main road carrying traffic from Jefferson Avenue northbound. The intersection creates a V-shaped wedge of street blocks that is not conducive to many types of development. Since it acts as a visual terminus as well, it is an excellent location for a small park space. The park will soften the appearance of the proposed light industrial and commercial uses adjacent to this space.

- Develop an approximately one-acre park space

in this location.

- Consider returning the Schiller statue to the Fifth Ward in this location. Further study of this recommendation is necessary.
- Develop park landscaping to include flowering trees and perennials for seasonal color.
- Add site furnishings such as benches, lighting, and ornamental fencing around the park's perimeter sensitive to the historical significance of this area.

Hyde Park

- Develop a series of greenspaces along I-70 to provide a clean landscape buffer between the highway and the southern portion of the Hyde Park neighborhood. Utilize ornamental trees to provide seasonal color and additional buffer from the highway.

Near North Riverfront

- Develop a landscape buffer along the east side of Interstate 70 to provide a greenspace edge to the light industrial development in this neighborhood.
- Pursue relationship in conjunction with the Missouri Department of Transportation's enhancements of I-70 in this area for possible funding from the state.

Streetscape

A significant and definitive component to any neighborhood is its streets. Well-lit, landscaped streets create a sense of pride and safety in the community. Although most of the Ward lacks a coherent, viable streetscape, some portions have seen excellent streetscape enhancements in recent years. A coordinated and comprehensive approach to the design of streetscapes needs to occur in the Fifth Ward. The following assessment describes such an approach to streetscape design.

General Streetscape Recommendations

- Landscaped medians and boulevards not only beautify a community, they can also slow the speed of traffic and improve conditions for pedestrians.
- Landscaped medians in general should be irrigated to maintain the long-term viability of the plant material and turf installed in these locations.
- All streets in the Ward would benefit from enhanced landscaping, including the re-establishment of street tree plantings. The removal of dead street trees should be a priority, as they are eyesores.
- The planting of street trees should be unique for different areas of the Ward to provide variety and to protect against massive tree loss that can occur when a disease or insect predator attack a particular species of tree. Consider planting all east-west streets and north-south streets.
- Street tree species selection should consider durable, pollution-tolerant plants that provide seasonal color and variety, such as:
 - Skyline Honeylocust
 - Green Vase Zelkova
 - Hackberry
 - London Planetree
 - White Ash
 - Green Ash
 - Red Sunset Maple
 - Homestead Elm
 - Red Oak
- Developing planting beds at corners and around entry monuments is another way the landscape can enhance the overall street appearance.
- Curbs and sidewalks should be repaired and replaced where deficiencies are found. This will promote safe walking and jogging surfaces and eliminate unsightly weeds growing through cracks in the sidewalks.
- Curbs should be replaced where they are broken and missing. ADA-accessible curb cuts should be provided at all street intersections.
- The overall lighting in the Ward should be assessed. The use of pedestrian-scale light standards is beginning to occur in some areas of the Ward and should be explored in other locations. These types of fixtures are more aesthetically pleasing and celebrate the historical significance of the area. A program for reporting bulb outages and their prompt replacement should be implemented. All

lighting standards should meet or exceed the City of St. Louis' Board of Public Service standards.

- Stretches of road that pass by park spaces or schools should have rumble strips or speed bumps to slow down traffic and direct drivers' attention to pedestrians crossing the road, especially children. The rumble strips also increase the parks' visibility in the community.
- Site furnishings should be coordinated and sensitive to the neighborhood context. Trash receptacles, benches, bus stops, and other furnishings should be introduced along major streets to improve overall aesthetics.
- Monuments, signage, or other decorative fixtures may be sited at key entry points to neighborhoods in the Ward. These elements mark entrances and promote community pride. Entry monument designs should be coordinated with the community during the selection of a theme or style.

Streetscape Recommendations for Specific Streets in the Fifth Ward St. Louis Avenue

St. Louis Avenue is a historically significant street not only to the Fifth Ward, but for the entire City of St. Louis. Many of the homes that line the street west of North Florissant Avenue are beautiful, historic buildings. Additionally, St. Louis Avenue

passes through the heart of St. Louis Place Park. The section of St. Louis Avenue to the east of North Florissant passes through the area where the once-vibrant 14th Street Mall and the ever-popular Crown Candy Kitchen are located. An interchange with Interstate 70 is planned at St. Louis Avenue, which will potentially alter the way traffic uses the street. For the purposes of the master plan, two sets of recommendations have been prepared for St. Louis Avenue:

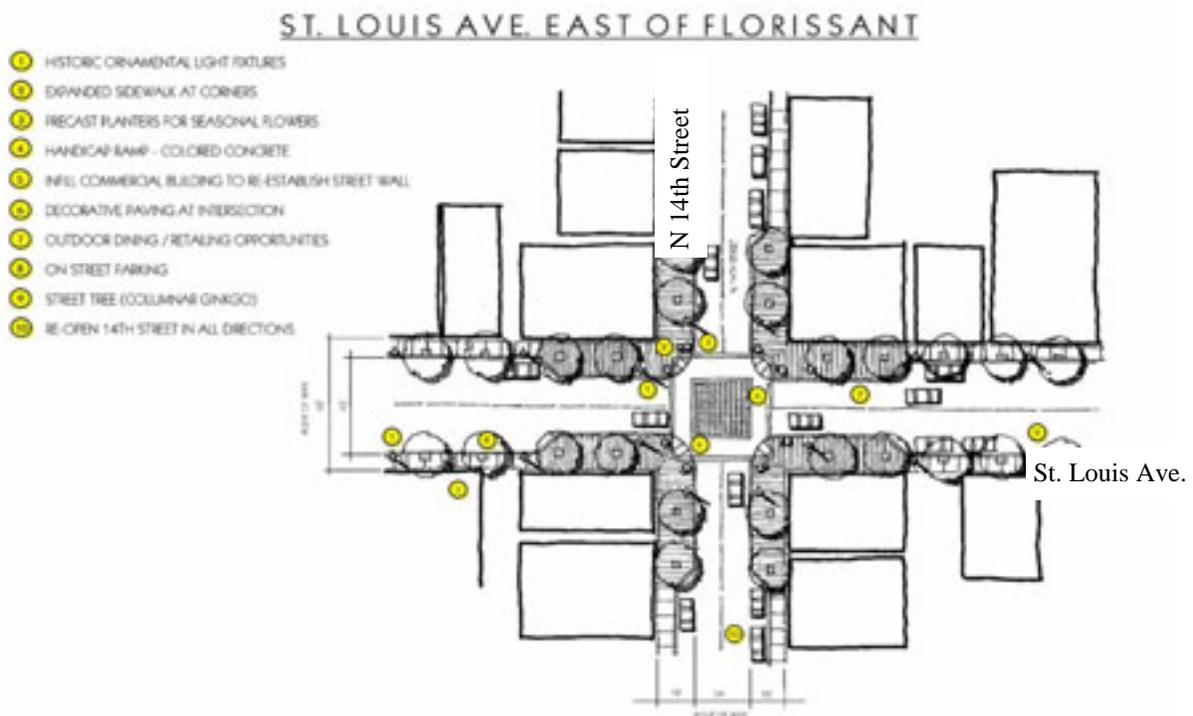
St. Louis Avenue (east of North Florissant Ave.) Recommendations

- Maintain the existing right-of-way width of sixty (60) feet.
- Maintain one twelve- (12) foot drive lane in both directions.
- Provide one eight- (8) foot parking lane in both directions.
- Provide ten- (10) foot sidewalks on both sides of the street.
- At key intersections such as 14th Street and St. Louis Avenue, the corners of the blocks should be extended to consume the eight-foot parking lane, thus creating eighteen-foot sidewalks at the corners. This will allow for safer pedestrian crossing of the streets, slow down the flow of traffic on St. Louis Avenue, and will provide additional outdoor seating and display space for restaurants and stores. Approximately sixty (60) feet of the parking lane should be consumed on both sides of the street to create these bump-out areas.

St. Louis Avenue (west of North Florissant Ave.) Recommendations

- Maintain the existing right-of-way width of 100 feet.
- Develop a sixteen- (16) foot landscape median along the center of the road.
- Position new overhead “cobrahead” style street light fixtures in the center of this median.
- Utilize “granatoid” style fixtures currently being used in Forest Park, to create a historic feel to the street.
- The median should be landscaped with flowering trees and perennials for seasonal color.
- Provide two, twelve- (12) foot drive lanes in both directions. The far right lane in both directions may function as a combination drive/parking lane.
- Provide a six- (6) foot planting strip along the roadway edge on both sides of the street for street tree plantings. Position ornamental pedestrian-scale light fixtures in this location.
- Provide a six- (6) foot sidewalk on both sides of the street for safe pedestrian use.
- Provide a six- (6) foot landscape buffer between the sidewalk and property lines on both sides of the street.

Other Recommendations:



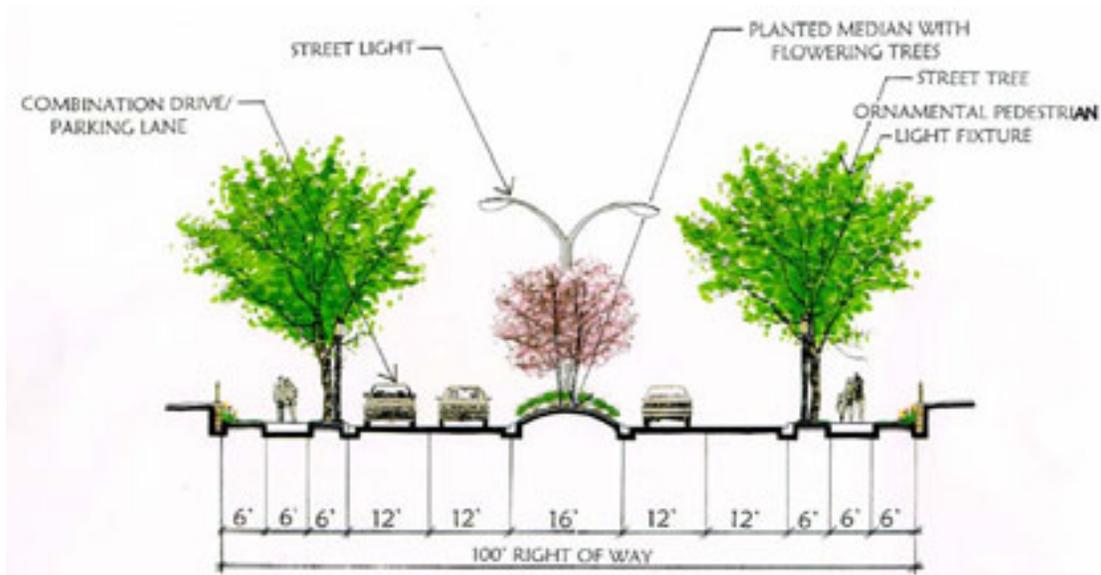
- The use of banners or other signage identifying specific neighborhoods is encouraged. These components can be attached to light fixtures in the center median to celebrate specific neighborhoods, events, or individuals.
- The stretch of St. Louis Avenue that passes through St. Louis Place Park should have rumble strips or speed bumps to slow the speed of traffic in these areas. This will create a safer condition for park users, especially young children.
- The section of St. Louis Avenue east of North Florissant should be dedicated to local traffic. Signs should be posted prohibiting through truck traffic and those seeking a shortcut to Interstate 70.

North Market Street is the longest east-west street in the Ward, running from Jefferson Avenue to the riverfront. The development of a riverfront bike trail adds greater significance to North Market. It is a linear bicycle and pedestrian corridor linking the neighborhood to the riverfront trail. The stretch of North Market east of I-70 is used primarily by heavy trucks and other industrial vehicles, while the western portion of the road runs exclusively through residential areas. As such, lighting along North Market should avoid excessive light spill and glare on adjacent homes. The terminus of North Market on the west side of I-70 is Jackson Park. The stretch of North Market between North Florissant Avenue and Jackson Park has an existing ten-foot boulevard.

North Market Street (east of North Florissant Ave.) Recommendations:

- Maintain right-of-way width at 100 feet.

North Market Street



St. Louis Avenue Section (proposed conditions)

- Maintain a ten- (10) foot landscape median along the center of the road. The median should be landscaped with flowering trees and perennials for seasonal color.
- Maintain one twelve- (12) foot drive lane in both directions.
- Maintain the eight- (8) foot parking lane in both directions.
- Maintain a five- (5) foot planting strip along the roadway edge on both sides of the street for street tree plantings. Position ornamental pedestrian-scale light fixtures in this location. Fixtures should celebrate the character of the neighborhood.
- Provide a six- (6) foot sidewalk on both sides of the street for safe pedestrian and bicyclist use.
- Provide a fourteen- (14) foot landscape buffer between the sidewalk and property lines on both sides of the street.

North Market Street (west of North Florissant Ave.) Recommendations:

- Expand existing seventy- (70) foot right-of-way to eighty (80) feet.
- Develop a ten- (10) foot landscape median along the center of the road (similar to St. Louis Avenue Graphics shown on previous page). Position new pedestrian-scale ornamental street light fixtures in the center of this median. The median should be landscaped with flowering trees and perennials for seasonal color.
- Provide one twelve- (12) foot drive lane in both

directions.

- Provide an eight- (8) foot parking lane in both directions.
- Provide a five- (5) foot planting strip along the roadway edge on both sides of the street for street tree plantings. Position ornamental, pedestrian-scale light fixtures in this location.
- Provide a five- (5) foot sidewalk on both sides of the street for safe pedestrian use.

Other Recommendations:

- The use of banners or other signage identifying specific neighborhoods is encouraged. These components can be attached to light fixtures in the center median to celebrate specific neighborhoods, events, or individuals.
- Sections of North Market Street should have rumble strips or speed bumps. The speed limit for the portions of the road that pass near the proposed large land use should be very slow to create a safer environment for pedestrians.

Cass Avenue

Cass Avenue was originally intended to be a street with a landscape median, but it was simply never built. The building setbacks along Cass Avenue reflect this original intent as they are often sited at a greater distance from the roadway than other streets in the Ward. Portions of Cass Avenue have already seen upgrades to lighting, paving, and street curbs.

These improvements are well-designed and should continue to be developed in the future. This road will be impacted by the new bridge construction and a portion of the road will be cut off from the main section to the west. The most significant development that will impact Cass Avenue is the construction of the new Vashon High School in the JeffVanderLou neighborhood just west of the Fifth Ward. The street will become an important pedestrian, bicycle, and vehicular thoroughfare to the school and the streetscape of Cass Avenue will become a significant component to the community.

Cass Avenue Recommendations:

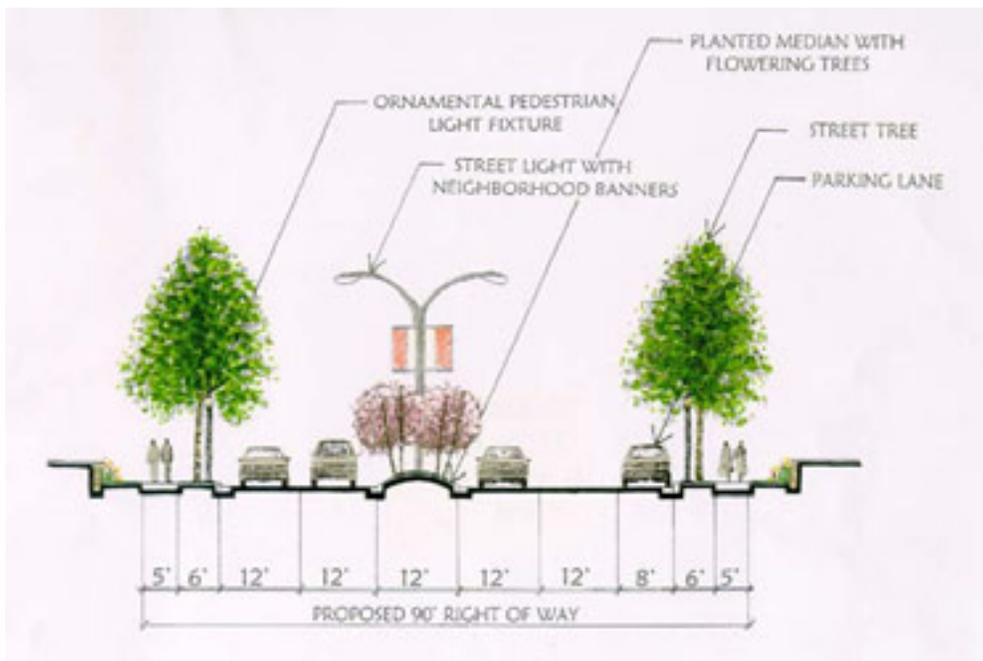
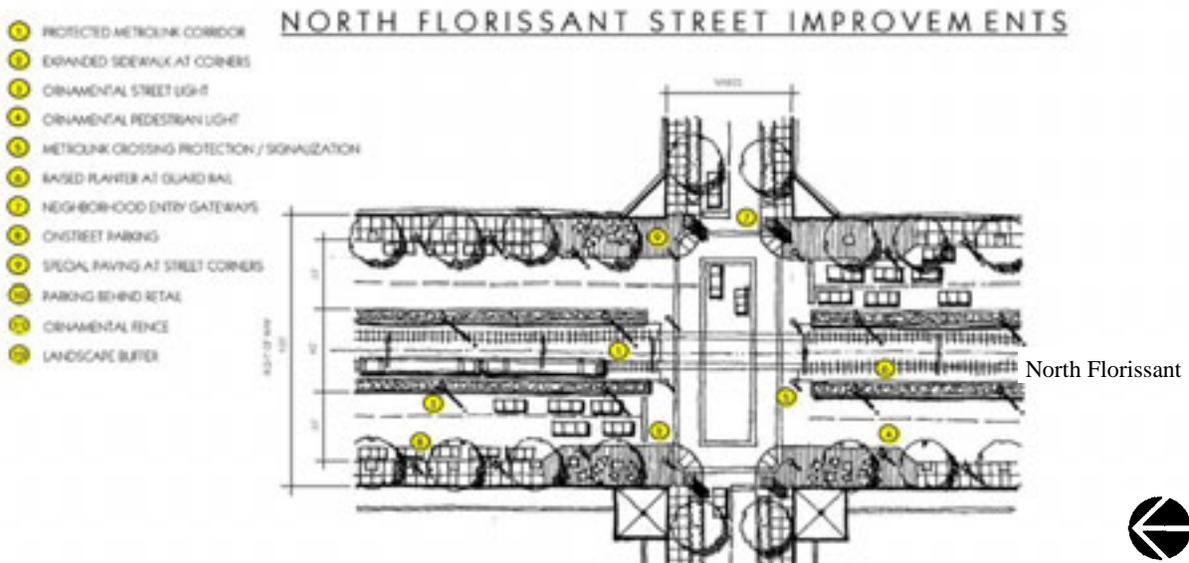
- Expand the existing eighty- (80) foot right-of-way to ninety (90) feet.
- Develop a twelve- (12) foot landscape median along the center of the road. Position new overhead “cobrahead” style street light fixtures in the center of this median. The median should be landscaped with flowering trees and perennials for seasonal color.
- Provide two, twelve- (12) foot drive lanes in both directions. On the eastbound side of Cass Avenue only, an additional eight- (8) foot parking lane should be provided.
- Provide a six- (6) foot planting strip along the roadway edge on both sides of the street for street tree plantings. Position ornamental pedestrian-scale light fixtures in this location.
- Provide a five- (5) foot sidewalk on both sides of the street for safe pedestrian use.

Other Recommendations:

- Develop a prominent intersection at Jefferson Avenue and Cass Avenue by using paving patterns to delineate the crosswalk areas. This will increase awareness of this intersection and reduce the risk of accidents with pedestrians attempting to cross at this location.
- The use of banners or other signage identifying specific neighborhoods is encouraged. These components can be attached to light fixtures in the center median to celebrate specific neighborhoods, events, or individuals.
- Ensure that speed limits are kept to minimal levels in the JVL portion of the Ward to protect pedestrians and bicyclists.
- Rebuild any retaining walls or other structures adjacent to the sidewalks, especially those around historic buildings.

North Florissant Avenue

North Florissant Avenue will see the most significant changes as developments occur in the Fifth Ward. The new bridge and the expansion of MetroLink will change the level and types of use on North Florissant. The master plan proposes a significant amount of commercial and retail development in this area and, along with the development of a MetroLink station, will increase both vehicular and pedestrian traffic. The use of landscaping and the development of a retail corridor along North



Cass Avenue Section (proposed conditions)

Florissant will buffer the adjacent neighborhoods from activity along the street.

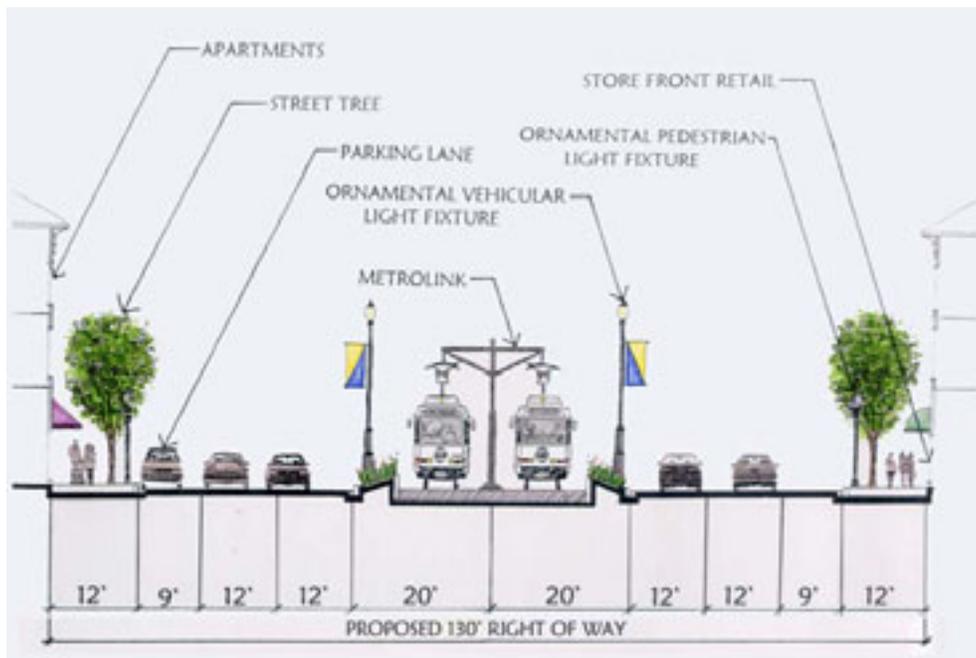
North Florissant Avenue Recommendations:

- Expand the existing 100-foot right-of-way to 130 feet.
- Provide two, twenty-(20) foot lanes for the MetroLink cars in the center of the road. Space for landscaping and ornamental light fixtures should be provided within the forty- (40) foot right-of-way for the MetroLink cars.
- Provide two, twelve- (12) foot drive lanes in both directions.
- Provide a nine- (9) foot parking lane in both directions.
- Provide a twelve- (12) foot sidewalk on both sides of the street for outdoor seating and adequate space for a high volume of pedestrian

traffic.

Other Recommendations:

- Utilize paving patterns at major intersections such as 14th Street, Madison Street, North Market Street, and St. Louis Avenue to call attention to these locations and to clearly define crosswalk areas.
- Rumble strips or speed bumps should be installed to slow traffic at this location.
- Encourage the display of public art along North Florissant Avenue.
- Create safe MetroLink station access points by keeping driver and pedestrian visibility open and clearly defining pedestrian crosswalks.
- Utilize light fixtures similar to those used along Washington Avenue near the Convention Center to celebrate the historical context of this area.



North Florissant Avenue Section (proposed conditions)

Jefferson Avenue

Jefferson Avenue may be considered the “lifeline” of the Fifth Ward. It is heavily used by cars, trucks, and buses. Several of the Ward’s schools are located along this street, and school buses park along the roadside to pick up and drop off students. Presently, traffic moves at high speeds along Jefferson given the width of the road and the distance between streetlights. The road also serves as a direct route to Highway 40 from the north portion of the city.

Jefferson Avenue Recommendations:

- Maintain existing 100-foot right-of-way.
- Maintain two, twelve- (12) foot drive lanes in both directions.
- Provide a ten (10) foot center turn lane.
- Develop a six- (6) foot planting strip along the road edge in both directions. Provide cobrahead lighting in this area and develop a street tree planting program.
- Provide six- (6) foot sidewalks in both directions.
- Provide a nine- (9) foot planting buffer on both sides of the road. Provide six- (6) foot high ornamental fencing along residential areas on Jefferson Avenue to provide additional security for residents and to improve street aesthetics.

Cole Street (between Interstate 70 and North Tucker Boulevard)

This stretch of Cole Street links the TWA Dome and the Convention Center to the proposed retail development along North Florissant Avenue. Residents expressed concern about how visitors to these venues tend to cut through the neighborhoods in the Columbus Square area to get to their cars, often leaving trash behind. While residents did not wish to isolate themselves from the rest of the city, options for minimizing the damage that occurs during these events were explored. With the development of retail and restaurant amenities, this area will continue to see an increase in pedestrian traffic.

Cole Street Recommendations:

- Widen the sidewalk on the north side of Cole Street to accommodate additional pedestrian traffic.
- Provide ample site furnishings such as benches and trash receptacles to collect post-game refuse.
- Consider setting up portable toilets in this area during large events to discourage the misuse of private property.
- Add signage calling attention to restaurant and retail businesses located on North Florissant, as well as to the amenities in Laclede’s Landing, to encourage pre- and post-event usage by visitors.
- Continue to encourage streetscape enhancements such as the St. Louis Rams

banners that hang from light fixtures in this location.

- Consider developing entry monuments or fixtures to identify the Columbus Square neighborhood.

Interstate 70

As eastbound Interstate 70 enters the Central Business District, the surrounding landscape is stark with many commercial and industrial buildings abutting the roadway. Additionally, the strong pockets of residential areas closely situated to the highway must contend with constant noise and litter. In order to provide some buffering from the highway for residents and to provide some visual relief to the landscape in the vicinity of the downtown area there should be provided:

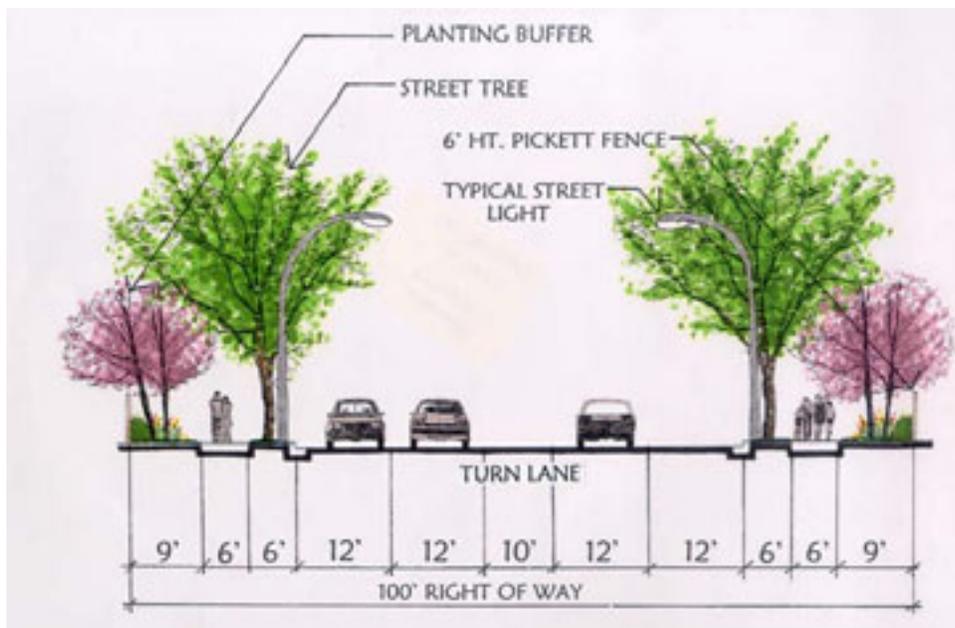
- Pockets of landscape buffering along 10th Street

to the east of I-70 and along 11th Street to the west of the highway. Urban, pollution-tolerant species should be selected. Plantings should not screen building or directional signage and should not inhibit visibility along arterial roads within the Ward.

Carr Street

Carr Street will play a significant role in the future of the Fifth Ward, as it will link several community features:

- The schools along Jefferson Avenue, including the Gateway campus, the Carr Lane School.
- A new public park developed by McCormack-Baron between 18th and Long Streets.
- A proposed cultural center at the old Carr School building location at Carr and 15th Streets.



Jefferson Avenue Section (proposed conditions)

- The pocket parks associated with the terminus of the new bridge, as well as the commercial and retail venues beyond.

In addition to these amenities, the St. Louis City Museum is located at 701 North 15th Street. The museum features many interactive exhibits and opportunities for hands-on learning, especially for young children. The entrance to this facility can be reached via Delmar Boulevard one block south of the Ward. With the support of businesses just outside of the Ward, a path or trail from Carr Street to Delmar could be created to safely allow pedestrians, including after-school and church groups, access to the museum.

Carr Street Recommendations (Western Portion of the Ward):

- Develop a pedestrian-friendly streetscape by planting street trees along Carr Street from Jefferson Avenue to 14th Street.
- Provide pedestrian-scale lighting in the form of ornamental fixtures along this stretch of road. Banners should celebrate the neighborhood or work in conjunction with the City Museum to draw attention to the facility.
- Provide appropriate site furnishings, including benches and trash receptacles. Select furnishings that are appropriate for the neighborhood.
- Develop a path or trail linking Carr Street to Delmar Boulevard. Coordinate the development of the trail with existing businesses in order to provide sufficient space for a trail and a landscape buffer. Some

businesses outside of the Ward will need to be involved in this endeavor.

Proposed Circulation & Traffic Patterns

A major objective of the neighborhood plan is to make the Ward safe for pedestrians and children, especially in the residential areas, along routes to bus and MetroLink stations, and routes to commerce and recreation. Traffic circulation throughout the Ward will have to calm and change. In addition to making the area more appealing and attractive, the plan aims to promote pedestrian circulation and to calm vehicular traffic by directing major traffic to designated arteries. Consideration has been given to locations of such things as schools and parks and the associated pedestrian access.

This is not a detailed construction plan, and is not intended to address specific needs such as traffic signal placement, specific repairs to sidewalks and intersections, right-of-way requirements for the suggested improvements, etc. Those items will need to be studied in depth during engineering design of the specific projects. Detailed design will likely result in modifications to things such as the “boulevards” to fit specific existing conditions, and desires of the residents in the locations of the proposed improvements. This plan should be a guide for developing safe, easy circulation within and through the Ward, with the through traffic impacting the residents of the Ward as little as possible.

North-South Arterials:

Broadway will continue to be a major arterial roadway for truck traffic to pass through the Ward, to access the City Docks, and to service the industrial/commercial areas within the Ward. To facilitate this, a detailed assessment should be made of the conditions of the roadway, sidewalks, and pedestrian crossings, and appropriate improvements/maintenance scheduled to allow for efficient, safe movement of both vehicular and pedestrian traffic.

Interstate 70 is proposed to be modified slightly along with construction of the new Mississippi River Crossing. Access points are proposed to be changed, which will affect the existing traffic patterns. A major concern is traffic exiting southbound I-70 and continuing south on 11th Street. This street, immediately adjacent to a church, a school, and a park, is traveled at high rates of speed. To remedy this, 11th St. should be closed south of the Benton St. entrance to southbound I-70, and north of Madison. Additional modifications to I-70 planned by MoDOT include changes to the overpasses and access points. The following is a list of the known modifications:

Access to/from I-70:

Southbound I-70 to 11th Street/St. Louis Ave. – This will be modified to limit truck traffic to left turn only. Thru Truck Traffic will not be allowed on St. Louis Ave. between 11th St. and Jefferson.

11th Street/Benton Street to Southbound I-70 – This entrance to the highway does not appear to be affected by construction of the Mississippi River Bridge, and should be used in place.

Southbound I-70 to 10th Street – This exit will be replaced by an exit associated with the new bridge.

Southbound I-70 to Cole Street/North Broadway – This exit will be replaced by an exit associated with the new bridge.

Cole Street to Northbound I-70 – This appears to be basically the same configuration in the future, however, some modification is likely.

Northbound I-70 to Madison – This exit is being replaced by a northbound exit to St. Louis Avenue. As noted above, trucks will have to turn right on St. Louis Ave., unless they are making a U-turn to get back on I-70 at the Benton St. entrance.

Northbound I-70 to Branch – It appears that MoDOT will be eliminating this entrance in order to construct a new entrance ramp from St. Louis Ave. to Northbound I-70. It is recommended that a pedestrian tunnel remain in place, as it provides an important connection to the Riverfront Trail for the neighborhood. The proposed tunnel is in keeping with the recommendation being developed for the Riverfront Trail Master Plan.

I-70 Crossings:

St. Louis Ave. – No proposed functional change in overpass. Bridge is to be reconstructed, however, as part of the Mississippi River crossing project.

North Market Pedestrian Bridge – Bridge is proposed to be torn down and replaced with a new pedestrian bridge in a slightly shifted location. Cur-

rently, MoDOT does not intend to upgrade this crossing for bicycles or to ADA standards. It is recommended that these items be strongly considered and made part of the new bridge.

Madison – No proposed functional change. However, modifications will be required as part of the Mississippi River crossing project.

Howard – It is our current understanding that the Howard St. overpass will be replaced by a relocated North Cass Avenue viaduct, connecting several roadways together as part of the Mississippi River crossing.

Cass – The Cass Ave. crossing of I-70 appears to be replaced by a South Cass Avenue viaduct as part of the Mississippi River crossing.

Branch - Branch Street should stay open under I-70 and should serve as the designated truck route to the riverfront from the western portion of the Ward.

Other Proposed Circulation Issues

10th Street is proposed to be closed and landscaped between Madison and St. Louis Ave. which, upon completion of the new northbound exit to St. Louis Ave., should result in no negative impact on traffic patterns.

N. Tucker Blvd. is proposed to be the main entry/exit point onto the proposed Mississippi Bridge. This will allow for clear traffic flow to and from the Central Business District. This traffic would not

interfere with the north/south commuter traffic and the future on-grade MetroLink proposed along N. 14th St. connecting to N. Florissant Ave.

N. Florissant Ave. is proposed to remain a major arterial road, carrying large volumes of traffic to and from the Central Business District. However, this plan has included the proposed expansion of MetroLink down the middle of North Florissant/14th Street. The proposed right-of-way section for North Florissant reduces the number of traffic lanes to four and adds a parking lane to each side for access to the proposed commercial development along the North Florissant frontage. North Florissant access is proposed to be limited to right in/right out at Madison and Warren Streets, with crossings and left turns limited to signalized intersections at St. Louis Ave., North Market St., and in the area of Mullanphy St. In addition to eliminating much of the through traffic on many of the east-west streets, this restriction on crossing North Florissant will create a defined system of residential and collector streets that should help to evenly distribute the local traffic throughout the neighborhoods. Note that there does not appear to be much coordination of the plans for the proposed MetroLink expansion up 14th Street/North Florissant and the connection from the Mississippi River crossing to 14th Street. It is crucial for the Ward that these two projects coordinate and accommodate each other's facilities.

Jefferson/Parnell is also proposed to remain 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. As noted, the street is generally in good condi-

tion, with a few noted exceptions. The concept plan for Jefferson/Parnell generally calls for upgrading the sidewalks, lighting, and landscaping, in addition to making routine repairs and maintenance to the roadway. The existing signalized intersections should be marked for pedestrian crossings. Accessible aprons should be installed at all intersections along the length of the street. In addition, it is recommended that a crosswalk signal be installed at North Market Street for a safe crossing of Jefferson at that location.

East-West Collectors

St. Louis Ave., N. Market St., and Cass Ave.- the proposed improvements should make them appear more like residential collectors than they do currently. The plan is to use the existing right-of-way where possible, to acquire new right-of-way as necessary, to construct attractive, well-lit, boulevard-type streets with planted medians. These streets would be lined with street trees and sidewalks to appeal to pedestrian traffic. Detailed surveys would need to be made to determine if the existing granite curbs could be used in place or reused elsewhere for their historic appearance. These boulevards, reserved for local traffic, would post limits on through-truck traffic.

Assessments of the existing right-of-way and its proximity to existing structures/improvements should be considered in determining the actual scope of the design project. That determination may require alterations to the section proposed in this report in order to accomplish similar, improve-

ment-minded objectives as the original.

North Market Street on the east side of I-70 is proposed as another “boulevard type” street between 10th Street and the river. It would include a sidewalk on the north side of the street and a raised bicycle path on the south utilizing the existing railroad trestle to allow safe bicycle access to and from the communities of the Fifth Ward. Before planning improvements for this section of roadway, the current business owners should be consulted to determine their needs for access or special accommodations.

Cole Street is proposed to remain as it is currently used. Sidewalks, crosswalks, pedestrian lights, etc. should be maintained and improved as needed to make it pedestrian- and ADA-accessible.

Dr. Martin Luther King Dr. and Delmar Blvds. 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 Mississippi River crossing as one-way pairings.

Remaining Street Network – The public has expressed significant concern regarding street closures, roadblock, and inability to move easily through the Ward. Since many of the specific locations have been addressed in the plan, this written summary is limited to major routes. This plan addresses many of the road closure issues on a broad scale. For example, the 14th Street Mall is proposed to be reopened; however, no specific signage is proposed. There are many other streets that are being indicated as through streets in the plan that

will need to be considered by the individual neighborhoods and city officials before making final decisions and plans for their reopening. If the area develops in general conformance to the plan, streets, roadblocks, etc. are modified to generally conform, and if the police in cooperation with the residents and business owners work to enforce the traffic laws circulation through the Ward should be a safe and pleasant experience for both vehicular and pedestrian traffic.

Existing Utility Infrastructure Related to the Proposed Plan

In general, the existing infrastructure should be adequate for the uses defined in this plan. However, as redevelopment of individual areas occurs, detailed studies and surveys will need to be made of the existing facilities within that particular area. Easements will likely need to be left in place along the vacated road right-of-ways so that the existing utilities can remain. For other types of development, conflicts may require relocation of the existing utilities. The individual redevelopment plans will determine the necessary actions regarding existing utilities.

Proposed MetroLink Development Recommendation

Consider expanding the right-of-way along the proposed MetroLink route along North Florissant and by taking land from the west side of the road. This is to minimize the impact of land removal from the Old North St. Louis Neighborhood. Develop the North Florissant corridor within the next five (5) years in advance of MetroLink for the following

purposes:

- Stabilize community edges.
- Stimulate development interest.
- Ensure proper widening of street right-of-way.
- Assist in early acquisition of land.
- Enhance streetscape.
- Improve street safety.
- Improve traffic patterns through the neighborhood.
- Develop 40 (forty) foot wide grass median.
- Install new curb and gutter, lighting, landscape to cleanup neighborhood edges and encourage new mixed-use development along North Florissant.
- Consider festive banners promoting future expansion of MetroLink and commercial development.

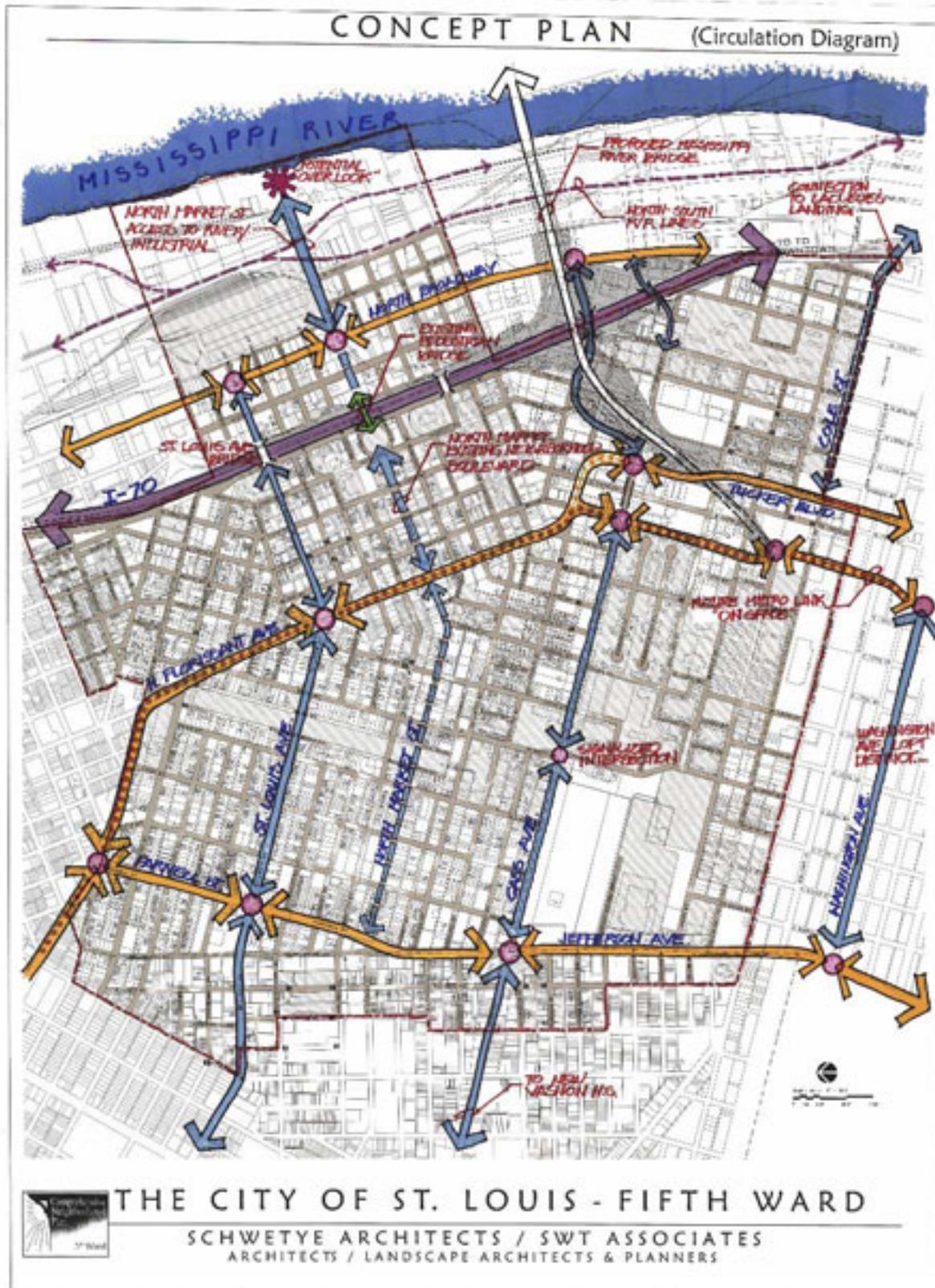
Proposed Mississippi River Crossing—Alignment Concerns

The project team is concerned about the existing proposal to have the proposed Mississippi River crossing join with 14th Street in the Ward. The issues were addressed in a letter to IDOT /MODOT representatives recommending (and illustrated on the plan) the terminus to the bridge occurring on Tucker Boulevard in lieu of 14th Street. The Tucker alternative is necessitated by the following concerns:

- The realignment of 14th Street would be necessary to allow the bridge traffic pattern to predominate.
- The current proposal may require the demolition of Carr School, a facility that many residents

would like to see protected and adaptively re-used.

- The plan requires the closure of Carr Street on to 14th Street.
- An open trench/ramp would go below Tucker Boulevard and O'Fallon Street and would become a visual and physical barrier in the community.
- Tucker Boulevard and O'Fallon Street are to be rebuilt as bridges above the diagonal trench.
- The diagonal trench through the blocks between Tucker Boulevard and 14th Streets will limit potential development adjacent to the exit ramp.
- MetroLink has not been taken into consideration and will be in conflict with the proposed bridge exit.
- Even though Tucker Boulevard currently receives the higher traffic flow, all road users are trying to get to the same place—North Florissant Avenue to Natural Bridge. This North St. Louis commuter route can be



Preliminary Circulation Concept Plan presented in January and February 2000 at the public meetings.

Proposed Circulation

TRAFFIC ISSUES

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 BI-STATE

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



modified by distributing the traffic route one block to the west on North 14th Street. This route should be widened and improved to receive the future on-grade MetroLink expansion.

- It is proposed that the current N. Tucker Boulevard commuter route be shifted to N. 14th Street. This will allow for an improved bridge exit alignment on to N. Tucker Boulevard, thus giving the predominant alignment to the bridge exit/entry.
- The remaining northern portion of Tucker Boulevard can be downsized as an alternate link to North Florissant Avenue. This will eliminate the need for ramping under Tucker and O’Fallon Street and the required bridging. Bridge traffic and Metrolink conflict will be eliminated and land development patterns will be less impacted. Elimination of miscellaneous ramps, underpasses, the realignment of 14th Street, Tucker and O’Fallon bridges, and the displacement of landowners should also be financially advantageous as the result of ending the bridge at North Tucker Boulevard.

- It is also recommended that design sensitivity be given to the entry/exit on to North Tucker Boulevard for special streetscape, lighting, “gateway” feature and signage. This should be done



to enhance an inviting, safe and clean image for the City of St. Louis

Neighborhood Beautification and Identification Recommendations

This section discusses the opportunities for the development of amenities and design philosophies that will enhance the aesthetic appearance of the Fifth Ward neighborhoods as well as improve the functionality of the proposed recommendations. Included in this discussion are the examples of neighborhood entryways and identification markers, suggestions for screening and buffering, and ways to enhance pedestrian circulation.

Neighborhood Entryways / Identification

As part of streetscape improvements, general recommendations for neighborhood identification opportunities are made to enhance and strengthen community pride. Many historic St. Louis neighborhoods are identified by welcoming gateways, lighting, special landscape and masonry piers. This can be seen



on a grand scale such as University City at Delmar or special lights identifying a significant corner in the Central West End. Other examples, such as Compton Heights, Southtown and Westminster Place, provide various themes to identify their neighborhood. More aggressive examples that provide identification are the recent campus improvements to St. Louis University.

Neighborhood entryways are recommended at major intersections where major streetscape improvements are discussed. These gateways will help define the neighborhoods within the Ward and foster community pride and recognition. The following intersections should be considered as gateways:

- Tucker Blvd. at O'Fallon Street
- North Florissant at Hebert
- North Florissant at St. Louis Avenue
- North Florissant at North Market Street
- North Florissant at Madison Street
- N. 14th Street at Cass Avenue
- N. 14th Street at Carr Street
- Parnell Street at St. Louis Avenue
- Jefferson Avenue at N. Market Street
- Jefferson Avenue at Carr Street
- N. 11th Street at St. Louis Avenue
- North Florissant at Monroe

In addition to neighborhood entry monuments, smaller districts, historical areas and developments may desire identification. This is evident by improvements that have been made around St. Stanislaus Koska Church. Secondary gateways that could be considered but are not limited to are:

- Columbia Brewery Place
- Columbus Square
- St. Louis Place Shopping Plaza
- St. Louis Place Park District
- Bridge overpass at St. Louis Avenue/I-70
- Bridge overpass at Madison/I-70
- 21st Street at Palm Street
- St. Louis Avenue at 23rd Street
- St. Louis Avenue at 22nd Street
- Cass Avenue at 23rd Street
- Cass Avenue at 20th Street
- Cass Avenue at Hogan Street
- N. Tucker Blvd. at Biddle Street
- Cole Street at 9th Street
- N. Jefferson at Gateway School Drive

Screening

The neighborhoods of the Fifth Ward are uniquely situated within an area of highly traveled roads, industrial sites, commercial areas and institutions. As part of the community goals for providing safe streets and a clean environment, the stabilization of neighborhoods is critical to revitalization efforts. Abrupt transitions in land use types should be fenced with ornamental fencing and landscaped. Parking lots within residential areas are to be improved in keeping with the historical context of the community. In many of the proposed land uses for commercial light industrial and mixed use development, an alleyway or street helps to define transition to adjacent residential. It should be required that a 6' ornamental fence with landscape provide a visual buffer.

More aggressive sound barriers are recommended along I-70 and the proposed Mississippi bridge interchange. The State Highway Department should be required to install sound walls that are in keeping with the architecture of Old North St. Louis and should be part of a welcoming view to the Central Business District. Plain/untextured gray pre-cast concrete walls are not appropriate. Pre-cast, textured, colored concrete with possible artistic impressions would be appropriate.

Pedestrian Circulation

The goal of safe, walkable communities will be accomplished by employing traffic calming features to the street and by defining truck traffic routes. As previously mentioned, several significant streetscape improvements will act as catalysts during the first phases of redevelopment. Implementation of the following will improve both the visual and walking environment:

- Restricting road intersection widths.
- Clearly marked cross-walks and traffic stop bars.
- Introduction of landscape medians.
- Lighting improvement along proposed street upgrades.
- Improved sidewalk and curb ramps.
- Well defined street intersections.

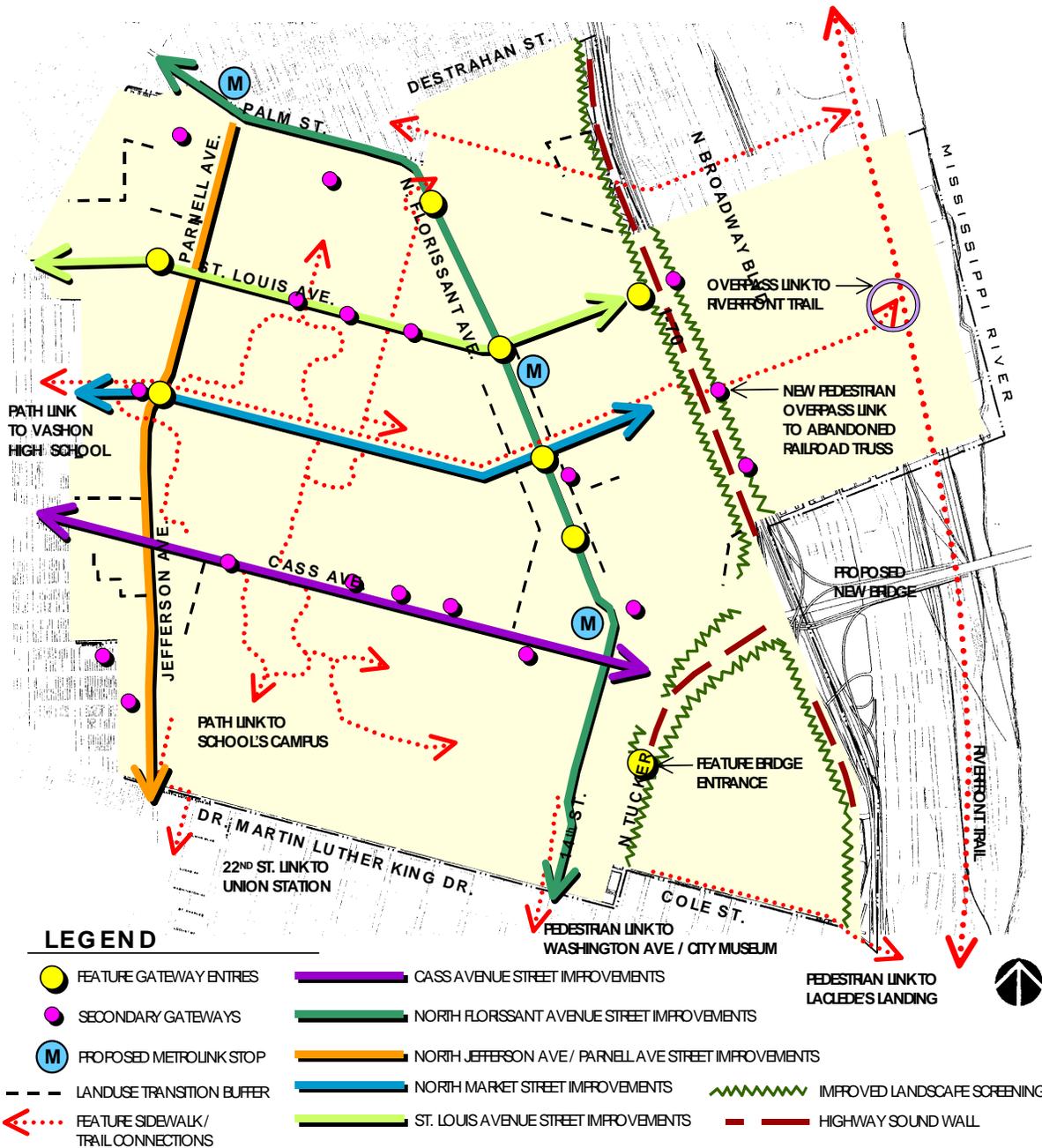
- Bicycle paths connecting open spaces with neighborhoods and schools.

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



This graphic illustrates the recommendations made in this portion of the report regarding gateway entry areas, street improvements, areas of buffering, and pedestrian linkages and routes.

LANDSCAPE / STREET IMPROVEMENTS



Water Park Opportunity

As part of possible public amenities that will enhance, stabilize and act as an incentive for future families to move to the neighborhoods of the Fifth Ward or to increase tourism in the area, a Water Park facility has been evaluated preliminarily. In an effort to compete with surrounding communities of the metropolitan area and the ability to generate revenue, the trend for themed public water parks is extremely popular with families. For purposes of this study, a seven-acre facility is proposed that

would contain only leisure aquatic components with bathhouse, concessions and other customary support facilities. This would serve many of the surrounding wards and would be made available to all city residents. As customary in many communities, entrance fees could be structured for resident and non-residential users. The facility would benefit from a highly visible location with other nearby recreation components. For this study, three locations have been selected within the St. Louis Place

POTENTIAL WATER PARK LOCATIONS



Neighborhood. None of the locations are currently preferred over another. Financing for such a facility are similar to parks and recreation funding and can also benefit from private support.

Potential Historic Properties

The historic buildings of the Fifth Ward encapsulate 100 years of significant development in St. Louis as the city grew from a community of 77,860 persons in 1850 to the nation's 4th largest city in 1900, a multi-cultural cosmopolitan city of 575,238; in 1950 when population peaked at 856,796, the city still ranked 8th nationally. Over the course of a century, the Fifth Ward's diverse ethnic groups (German, Irish, Polish, African American and others) helped substantially to swell St. Louis's population and workforce while making contributions to the city's economic, cultural and social history. Architecturally, many of the homes, businesses, industries and institutions built and occupied by these groups are equal to the best examples of various historic periods and building types remaining in the city. The Fifth Ward's important historic resources are recognized by several existing National Register or local historic districts and individual sites. However, additional large areas of the Ward possess strong architectural values and associated historical themes which meet criteria for listing in the National Register.

A preliminary evaluation of the Fifth Ward found the following properties potentially eligible for listing in the National Register of Historic Places. These

recommendations supplement the National Register eligible properties already identified on the map on page 2-5.

1. Single Sites:

- Cass Avenue Bank, 1920 (NW corner of Cass Avenue and 15th Street)
- Crunden Branch Library, 1909, Eames & Young, architects (NE corner of Cass Avenue & 14th Street). After 1954 the building was known as Pulaski Savings Association.
- Mullanphy Apartments, 1909, Barnett, Haynes & Barnett, Architects (2118 Mullanphy Street)
- Carr School
- Jackson School, 1632 Hogan Street
- "Buster Brown" Shoe Co. Factory (SE corner of Mullanphy St. and Jefferson Ave.)
- Samuels Shoe Co. Factory, 1725 N. 25th Street (SW corner of Madison and 25th St.)
- 1620 Jefferson Avenue, the site of Elk Bottling Company
- St. Bridget of Erin Roman Catholic Church, 1859, John F. Mitchell, Architect (NE corner of Jefferson Ave. and Carr St.)

II. National Register of Historic Places Multiple Property: Combining Single Sites and Districts

A National Register Multiple Property District is a group of historic properties related by a common theme, general geographical area and period of time for the purpose of National Register documentation and listing.

There are three areas suggested to be eligible for National Register Multiple Property Districts:

2310 Madison
2314 Madison
2316 (or 18) Madison

1. The first area is in JVL which is on the west side of Jefferson Ave. from Dayton St. north to Palm St., following the irregular western boundary of the Fifth Ward. These blocks contain residential properties along with a few churches which probably should be considered within the boundaries of a larger National Register Multiple Property District encompassing blocks in the adjoining Ward to the west. However, within the Fifth Ward boundaries there exist significant clustering (small districts) as well as single sites:

- The 2700 block of James Cool Papa Bell
- A long row at 2618-34 James Cool Papa Bell
- Morning Star Baptist Church
- The 2600 block of Howard Street
- The 2700 block of Howard Street
- 2628-34 Howard

2. The second area is in the St. Louis Place neighborhood. Although many city blocks within an area bounded east-west by N. 22nd and Jefferson, and north-south by Palm and Cass exhibit extremely low building density with much vacant land, there remain numerous building still standing which are significant and in some cases rare examples of vernacular building design. To cite a few examples:

- The “flounder” house, a two-story I-house type with side gallery, at 2543 Maiden Lane

- Related variants of the I-house type:
2204 Howard

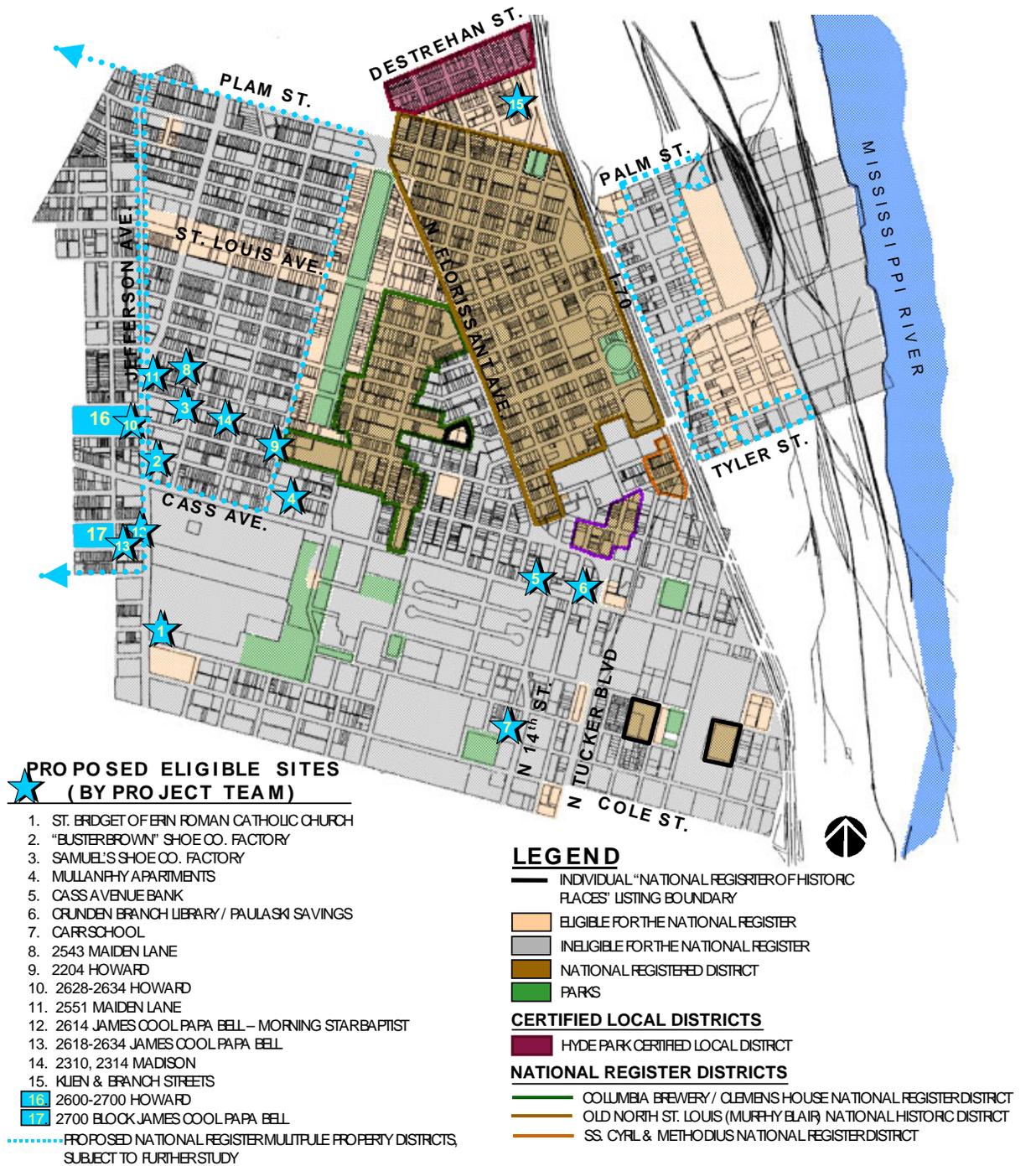
- A one-story frame house covered with historic shingles at 2551 Maiden Lane is among a small number of historic-era wood construction citywide

These buildings along with others within the above-stated boundaries should be considered for inclusion in a National Register Multiple Property District that would encompass historic property on St. Louis Avenue and St. Louis Place. Much like the Lafayette Square Historic District which developed historically with a mix of vernacular working class houses, architect-designed houses, and industrial buildings within a block of the park, this northside district, built up with showcase streets of large houses, more modest vernacular houses, and industrial workplaces, share a common, integrated history.

3. The third area suggested to be potentially eligible for National Register Multiple Property District is the North Broadway Industrial Corridor bounded by Tyler Street on the south and Palm on the north; 10th Street on the west and 1st Street on the east. In addition to significant industrial properties along N. Broadway, these blocks contain historic residential fabric which historically was part and parcel of the development of the area and should be included in a National Register District or as individual sites.



Historic Districts and Sites—Proposed by the Project Team



Design Standards

This Chapter will take a close look at design standards for the restoration of viable existing structures and for new development in the Fifth Ward.

Purpose

Design standards are the tools required to achieve a lasting and timeless beauty. A set of rules for design will yield buildings and spaces that enhance the cultural and economic values of the neighborhood. The purpose of the building design standards presented here is to provide a framework for building owners and developers. Each of the neighborhoods has its own, unique influences. Each will be addressed individually. There are, however, basic and fundamental design rules that can be applied no matter the age, style, or scale of the development or individual building.



Residential Architecture, 2000

Basics

Fundamental concepts in design include light, shadow, proportion, rhythm, mass, and placement. As such, they are the building blocks for the proposed design standards. Here is a set of their brief descriptions:

- **Light** from the sun reflects off a façade or a street, and can be shadowed by an overhang or a tree.
- **Rhythm** is established by window and door openings or by an entire building along the street.
- **Proportion** is the relationship between window size and wall size or wall size to roof size, for example.
- **Mass** refers to the overall height, width, and depth of a building. It also can be used to compare one building to the next, or different parts of one building to other parts.
- **Placement** is the location of a building with respect to its site.

All of the concepts work together when designing a building or a neighborhood. One or two concepts cannot be ignored. A well-designed building or development considers each concept and their integration.

Influences

Design standards for the Fifth Ward are influenced by history, current and future development, and economic considerations. Historic influences in some neighborhoods are substantial. The need to respect the past and the work of our elders can be

accomplished by designing buildings and neighborhoods sensitive to the established patterns. In some areas, it is the law. In other areas, laws or regulations should be enacted.

In other neighborhoods, historical influences are no longer present and new design standards are required. Current developments, then, are another source of influence. New housing and commercial construction should support contemporary lifestyles.

Finally, the economics of construction influences design standards. Factors such as the rules of Chapter 99 and 100, empowerment/enterprise zones, state and federal tax regulations, energy codes, new labor and material costs, and mortgage rates affect design choices.

The issues addressed by the standards, namely historical, programmatic, and economic, must be prioritized according to the type of construction. Specifically, construction in a legally-designated historic district follows the prioritization of:

- Historical issues
- Programmatic issues (Programmatic issues concern the purpose and functions of a building.)
- Economic issues

Construction not in a historic district is ordered primarily by:

- Programmatic issues
- Economic issues
- Historical issues

Industrial construction considers:

- Economic issues

- Programmatic issues
- Historical issues

A well-designed structure balances its use, its location on a site and in a neighborhood. It also balances its cost, and basic design concepts. The design standards account for all of these factors. They are an essential part of a builder's 'tool box' for successful development.

Historical Evaluation Criteria and Means of Preservation

Historic buildings are an asset to our neighborhoods and our city. Several mechanisms are in place to help maintain this link to our past through our buildings. Historic registers and tax credits offer incentives to owners. These financial aspects are addressed in other sections of this report. Historic registers are used at the city, state, and federal levels to preserve significant pieces of our history.

For a building to be considered historically significant, the National Register requires that a building be at least fifty (50) years old and associated with major trends in our history. Integrity, historic quality, location, workmanship and other factors are considered during the evaluation for listing. There are four broad aspects of history recognized:

1. Association with historic events or activities
2. Association with important persons
3. Distinctive designs or physical characteristics
4. Potential to provide important information about pre-history or history.

If an individual structure appears to fit the general

categories given, it may warrant further study to explore the historic significance and potential for National Register listing or other benefits. Specific guidelines are available from the National Register of Historic Places Form NPS-10-900 at state and federal preservation offices or the National Park Service. Local agencies and branch offices may be a useful resource for owners to contact to begin their research and filing process.

Even buildings that are not in excellent condition are eligible for listing. In fact, the research put into a building may assist in its renovation and rehabilitation by influencing the design and repairs and bringing to light possible tax credits for offsetting construction costs.

Structural Evaluation Criteria and Means of Preservation

To establish the condition of structures in the Ward, the team emulated the process used by the City of St. Louis. City officials currently inspect and list buildings for condemnation based on exterior visual surveys. The major criteria to qualify a building as condemned is the safety of the structure. If the building is a danger to the public and unusable, it is classified as condemned. Maps of the neighborhoods were supplied by the City of St. Louis indicating ‘condemned’ and ‘vacant’ properties within the Ward.

The City has adopted the Building and Code Administrators (BOCA) standards for determining the safety of a structure. The 1999 BOCA National Building Code defines Unsafe Structures in section 119.1 as:

“All structures or existing equipment which are or hereafter become unsafe, unsanitary or deficient because of inadequate means of egress facilities, inadequate light and ventilation, or which constitute a fire hazard, or are otherwise dangerous to human life or the public welfare or which involve illegal or improper occupancy or inadequate maintenance, shall be deemed an unsafe condition. All unsafe structures shall be taken down and removed or made safe, the code official deems necessary and as provided for in this section. A vacant structure that is not secured against entry shall be deemed unsafe.”

The roof and exterior walls of the Ward’s buildings were visually examined from the public right-of-way for general condition, structural character and signs of fire damage or general neglect. If the roof and/or the exterior walls are damaged or if the general condition of the building has deteriorated, the underlying structural integrity of the building may be compromised. Actual or potential structural failure merit condemnation of the building.

Roof

A sound roof is crucial to the current and future safe use of any building. Any type of structural failure indicates a damaged roof. Examples of damage include holes in the surface of the roof, unevenness, sagging sections, or anything that compromises its ability to shed water and protect the building beneath it. Large holes or missing areas in a roof signify the intrusion of water into the structure and implies related damage to the interior of the building and exterior walls.

Exterior Walls

The exterior walls display open evidence of the



structural soundness of a building. Walls that are straight and plumb without significant cracking or settlement indicate a sound structure. Structural failure in the exterior walls can result from the permeation of water into walls due to a leaking roof. Water will cause the brick, mortar, and wood to deteriorate. As mortar deteriorates between bricks or wooden studs begin to rot, a wall becomes vulnerable to collapse. Walls sustaining major cracking, uneven settlement, bowing, deterioration of masonry, or actual collapse threaten the overall safety of the building.

Neglect and Fire Damage

The general condition of a building gives a solid impression of its overall integrity. The general condition of a building is characterized by the individual conditions of doors, windows, siding/ exterior material, water damage, plant growth, and maintenance. Collectively, damage to these smaller items may threaten a whole structure even if the roof and exterior walls are sound. For example: if the windows and siding are missing or damaged, water, insects, or animals may enter the building and cause damage. Vine and tree growth over a building also cause damage to the roof, gutters, mortar, or bricks. Deferred maintenance such as painting or repairs hasten the deterioration of a building.

Fire damage to a building renders it susceptible to further damage. Even if the main structure of a building is only slightly damaged, the repair cost for finishes and building systems (such as mechanical or electrical) may be exorbitant. In general, when the majority of the structure is open, dangerous and

continuing to deteriorate, it is compromised.

Condemnation and Vacancy

Many of the condemned and vacant structures in the Ward are owned by individuals, as well as public entities such as Land Reutilization Agency (LRA) and Planned Industrial Expansion Authority (PIEA). A condemned rating from the City indicates that the building may be demolished. Fortunately, condemnation or vacancy alone do not determine demolition. Evaluation on an individual basis should be undertaken. There are numerous examples of historic buildings in the Fifth Ward that are currently condemned or vacant, but salvageable.

The decision to save or demolish a building should be determined by its overall value and must account for its cultural and historical significance as well as its structural soundness. Condemnation means that repairs must be undertaken and the building made safe and useful before it can be occupied. The City currently has a system in place to allow for the rehabilitation of condemned buildings or LRA-owned buildings. Individuals are able to buy these properties and renovate them. Prospective owners are encouraged to look at the structures and are sometimes allowed inside for a detailed inspection prior to purchasing an LRA property. If a purchase is made owners should check with the city and find out if the building is on an action list. If the building is slated for demolition, a stay action request can be placed and reviewed to remove it from the demolition list. Plans for the intended construction and repair work are developed by the new owners and building permits are granted by the city. These

permits are reviewed by the city on a monthly basis to make sure progress is being made on the construction.

If a building is listed for demolition and is currently owned by LRA, there may be no particular owner to come to the defense of a historically valuable structure. The City currently has several departments that are concerned with the design quality and the historic character of new and existing buildings. In lieu of a concerned owner, it should be possible for these city departments or neighborhood organizations to review structures scheduled for demolition and make recommendations to save these buildings. The project team recommends that public safety, cultural significance and historical significance be taken into consideration before final decision for demolition is made. Hopefully, this review system would stem the loss of historic properties in the Ward. If a building that is in poor condition is to be saved from demolition, it is important that the property's deterioration be addressed so that it can be renovated in the future.

Preservation and "Mothballing"

Many buildings in the Ward require maintenance and renovation in order to continue their serviceable lives. Examples of "deferred" maintenance and its effects are evident throughout the Ward. A structure that may not normally be considered for renovation may be deemed worthy of extraordinary effort or expense due to its significance. Immediate attention for preservation is needed.

Ongoing maintenance and upkeep are crucial to maintaining a building's condition. The foremost

concern is securing unoccupied or damaged buildings to avoid public safety problems. Many buildings in the Ward require maintenance and renovation in order to continue their serviceable lives. Vandalism and arson are taking a heavy toll on the open buildings in the Ward. Problems associated with vacancy can be mitigated by restricting entry to the buildings. Any buildings that are not currently in use by residents or businesses should be securely locked or boarded to prevent entry. If there is a danger of collapse or structural failure, an area around the building should be fenced off until such time as the problem is addressed and the area made safe.

Keeping the building dry and secure until renovation/preservation occurs is called "mothballing". Here are examples of the "mothballing" process.

Keeping water out of a building is a key aspect of preservation. Several actions can be taken to keep buildings dry. The basic concepts can be applied to many structures, but individual buildings should be looked at so their specific problems can be addressed.

It is crucial that the roof of the building be kept in serviceable condition to limit the intrusion of water into the structure. Although tar paper or roll roofing felt have limited usefulness as permanent roofs, they can be an effective means of patching a roof temporarily to keep a building dry. Holes or gaps in the roof decks should be patched with wood or other appropriate materials and covered with roofing and sealed from the weather. Flashings and gutters should also be looked at and modified so that water is not directed into the building.

The doors and windows are a vulnerable part of the building's exterior. Since they are designed to be opened and closed, it is sometimes a problem to secure them for extended periods of time. One solution currently employed by the LRA is to board up unoccupied buildings. This serves to not only limit access and close up the openings from the weather, but this also protects the windows and doors that are already installed.

Other openings in the walls and eaves also need to be addressed. Small openings may allow for animals or insects to enter the building and cause damage. Eaves, basement windows and small holes in walls should be patched in a way to limit access to animals as much as possible.

If problems with brick walls, tuckpointing, deteriorating siding or wood framing are identified while the building is being secured, they should be evaluated. The solutions for stabilizing some of these problems may be more involved and should be individually addressed.

“Mothballing” buildings throughout the Fifth Ward should occur to protect existing structures from further decay and deterioration. As the redevelopment of the Ward will occur in phases over the course of many years, the process of mothballing should occur initially until such time that a determination is made.

Building Type Standards

The following are the Building Type recommendations for new development in the Fifth Ward. These design standards are meant to enhance and supplement the current regulations. Consult with all other requirements such as those associated with Chapter 99 and Chapter 353. Section Six of the Appendix has further Design Standards information.

Building Type ‘A’—Single Family*

Lot Size	Home Size:	1350 SF
Width: 50’; 50’ sub-dividable to 25’ with a party wall	Const. Cost	\$ 100,000
Depth: 100’ minimum; varies	Sales Price	\$ 120,000

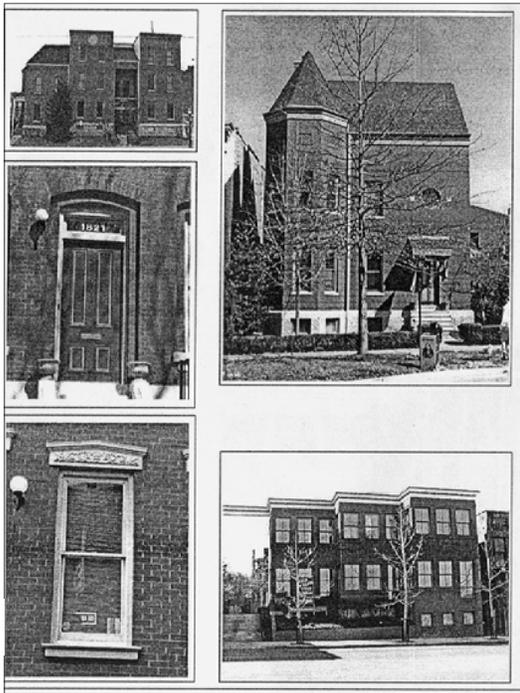
Setbacks
 Front: 2’ maximum
 Side: 3’ maximum
 Rear: 25’ minimum

Heights: two (2)-story maximum

Parking: rear

Features: all brick front, stone veneer on base of all sides; divided lots can be used for side-by-side duplex; no flats.

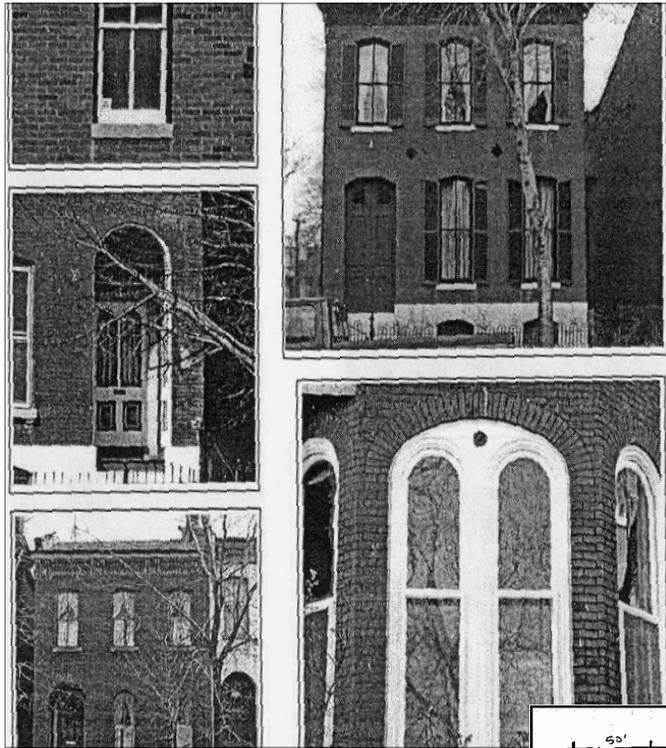
*A **Single Family**—Defined as any single family residential structure which occupies a lot and is separated from adjacent residences either by a party wall or a side yard. A single family flat is a dwelling unit on one floor, either above or below another dwelling unit.



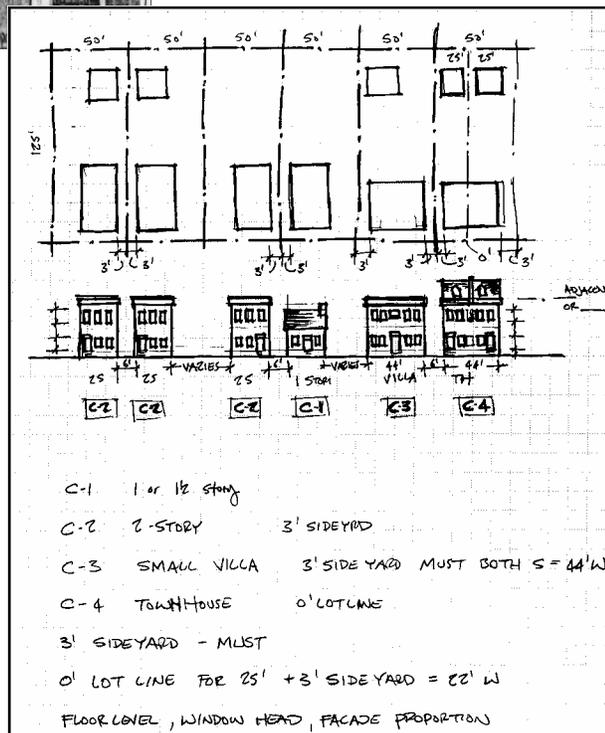
Building Near South Side Redevelopment

Type ‘B’—

Building Type 'A' continued



Near South Side Redevelopment



Lot Size and Configuration Schweteye Architects

Single Family*

Lot Size	Home Size	1100 SF
Width: 25'	Const. Cost	\$ 92,000
Depth: varies	Sales Price	\$ 107,000

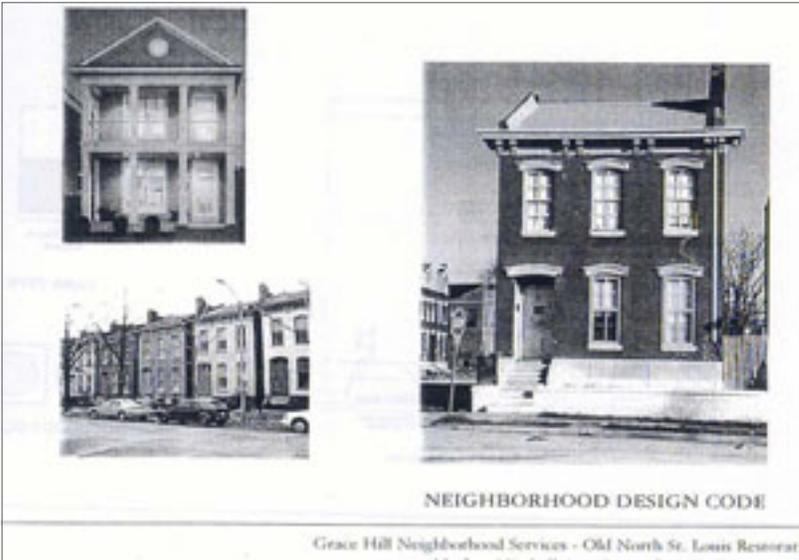
Setbacks
 Front: 0'
 Side: 3'
 Rear: 25' minimum

Heights: two (2)-story maximum

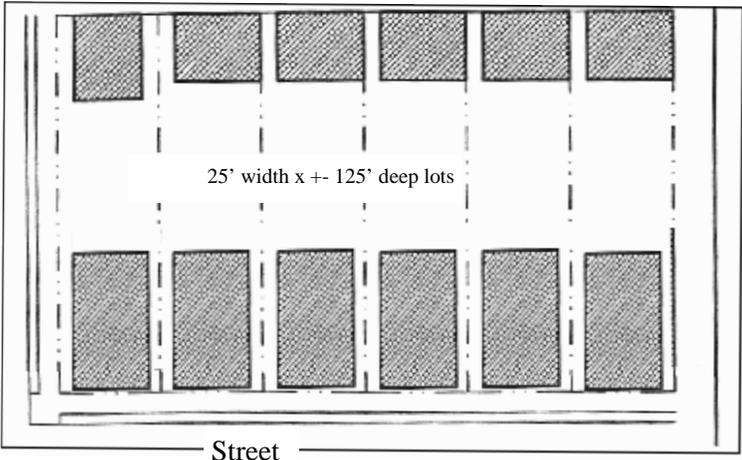
Parking: rear

Features: all brick fronts

*A **Single Family**—Defined as any single family residential structure which occupies a lot and is separated from adjacent residences either by a party wall or a side yard. A single family flat is a dwelling unit on one floor, either above or below another dwelling unit.



Alley



Building Type 'C'—Single Family*

Design Standards

Lot Size

Width: 25'
Depth: 125'; varies

Home Size 1200 SF

Const. Cost \$ 90,000
Sale Price \$ 105,000

Setbacks

Front: 5'
Side: 4'
Rear: 30' minimum

Heights: two (2)-story

Parking: rear

Features: all brick

*A **Single Family**—Defined as any single family residential structure which occupies a lot and is separated from adjacent residences either by a party wall or a side yard. A single family flat is a dwelling unit on one floor, either above or below another dwelling unit.

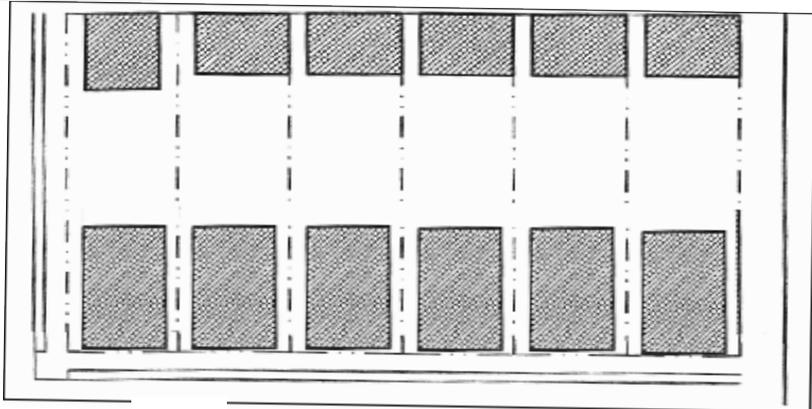


Neighborhood Design Code

Building Type 'D'— Single Family*

Lot

25' width x +- 125' deep lots



Size	Home Size	2100 SF (average)
Width: 50' to 60'	Const. Cost	\$ 158,000
Depth: 125'	Sales Price	\$ 185,000

Setbacks

Front: 25'
 Side: 10'
 Rear: 50'

Heights: two (2)-story

Parking: rear

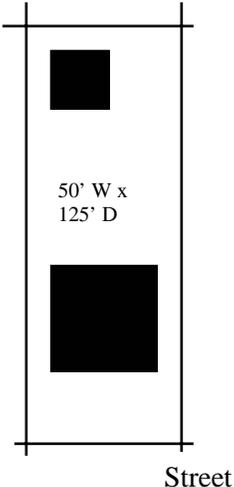
Features: brick fronts with 4' returns on side walls, stone veneer or contrasting brick base on all elevations; buildings on corner lots shall have brick on all street facing facades.

*A **Single Family**—Defined as any single family residential structure which occupies a lot and is separated from adjacent residences either by a party wall or a side yard. A single family flat is a dwelling unit on one floor, either above or below another dwelling unit.

Alley



St. Louis Post Dispatch



Building Type 'F'—Single Family*

Building Type ‘E’—Single Family*

Lot Size	Home Size: 1800 SF
Width: 50 ‘	Constr. Cost: \$ 135,000
Depth: 125 ‘	Sales Price: \$ 155,000

Setbacks

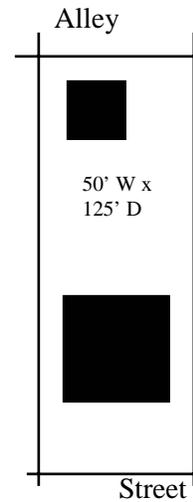
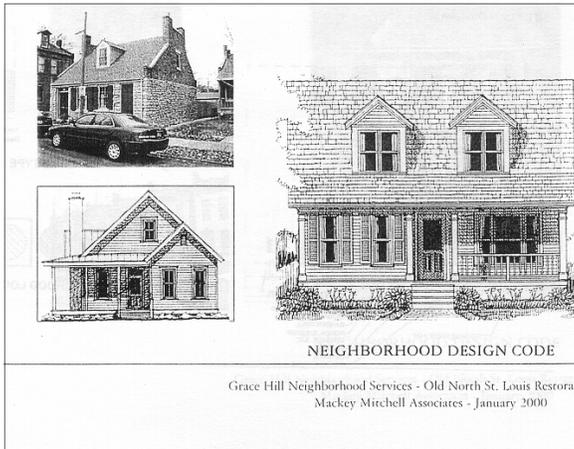
Front: 25 ‘
Side: 10 ‘
Rear: 50 ‘

Height: One and one-half (1 1/2)-story maximum

Parking: Rear

Features: Brick fronts with 4 ‘ returns on side walls; stone veneer or contrasting brick base on all elevations; buildings on corner lots shall have brick on all street facing facades.

*A **Single Family**—Defined as any single family residential structure which occupies a lot and is separated from adjacent residences either by a party wall or a side yard. A single family flat is a dwelling unit on one floor, either above or below another dwelling unit.



Lot Size	Home Size	2500 SF
Width: 50' +	Const. Cost	\$ 250,000
Depth: 150'	Sales Price	\$ 300,000

Setbacks

Front: 30'
 Side: 17'
 Rear: 50'

Heights: two-and-a-half (2 1/2)-/three (3)-story maximum

Parking: rear garage

Features: elevated lawn; brick on front and side walls and 50% of rear wall; stone veneer at base on all sides. Detached garage at rear of lot with entry off alley.

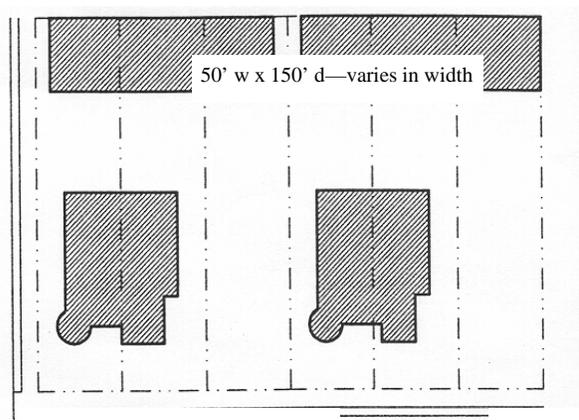
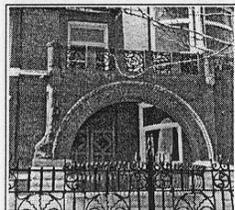
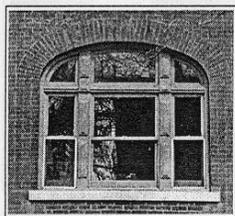
*A **Single Family**—Defined as any single family residential structure which occupies a lot and is separated from adjacent residences either by a party wall or a side yard. A single family flat is a dwelling unit on one floor, either above or below another dwelling unit.

Alley

Building Type 'G'—Single Family*



Near Southside Redevelopment



Shaw Redevelopment Design Code

Street



LARGE MANOR



Schweteye Architects

Design Standards

Lot Size **Home Size** **2500 SF**
Width: 50' **Const. Cost** \$ 200,000
Depth: 125' **Sales Price** \$ 235,000

Setbacks
 Front: 15'
 Side: 8'
 Rear: 50'

Heights: two-and-a-half (2 1/2) to three (3)-story maximum

Parking: rear garage

Features: streetscape elements consistent with all areas in different neighborhoods. Brick on front and at least 50% of side walls. Base zone on 4 sides should be stone veneer or contrasting brick color. Detached garages at lot rear with entry off alley.

***A Single Family**—Defined as any single family residential structure which occupies a lot and is separated from adjacent residences either by a party wall or a side yard. A single family flat is a dwelling unit on one floor, either above or below another dwelling unit.

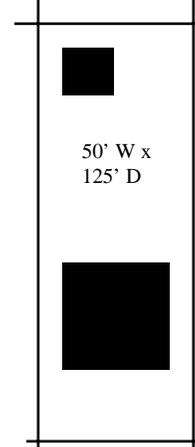
Alley



SWT, 1999



SWT, 1999



Street



BWI, 1999

Building Type 'H'—Mixed-Use

Lot

Size

Size:

varies

Building Type ‘I’—Mixed Use

Lot Size	Size:	Varies
Width: varies	Const Cost	\$ 85/SF
Depth: varies	Sale Price	\$ 102/SF

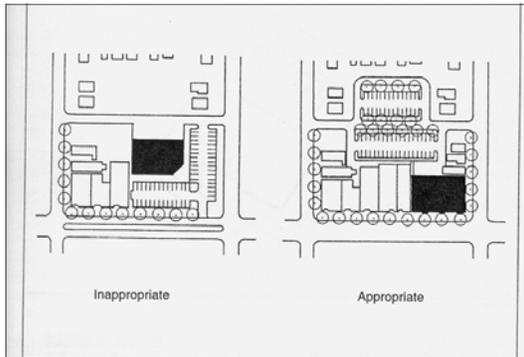
Setbacks

Front: 0’
 Side: 0’
 Rear: varies

Heights: three (3)-story maximum

Parking: rear, fenced and planted.

Features: commercial/retail, first floor; commercial/office, second floor; loft residential, second floor; loft residential, third floor. Brick on all walls.



Near
 Redevelopment

South-



side

SW



Residential Architect



SWT

Building Type ‘J’—Light Industrial

Lot Size
Width: varies
Depth: varies

Setbacks
Front: 0’
Side: 0’
Rear: 25’ where abutting residential use minimum 10’ green buffer

Heights: two (2)-story maximum, 30’

Parking: rear

Features: Brick or brick like main façade. No metal siding on main façade. Window openings or shadow and color areas to simulate windows on main façade. Use pilasters to break up large expanses of wall. Landscape buffer zone required adjacent to residential land uses.



BWI, 1999



BWI, 1999



BWI, 1999

Building Type ‘K1’—Multi-Family

Lot Size

Width: varies

Depth: varies

Setbacks

Consistent with existing setbacks on neighboring properties within same block.

Heights: three (3)-story maximum

Parking: rear or side fenced

Features: Multi-family or attached residences should follow the same general domestic scale and mass as in the neighborhood or in an adjacent neighborhood. Individual entrances with stoops and porches should mark each individual unit. Individual walks to each entrance are an important design feature. There should be no “flats”. There should be no common halls or entrances. Each residence should have it’s own front door and each residence should have it’s own fenced back yard.



Residential Architect

Building Type ‘K2’—Multi-Family

Lot Size
Width: varies
Depth: varies

Setbacks
Consistent with existing setbacks on neighboring properties within same block.

Heights: three (3)-story maximum
Parking: rear or side fenced
Features: Multi-family or attached flats should follow the same general domestic scale and mass as in the neighborhood or adjacent neighborhood. Each flat could have a private balcony or patio. There should be common green space.



Architectural Record



Residential Architect



National Real Estate Investor

Building Type 'L'—Commercial

Lot Size

Width: varies

Depth: varies

Setbacks

Front: variation of 6' of average frontage in district

Side: 0' maintenance easement; minimum 4' is adjoining dwelling district

Rear: 0' accommodate trash receptacles and loading areas

Heights: three (3)-story maximum

Parking: on-site

Features: commercial; all parking brick screened; all loading areas screened; maximum 20' high light standard; brick on all walls



Design and Construction



Building Type ‘M’—Elderly Housing

Lot Size: three acres

Setbacks

- Front: 20’
- Side: 20’
- Rear: 75’

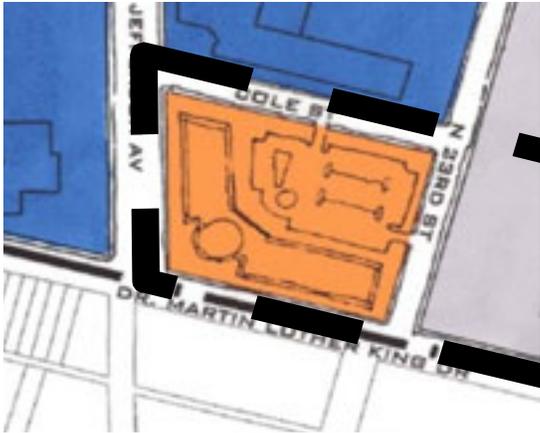
Heights: two (2)-to-three (3)-story maximum

Parking: rear, fenced and planted, no parking fronting Jefferson Ave. or Dr. Martin Luther King Dr.

Features: all brick; residential scale; sloping roof; heavy edged shingle; landscaped; private



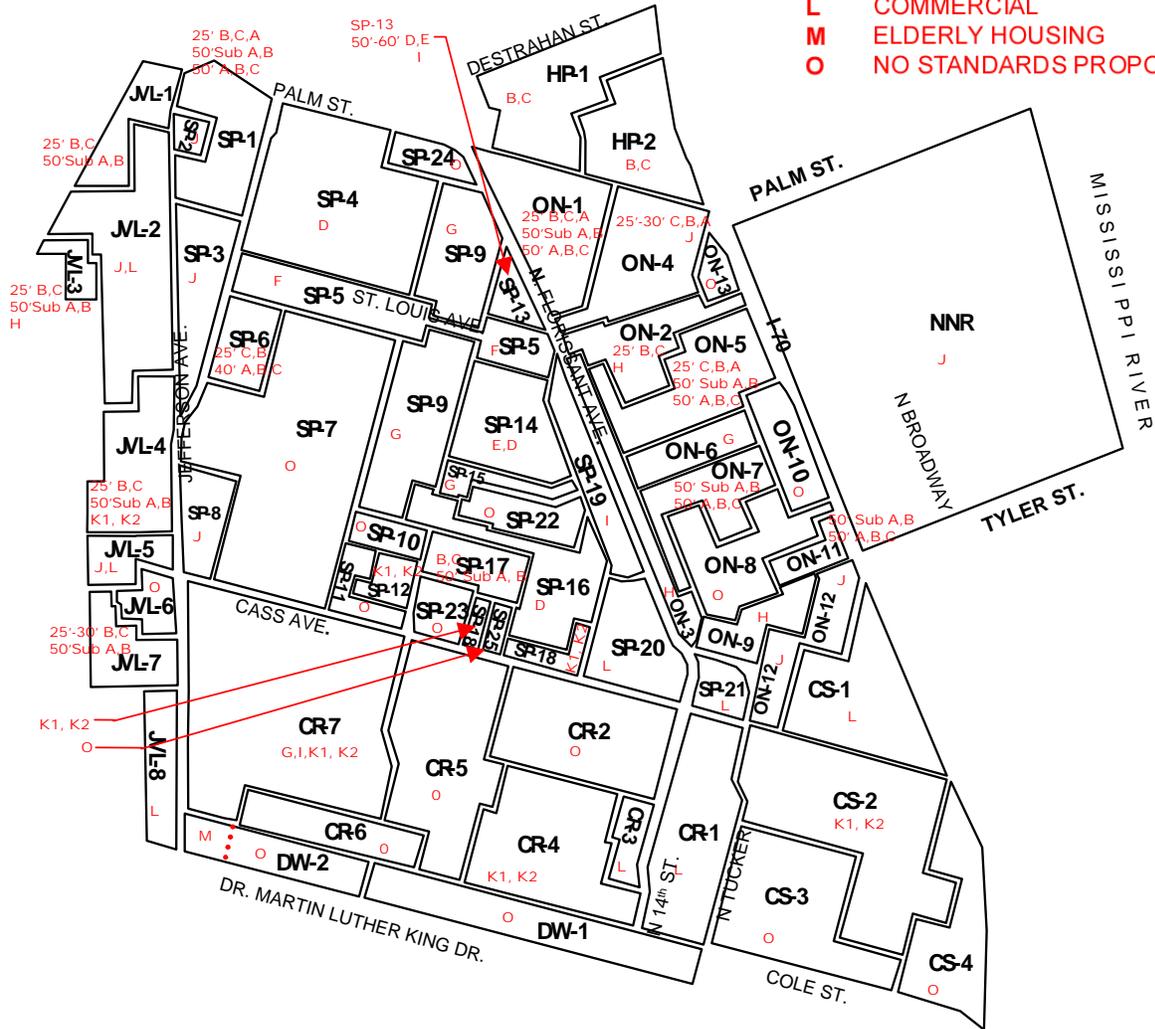
Building Design and Construction



BUILDING TYPES

- A** SINGLE FAMILY
- B** SINGLE FAMILY
- C** SINGLE FAMILY
- D** SINGLE FAMILY
- E** SINGLE FAMILY
- F** SINGLE FAMILY
- G** SINGLE FAMILY
- H** MIXED USE
- I** MIXED USE
- J** INDUSTRIAL
- K1** MULTI FAMILY
- K2** MULTIFAMILY
- L** COMMERCIAL
- M** ELDERLY HOUSING
- O** NO STANDARDS PROPOSED

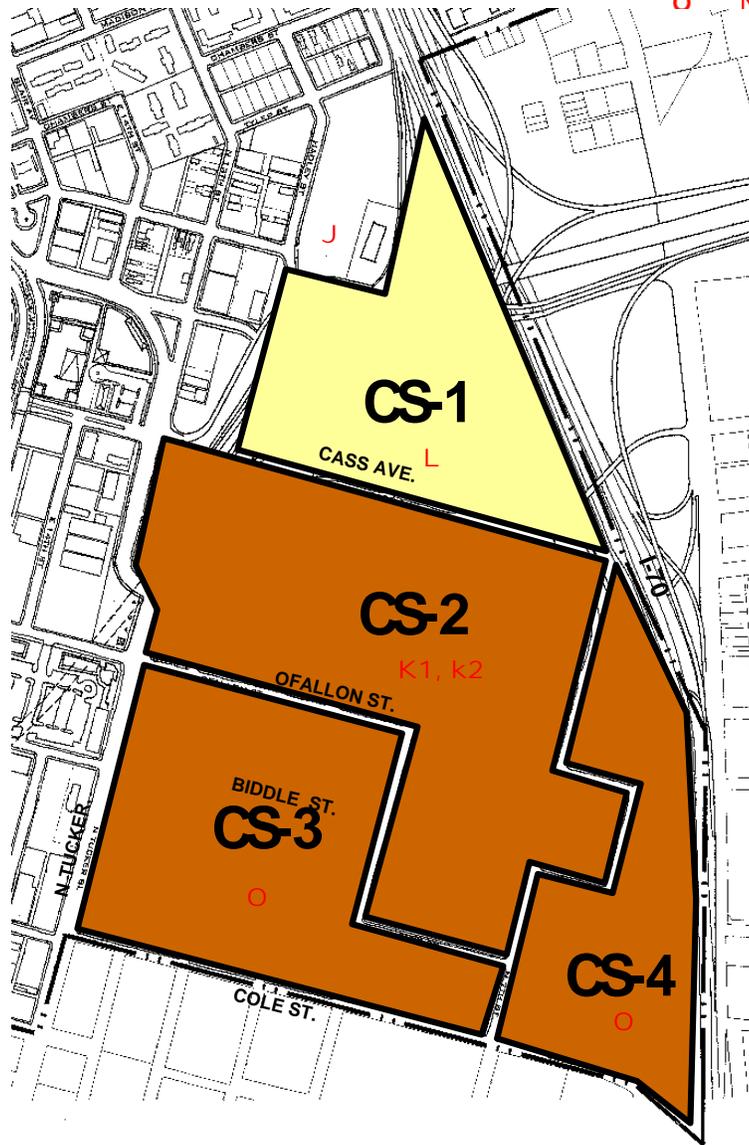
Fifth Ward
Building Type Standards



Columbus Square Neighborhood
Building Type Standards

BUILDING TYPES

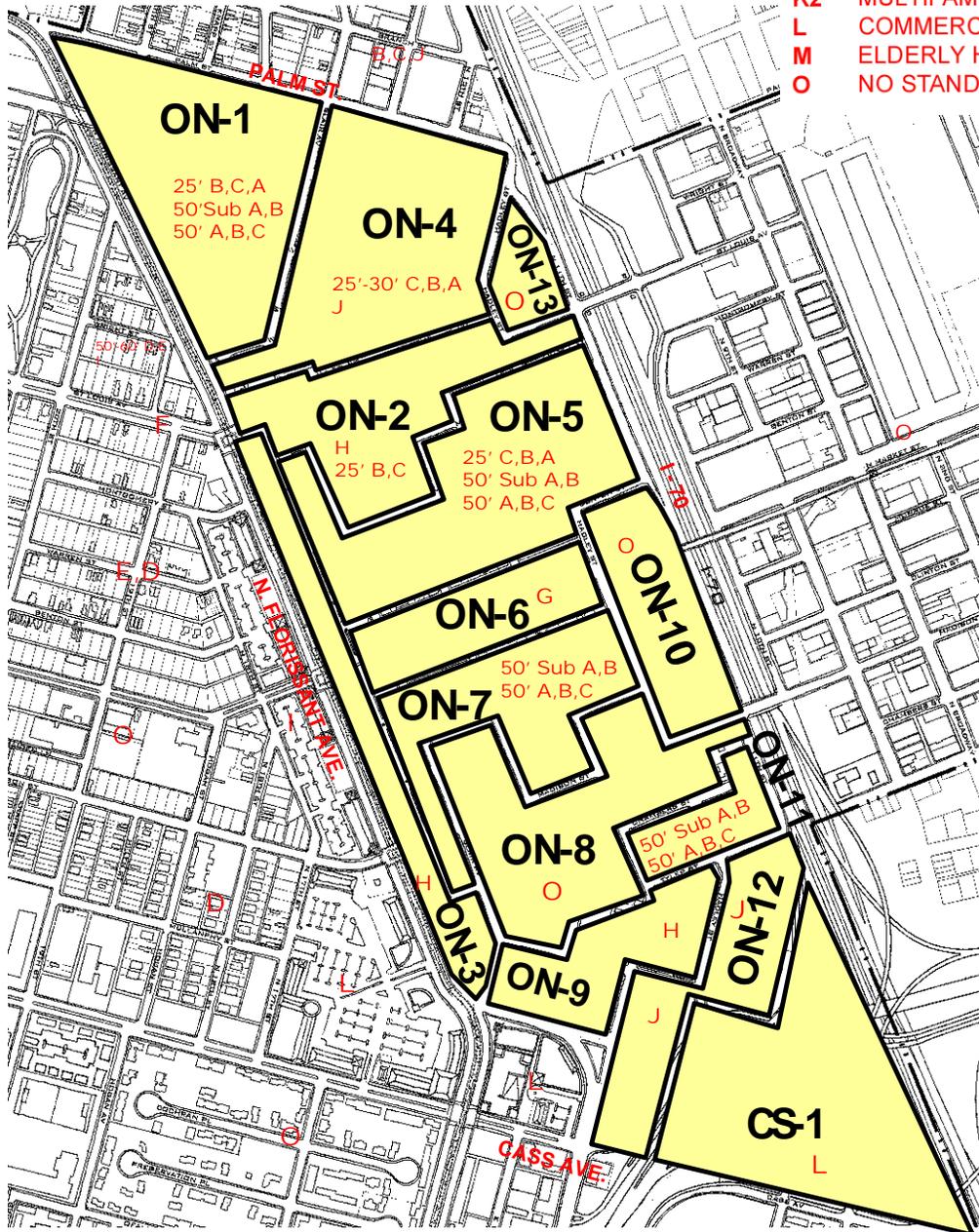
- A** SINGLE FAMILY
- B** SINGLE FAMILY
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- M** ELDERLY HOUSING
- O** NO STANDARDS PROPOSED



**Old North St. Louis Neighbor-
Building Type Standards**

BUILDING TYPES

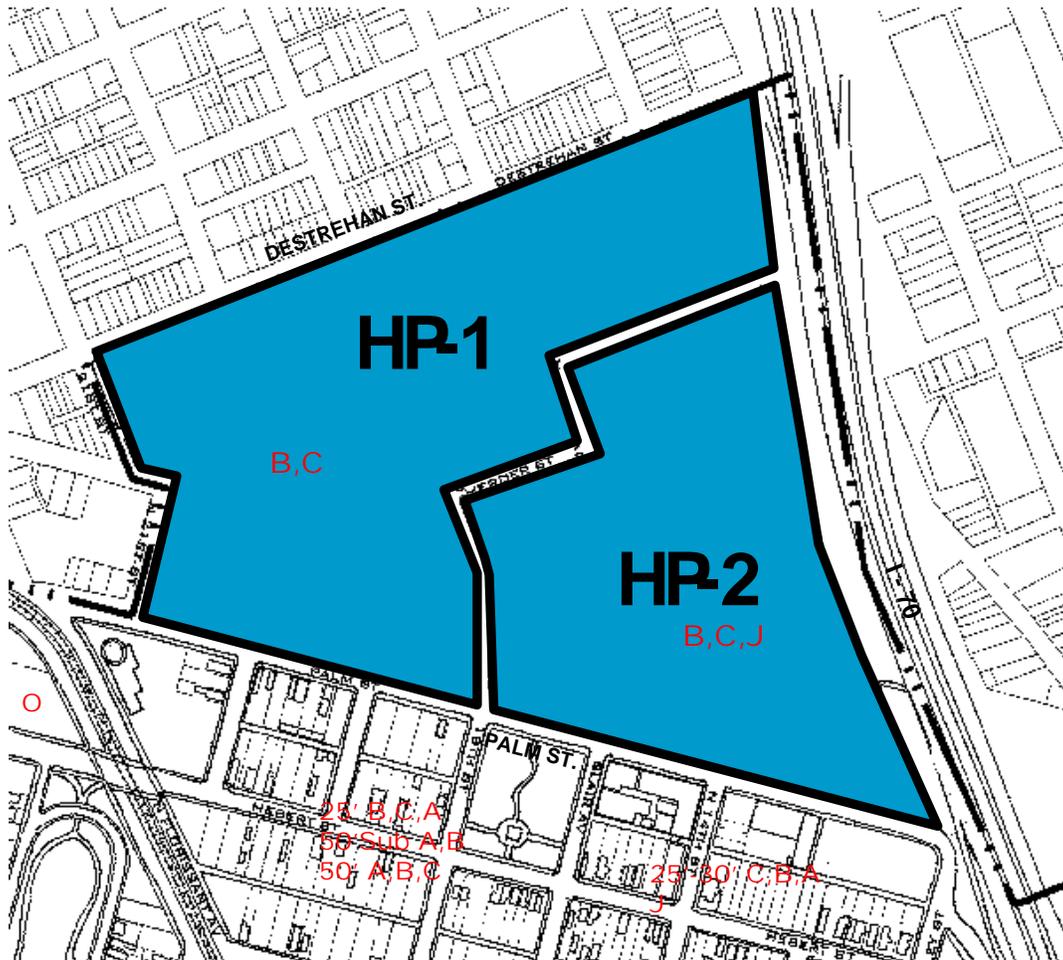
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- B SINGLE FAMILY
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- E SINGLE FAMILY
- F SINGLE FAMILY
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- H MIXED USE
- I MIXED USE
- J INDUSTRIAL
- K1 MULTI FAMILY
- K2 MULTIFAMILY
- L COMMERCIAL
- M ELDERLY HOUSING
- O NO STANDARDS PROPOSED



**Hyde Park Neighborhood
Building Type Standards**

BUILDING TYPES

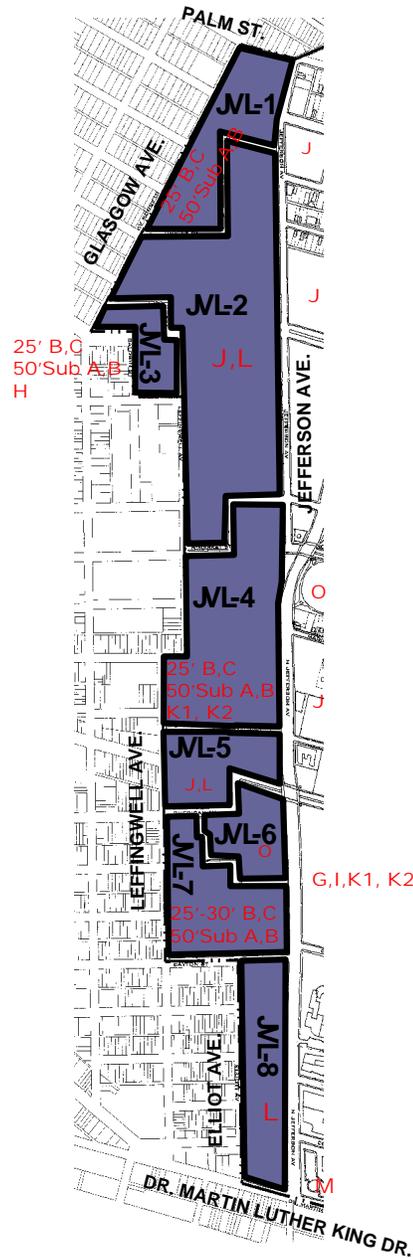
- A SINGLE FAMILY
- B SINGLE FAMILY
- C SINGLE FAMILY
- D SINGLE FAMILY
- E SINGLE FAMILY
- F SINGLE FAMILY
- G SINGLE FAMILY
- H MIXED USE
- I MIXED USE
- J INDUSTRIAL
- K1 MULTI FAMILY
- K2 MULTIFAMILY
- L COMMERCIAL
- M ELDERLY HOUSING
- O NO STANDARDS PROPOSED



**JeffVanderLou Neighborhood
Building Type Standards**

BUILDING TYPES

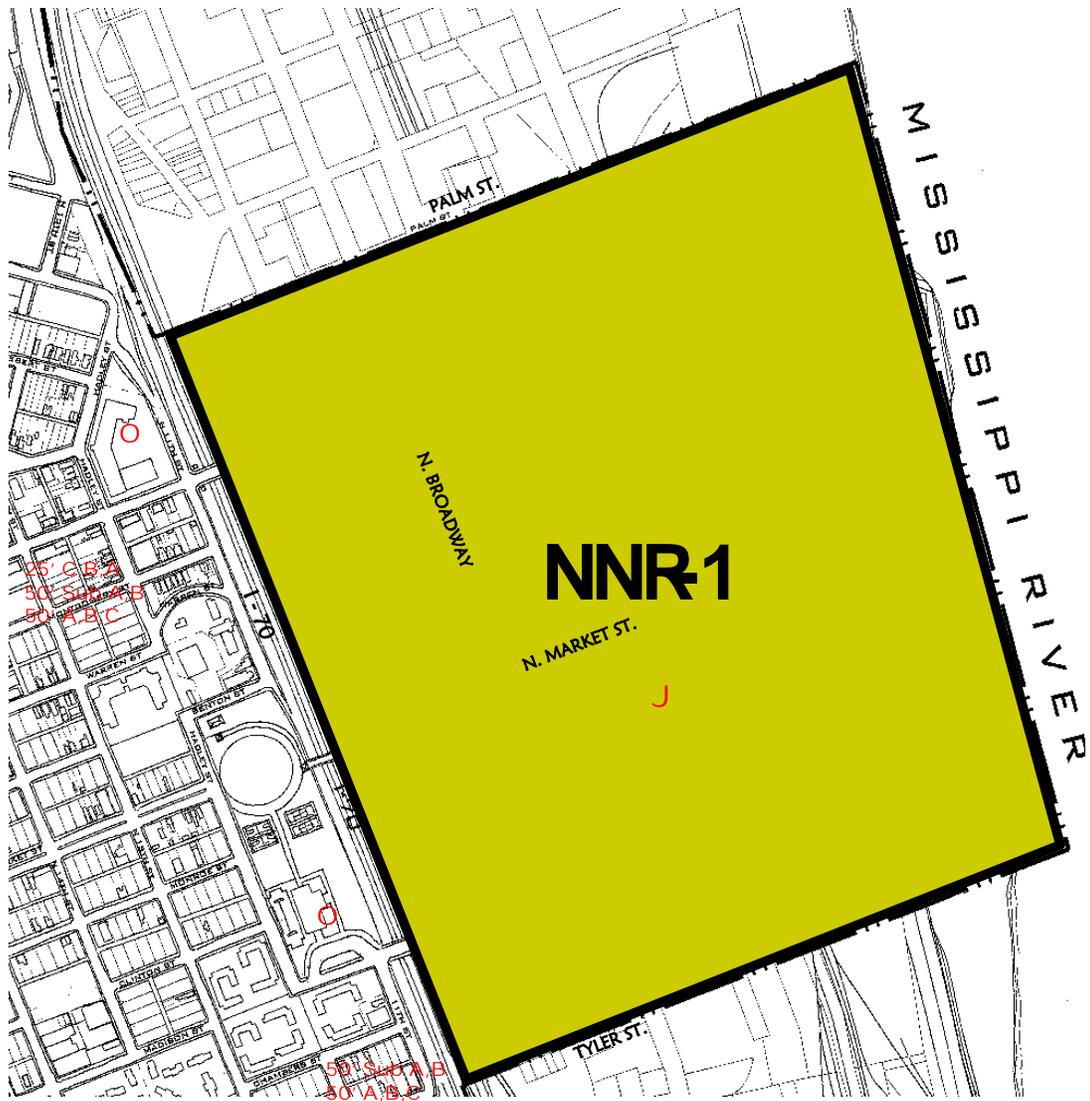
- A SINGLE FAMILY
- B SINGLE FAMILY
- C SINGLE FAMILY
- D SINGLE FAMILY
- E SINGLE FAMILY
- F SINGLE FAMILY
- G SINGLE FAMILY
- H MIXED USE
- I MIXED USE
- J INDUSTRIAL
- K1 MULTI FAMILY
- K2 MULTIFAMILY
- L COMMERCIAL
- M ELDERLY HOUSING
- O NO STANDARDS PROPOSED



Near North Riverfront Neighborhood
Building Type Standards

BUILDING TYPES

- A** SINGLE FAMILY
- B** SINGLE FAMILY
- C** SINGLE FAMILY
- D** SINGLE FAMILY
- E** SINGLE FAMILY
- F** SINGLE FAMILY
- G** SINGLE FAMILY
- H** MIXED USE
- I** MIXED USE
- J** INDUSTRIAL
- K1** MULTI FAMILY
- K2** MULTIFAMILY
- L** COMMERCIAL
- M** ELDERLY HOUSING
- O** NO STANDARDS PROPOSED



Downtown West Neighborhood
Building Type Standards

BUILDING TYPES

- A** SINGLE FAMILY
- B** SINGLE FAMILY
- C** SINGLE FAMILY
- D** SINGLE FAMILY
- E** SINGLE FAMILY
- F** SINGLE FAMILY
- G** SINGLE FAMILY
- H** MIXED USE
- I** MIXED USE
- J** INDUSTRIAL
- K1** MULTI FAMILY
- K2** MULTIFAMILY
- L** COMMERCIAL
- M** ELDERLY HOUSING
- O** NO STANDARDS PROPOSED

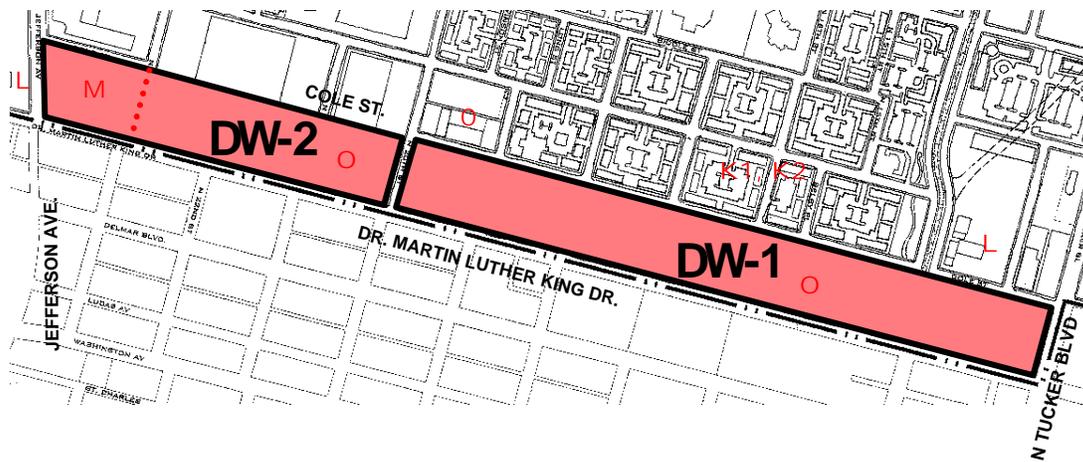


TABLE SUMMARY OF DESIGN STANDARDS BY DEVELOPMENT DISTRICTS					
DEVELOPMENT DISTRICTS	GENERAL BOUNDARIES	PROPOSED LAND USE	LOT WIDTH	BUILDING TYPE*	COMMENTS
*For multiple Building Types the first type listed is the preferred Building Type					
** No Recommendations for this area					
*** No Building Type Recommended					
..... CARR SQUARE NEIGHBORHOOD					
CR-1	North: Cass Ave. East: N. Tucker Blvd. South: Cole St. West: N. 14th St.	Commercial	Varies	L	
CR-2	North: Cass Ave. East: N. 14th St. South: O'Fallon St. West: Hogan Ave.	N/A**		O***	
CR-3	North: O'Fallon St. East N. 14th St. South: Carr St., Biddle St. West: N. 15th St.	Commercial	Varies	L	Carr School recommended for renovation.
CR-4	North: O'Fallon St., Biddle St., Carr St. East: N. 15th St., N. 14th St. South: Cole St. West: N. 18th St.	Multi-Family	Varies	K1, K2	
CR-5	North: Cass Ave., O'Fallon St., Biddle St. East: Hagan Ave., N. 18th St. South: Cole St., Carr St. West: N. 19th St., N. 20th St.	N/A**		O***	
CR-6	North: Carr St. East: N. 19th St. South: Cole St. West: N. 23rd St.	N/A**		O***	
CR-7	North: Cass Ave. East: N. 20th St. South: Carr St., Cole St. West: N. 23rd St., Jefferson Ave.	Single Family Mixed Use Multi-Family	50' Varies Varies	G I K1, K2	
..... COLUMBUS SQUARE NEIGHBORHOOD					
CS-1	North: Howard St. East: N. 11th St/I-70 South: Cass Ave. West: Hadley St.	Commercial	Varies	L	
CS-2	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.	Multi-Family	Varies	K1, K2	Neighborhood Gardens recommended for renovation.
CS-3	North: O'Fallon St., Carr St. East: N. 9th St., N. 7th St. South: Cole St. West: N. Tucker Blvd.	N/A**		O***	
CS-4	North: N/A East: I-70 South: Cole St. West: N. 7th St., N. 6th St.	N/A**		O***	



TABLE SUMMARY OF DESIGN STANDARDS BY DEVELOPMENT DISTRICTS					
DEVELOPMENT DISTRICTS	GENERAL BOUNDARIES	PROPOSED LAND USE	LOT WIDTH	BUILDING TYPE*	COMMENTS
	*For multiple Building Types the first type listed is the preferred Building Type				
	** No Recommendations for this area.				
	*** No Building Type Recommended				
*****OLD NORTH ST. LOUIS NEIGHBORHOOD					
ON-1	North: Palm Street, East: Blair Avenue, South: Wright Street, West: North Florissant	Single Family Single Family Single Family	25' 50' subdividable with party wall 50'	B, C, A A, B A, B, C	
ON-2	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	Mixed Use Single Family	Varies 25'	H B, C	
ON-3	North: St. Louis Ave., Chambers Street East: alley between N. Florissant Ave. and Blair Ave., Blair Ave. South: Mullanphy Street West: N. Florissant Ave.	Mixed Use	Varies	H	
ON-4	North: Palm St., Wright St. East: Hadley Street South: the alley just south of Wright Street West: N. Florissant Ave., Blair St.	Single Family Light Industrial	25' to 30' Varies	C, B, A J	
ON-5	North: the alley just south of 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.	Single Family Single Family Single Family	25' 50' subdividable with party wall 50'	B, C, A A, B A, B, C	
ON-6	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.	Single Family	50'	G	50' width where new subdivision development
ON-7	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.	Single Family Single Family	50' subdividable with party wall 50'	A, B A, B, C	
ON-8	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 St. West: Blair Ave.	N/A**		O***	
ON-9	North: Howard St., Tyler St. East: Hadley St., N. 13th St South: Howard St., Mullanphy St. West: N. 14th St./ Blair Ave.	Mixed Use	Varies	H	



TABLE SUMMARY OF DESIGN STANDARDS BY DEVELOPMENT DISTRICTS					
DEVELOPMENT DISTRICTS	GENERAL BOUNDARIES	PROPOSED LAND USE	LOT WIDTH	BUILDING TYPE*	COMMENTS
	*For multiple Building Types the first type listed is the preferred Building Type				
	** No Recommendations for this area.				
	*** No Building Type Recommended				
ON-10	North: Benton St. East: 11th St./I-70 South: Madison St. West: Hadley St.	N/A**		O***	
ON-11	North: Chambers St., just south of Hadley St. East: 11th St./I-70 South: Tyler St. West: N. 13th St.	Single Family Single Family	50' subdividable with party wall 50'	A, B A, B, C	No 25' lots without a party wall
ON-12	North: Tyler St. East: N. 11th St., Hadley St. South: Howard St., Cass Ave. West: N. 13th St., Hadley St.	Light Industrial	Varies	J	
ON-13	North: N/A East: N. 11th St./I-70 South: St. Louis Ave. West: Hadley St.	N/A**		O***	
***** ST. LOUIS PLACE NEIGHBORHOOD *****					
SP-1	North: Palm St./Natural Bridge Ave. East: Parnell St., South: the alley between Dodier St. and University St. West: Jefferson Ave., Lismore St.	Single Family Single Family Single Family	25' 50' subdividable with party wall 50'	B, C, A A, B A, B, C	
SP-2	North: Hebert St. East: Lismore St. South: Sullivan Ave. West: Jefferson Ave.	Light Industrial	Varies	J	
SP-3	North: the alley between Dodier St. and University St. East: Parnell St. South: N/A West: Jefferson Ave.	Light Industrial	Varies	J	
SP-4	North: Palm St., Hebert St. East: 22nd St., 23rd St. South: the alley between University St. and St. Louis Ave. West: Parnell St.	Single Family	50' to 60'	D	
SP-5	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.	Single Family	50'	F	
SP-6	North: the alley between St. Louis Ave and Montgomery St. East: 25th St. South: Benton St. West: Parnell St.	Single Family Single Family	25' 40'	C, B A, B, C	No subdividable lots



TABLE SUMMARY OF DESIGN STANDARDS BY DEVELOPMENT DISTRICTS					
DEVELOPMENT DISTRICTS	GENERAL BOUNDARIES	PROPOSED LAND USE	LOT WIDTH	BUILDING TYPE*	COMMENTS
	*For multiple Building Types the first type listed is the preferred Building Type				
	** No Recommendations for this area.				
	*** No Building Type Recommended				
SP-7	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.	N/A**		O***	
SP-8	North: Madison St. East: 25th St. South: Cass Ave. West: Jefferson Ave.	Light Industrial	Varies	J	
SP-9	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. Market St. West: 22nd St.	Single Family	50'	G	Screening/buffering along 20th and 22nd Street
SP-10	North: Madison St. East: 20th St. South: Howard St. West: 22nd St.	N/A**		O***	
SP-11	North: Howard St., Mullanphy St., the alley just north of Cass Ave. East: between N. 22nd St. and N. 20th St., N. 20th St. West: N. 22nd St.	N/A**		O***	
SP-12	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.	Multi-family	Varies	K1, K2	Mullanphy Apts recommended for renovation
SP-13	North: N/A East: N. Florissant Ave. South: the alley between Wright St. and St. Louis Ave. West: 20th St.	Single Family Mixed Use	50' to 60' Varies	D, E I	
SP-14	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.	Single Family	50' to 60'	E, D	
SP-15	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: 20th St.	Single Family	50'	G	

TABLE SUMMARY OF DESIGN STANDARDS BY DEVELOPMENT DISTRICTS					
DEVELOPMENT DISTRICTS	GENERAL BOUNDARIES	PROPOSED LAND USE	LOT WIDTH	BUILDING TYPE*	COMMENTS
	*For multiple Building Types the first type listed is the preferred Building Type				
	** No Recommendations for this area.				
	*** No Building Type Recommended				
SP-16	North: the alley south of N. Market St., Maiden Ln., the alley just N. 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.	Single Family	50' to 60'	D	
SP-17	North: Madison St. East: the alley between Helen St. and Hogan St. South: Mullanphy St. and Howard St. West: N. 20th St.	Single Family Single Family	25" 50' subdividable with a party wall	B, C A,B	
SP-18	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.	Multi-family	Varies	K1, K2	
SP-19	North: N/A East: N. Florissant Ave. South: Madison St. West: N. 17th St. and the proposed extension of N. 18th St.	Mixed Use	Varies	I	
SP-20	North: Madison St. East: N. Florissant Ave., N. 14th St. South: Cass Ave. West: N. 17th St.	Commercial	Varies	L	
SP-21	North: N. Florissant Ave. East: N. Tucker Blvd. South: Cass Ave. West: N. 14th St.	Commercial	Varies	L	
SP-22	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.	N/A**		O***	
SP-23	North: Howard St. East: N. 19th St. South: Cass Ave. West: N. 20th St.	N/A**		O***	
SP-24	North: Palm St. East: N. Florissant Ave. South: Hebert St. West: N. 23rd St.	N/A**		O***	
SP-25	North: Mullanphy St., East: alley west of Hogan St. South: Cass Ave. West: the alley east of N. 19th St.	N/A**		O***	



TABLE SUMMARY OF DESIGN STANDARDS BY DEVELOPMENT DISTRICTS					
DEVELOPMENT DISTRICTS	GENERAL BOUNDARIES	PROPOSED LAND USE	LOT WIDTH	BUILDING TYPE*	COMMENTS
	*For multiple Building Types the first type listed is the preferred Building Type				
	** No Recommendations for this area.				
	*** No Building Type Recommended				
HYDE PARK NEIGHBORHOOD					
HP-1	North: Drestrehan St. East: N. 11th St./ I-70, Blair Ave., 19th St., Angelrodt St., Herder St South: Palm St. West: N. 21st St.	Single Family	25'	B, C	
HP-2	North: Angelrodt St., Herder St. East: N. 11th St./ I-70 South: Palm St. West: N. 19th St., Blair St.	Single Family Industrial	25' to 30' Varies	B, C J	
JEFFVANDERLOU NEIGHBORHOOD					
JVL-1	North: Palm St. East: Jefferson Ave., Elliott Ave. South: the alley between Hebert St. and Sullivan Ave, Dodier St. West: Glasgow Ave.	Single Family Single Family	25' to 30' 50' subdividable with party wall	B, C A, B	
JVL-2	North: the alley between Hebert St. and Sullivan Ave. East: Jefferson Ave. Elliott Ave. South: Benton St., N. Market St., the alley between St. Louis Ave. and University St. West: Leffingwell Ave., Glasgow Ave., Elliott Ave.	Light Industrial Commercial	Varies Varies	J L	
JVL-3	North: the alley between University Ave. and St. Louis Ave. East: Leffingwell Ave. South: Montgomery St., St. Louis Ave. West: Baldwin St. Glasgow Ave.	Single Family Single Family Mixed Use	25' 50' subdividable with party wall Varies	B, C A, B H	
JVL-4	North: N. Market St., Benton St. East: Jefferson Ave. South: the first alley south of Howard St. West: Leffingwell Ave.	Single Family Single Family Multi-family	25' 50' subdividable with party wall Varies	B, C A, B K1, K2	
JVL-5	North: the first alley south of Howard St. East: Jefferson Ave., Elliott Ave. South: Cass Ave., Sheridan Ave. West: Leffingwell Ave.	Light Industrial Commercial	Varies Varies	J L	
JVL-6	North: Sheridan Ave., Cass Ave. East: Jefferson Ave. South: the alley between Thomas St. and James "Cool Papa" Bell Ave. West: Elliot Ave., area between Leffingwell Ave. and Elliott Ave.	N/A**		O***	
JVL-7	North: Sheridan Ave., Thomas St., the alley between Thomas St. and James "Cool Papa" Bell Ave. East: Area between Leffingwell Ave. and Elliott Ave. Elliott Ave., Jefferson Ave. South: Dayton St. West: Leffingwell Ave.	Single Family Single Family	25' to 30' 50' subdividable with party wall	B, C A, B	



TABLE SUMMARY OF DESIGN STANDARDS BY DEVELOPMENT DISTRICTS					
DEVELOPMENT DISTRICTS	GENERAL BOUNDARIES	PROPOSED LAND USE	LOT WIDTH	BUILDING TYPE*	COMMENTS
	*For multiple Building Types the first type listed is the preferred Building Type				
	** No Recommendations for this area.				
	*** No Building Type Recommended				
JVL-8	North: Dayton St. East: Jefferson Ave. South: Dr. Martin Luther King Dr. West: Elliott Ave.	Commercial	Varies	L	
***** NEAR NORTH RIVERFRONT NEIGHBORHOOD					
NNR-1	North: Palm St. East: the Mississippi River front South: Tyler St. West: I-70	Industrial	Varies	J	
***** DOWNTOWN WEST NEIGHBORHOOD					
DW-1	North: Cole St. East: N. Tucker Blvd. South: Dr. Martin Luther King Drive West: N. 20th St.	N/A**		O***	
DW-2	North Cole St. East: N. 20th St. South: Dr. Martin Luther King Drive West: Jefferson Ave.	Elderly Housing	Three Acres	M	West of N 23rd St. Only



Projected Neighborhood Development Expense Summaries

The following pages contain general projected expense information for each neighborhood. For a more detailed breakdown of these estimates, please refer to the individual neighborhood chapters within the plan document.

Carr Square Neighborhood

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.

Columbus Square Neighborhood

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.

Old North St. Louis Neighborhood

Old North St. Louis*	Total Dev Cost	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.

Projected Expense/Cost Summary

St. Louis Place Neighborhood

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.

Hyde Park Neighborhood

Hyde Park*	Tot Dev Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District HP-1	\$ 12,703,125	\$ 11,085,000	\$ 1,618,125	87.3%	12.7%
Total Projected Development Expense of District HP-2	3,497,500	2,385,000	1,112,500	68.2%	31.8%
Total Development Costs	\$ 16,200,625	\$ 13,470,000	\$ 2,730,625	83.1%	16.9%

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

Jeff VanderLou Neighborhood

Jeff VanderLou*	Tot Dev Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District JVL-1	\$ 2,981,250	\$ 2,520,000	\$ 461,250	84.5%	15.5%
Total Projected Development Expense of District JVL-2	35,697,500	29,750,000	5,947,500	83.3%	16.7%
Total Projected Development Expense of District JVL-3	450,000	375,000	75,000	83.3%	16.7%
Total Projected Development Expense of District JVL-4	9,405,000	8,345,000	1,060,000	88.7%	11.3%
Total Projected Development Expense of District JVL-5	8,331,250	7,350,000	981,250	88.2%	11.8%
Total Projected Development Expense of District JVL-6	-	-	-	-	-
Total Projected Development Expense of District JVL-7	7,153,125	6,280,000	873,125	87.8%	12.2%
Total Projected Development Expense of District JVL-8	1,750,000	1,500,000	250,000	85.7%	14.3%
Total Development Costs	\$ 65,768,125	\$ 56,120,000	\$ 9,648,125	85.3%	14.7%

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

Near North Riverfront Neighborhood

Near North Riverfront*	Tot Dev Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District NNRF	\$ 29,325,000	\$ 21,000,000	\$ 8,325,000	71.6%	28.4%
Total Development Costs	\$ 29,325,000	\$ 21,000,000	\$ 8,325,000	71.6%	28.4%

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

Downtown West Neighborhood

Downtown West*	Tot Dev Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District DTW-1	-	-	-	-	-
Total Projected Development Expense of District DTW-2**	-	-	-	-	-
Total Development Costs	\$ -	\$ -	\$ -	-	-

* See individual district tables for cost summary and detailed analysis.
 **See CR-7 for for tabulations for a portion of this area.

Total Projected Neighborhood Development Expense Summary

Neighborhoods	Total Acres	Total Cost	Private	Public	% Private	% Public
Total Proj. Dev. Expense of Carr Square Focus Area	270	\$79,383,125	\$67,534,357	\$11,848,750	85.1	14.9
Total Proj. Dev. Expense of Columbus Square Focus Area	125	\$57,652,500	\$52,525,000	\$5,127,500	91.1	8.9
Total Proj. Dev. Expense of Old North St. Louis Focus Area	250	\$88,013,750	\$70,315,000	\$17,698,750	79.9	20.1
Total Proj. Dev. Expense of St. Louis Place Focus Area	450	\$221,523,125	\$183,546,875	\$37,976,250	82.9	1.7
Total Proj. Dev. Expense of Hyde Park Focus Area	35	\$16,200,625	\$13,470,000	\$2,730,625	83.1	16.9
Total Proj. Dev. Expense of JeffVanderLou Focus Area	130	\$65,768,125	\$56,120,000	\$9,648,125	85.3	14.7
Total Proj. Dev. Expense of Near North Riverfront Focus Area	235	\$29,325,000	\$21,000,000	\$8,325,000	71.6	28.4
Total Proj. Dev. Expense of Downtown West Focus Area	55	\$0	\$0	\$0	0	0
Total Proj. Dev. Expense of Streetscape Improvements		\$20,363,718	\$0	\$20,363,718	0	100
Fifth Ward Totals	1550	\$578,229,968	\$464,511,232	\$113,718,718	80.3	19.7



Streetscape Improvements Cost Summaries

The following charts contain general cost information for each streetscape improvements focus area.

St. Louis Ave. West of Florissant				
Existing ROW 100' (Proposed ROW 100')	Units	Quantity	Unit Cost	Estimated Cost of Development
<i>Improvement Costs</i>				
Demolition of Existing Curb	L.F.	8,800.00	\$ 3.50	\$ 30,800.00
Removal of Asphalt & Base for New Median	S.Y.	6,950.00	\$ 10.00	\$ 69,500.00
Utility Improvements	L.S.	1.00	\$ 200,000.00	\$ 200,000.00
New Historical Light Fixture	Each	80.00	\$ 3,000.00	\$ 240,000.00
New Traffic Signals	Each	2.00	\$ 22,000.00	\$ 44,000.00
New Curb and Gutter	L.F.	16,920.00	\$ 12.00	\$ 203,040.00
Roadway Stripping	L.F.	4,700.00	\$ 1.00	\$ 4,700.00
Topsoil Addition to New Median	C.Y.	3,467.00	\$ 35.00	\$ 121,345.00
Sidewalk Replacement	S.F.	93,120.00	\$ 3.50	\$ 325,920.00
Resurfacing of Existing Street	S.Y.	16,711.00	\$ 6.00	\$ 100,266.00
Street Trees	Each	314.00	\$ 300.00	\$ 94,200.00
Ornamental Trees	Each	132.00	\$ 200.00	\$ 26,400.00
Perennial Plantings	S.F.	10,000.00	\$ 7.00	\$ 70,000.00
Sodded Lawn	S.Y.	5,650.00	\$ 3.50	\$ 19,775.00
				\$ 1,549,946.00
Development Fee (5% of construction costs)				\$ 77,497.30
Soft Costs (20% of total costs)				\$ 309,989.20
Total Projected Improvement Costs				\$ 1,937,432.50

St. Louis Ave. East of Florissant				
Existing ROW 60' (Proposed ROW 60')	Units	Quantity	Unit Cost	Estimated Cost of Development
<i>Improvement Costs</i>				
Demolition of Existing Curb	L.F.	4,550.00	\$ 3.50	\$ 15,925.00
Utility Improvements	L.S.	1.00	\$ 200,000.00	\$ 200,000.00
New Historical Light Standard	Each	42.00	\$ 3,000.00	\$ 126,000.00
New Curb and Gutter	L.F.	4,550.00	\$ 12.00	\$ 54,600.00
Roadway Stripping	L.F.	2,550.00	\$ 1.00	\$ 2,550.00
Sidewalk Replacement	S.F.	21,960.00	\$ 3.50	\$ 76,860.00
Sidewalk Special Paving	S.F.	22,850.00	\$ 9.00	\$ 205,650.00
Resurfacing of Existing Street	S.Y.	13,600.00	\$ 6.00	\$ 81,600.00
Street Trees	Each	84.00	\$ 300.00	\$ 25,200.00
			Sub-Total	\$ 788,385.00
Development Fee (5% of construction costs)				\$ 39,419.25
Soft Costs (20% of total costs)				\$ 157,677.00
Total Projected Improvement Costs				\$ 985,481.25



Projected Expense/Cost Summary

North Florissant Ave. / 14th St.				
N. Florissant Existing ROW 100' (Proposed ROW 130')				
14TH St. Existing ROW 60' (Proposed ROW 130')				
14TH St. Existing ROW 80' (Proposed ROW 130')				
	Units	Quantity	Unit Cost	Estimated Cost of Development
<i>Improvement Costs</i>				
Land Acquisition Costs/ ROW widening 30' (N. Florissant)	Acres	5.50	\$ 50,000.00	\$ 275,000.00
Land Acquisition Costs/ ROW widening 70' (14TH St.)	Acres	2.30	\$ 50,000.00	\$ 115,000.00
Land Acquisition Costs/ ROW widening 50' (14TH St.)	Acres	1.90	\$ 50,000.00	\$ 95,000.00
Demolition of Existing Curb	L.F.	16,600.00	\$ 3.50	\$ 58,100.00
Removal of Asphalt & Base for New Median	S.Y.	37,000.00	\$ 10.00	\$ 370,000.00
Utility Improvements	L.S.	1.00	\$ 200,000.00	\$ 200,000.00
New Historical Light Standard	Each	276.00	\$ 3,000.00	\$ 828,000.00
New Traffic Signals	Each	10.00	\$ 22,000.00	\$ 220,000.00
New Curb and Gutter	L.F.	33,200.00	\$ 12.00	\$ 398,400.00
Roadway Stripping	L.F.	8,300.00	\$ 1.00	\$ 8,300.00
Topsoil Addition to New Median	C.Y.	4,611.00	\$ 35.00	\$ 161,385.00
Sidewalk Replacement	S.F.	85,200.00	\$ 3.50	\$ 298,200.00
Sidewalk Special Paving	S.F.	39,125.00	\$ 9.00	\$ 352,125.00
Resurfacing of Existing Street	S.Y.	97,755.00	\$ 6.00	\$ 586,530.00
Ornamental Trees	Each	554.00	\$ 200.00	\$ 110,800.00
Perennial Plantings	S.F.	80,000.00	\$ 7.00	\$ 560,000.00
			Sub-Total	\$ 4,636,840.00
Development Fee (5% of construction costs)				\$ 231,842.00
Soft Costs (20% of total costs)				\$ 927,368.00
Total Projected Improvement Costs				\$ 5,796,050.00

North Market West of Florissant				
Existing ROW 70' (Proposed ROW 80')				
	Units	Quantity	Unit Cost	Estimated Cost of Development
<i>Improvement Costs</i>				
Land Acquisition Costs/ ROW widening 10'	Acres	1.20	\$ 50,000.00	\$ 60,000.00
Demolition of Existing Curb	L.F.	10,000.00	\$ 3.50	\$ 35,000.00
Removal of Asphalt & Base for New Median	S.F.	51,350.00	\$ 10.00	\$ 513,500.00
Utility Improvements	L.S.	1.00	\$ 200,000.00	\$ 200,000.00
New Historical Light Fixture	Each	84.00	\$ 3,000.00	\$ 252,000.00
New Curb and Gutter	L.F.	20,336.00	\$ 12.00	\$ 244,032.00
Roadway Stripping	L.F.	5,000.00	\$ 1.00	\$ 5,000.00
Topsoil Addition to New Median	C.Y.	2,566.00	\$ 35.00	\$ 89,810.00
Sidewalk Replacement	S.F.	25,000.00	\$ 3.50	\$ 87,500.00
Sidewalk Special Paving	S.F.	36,000.00	\$ 9.00	\$ 324,000.00
Resurfacing of Existing Street	S.Y.	28,200.00	\$ 6.00	\$ 169,200.00
Street Trees	Each	334.00	\$ 300.00	\$ 100,200.00
Ornamental Trees	Each	124.00	\$ 200.00	\$ 24,800.00
Perennial Plantings	S.F.	74,038.00	\$ 7.00	\$ 518,266.00
Sodded Lawn	S.Y.	43,106.00	\$ 3.50	\$ 150,871.00
			Sub-Total	\$ 2,774,179.00
Development Fee (5% of construction costs)				\$ 138,708.95
Soft Costs (20% of total costs)				\$ 554,835.80
Total Projected Improvement Costs				\$ 3,467,723.75



Projected Expense/Cost Summary

North Market East of Florissant				
Existing ROW 100' (Proposed ROW 100')	Units	Quantity	Unit Cost	Estimated Cost of Development
<i>Improvement Costs</i>				
Demolition of Existing Curb	L.F.	2,800.00	\$ 3.50	\$ 9,800.00
Removal of Asphalt & Base for New Median	S.Y.	1,250.00	\$ 10.00	\$ 12,500.00
Utility Improvements	L.S.	1.00	\$ 200,000.00	\$ 200,000.00
New Historical Light Fixture	Each	24.00	\$ 3,000.00	\$ 72,000.00
New Curb and Gutter	L.F.	3,900.00	\$ 12.00	\$ 46,800.00
Roadway Stripping	L.F.	1,400.00	\$ 1.00	\$ 1,400.00
Topsoil Addition to New Median	C.Y.	616.00	\$ 35.00	\$ 21,560.00
Sidewalk Replacement	S.F.	5,360.00	\$ 3.50	\$ 18,760.00
Sidewalk Special Paving	S.F.	21,600.00	\$ 9.00	\$ 194,400.00
Resurfacing of Existing Street	S.Y.	56,100.00	\$ 6.00	\$ 336,600.00
Street Trees	Each	94.00	\$ 300.00	\$ 28,200.00
Ornamental Trees	Each	32.00	\$ 200.00	\$ 6,400.00
Perennial Plantings	S.F.	492.00	\$ 7.00	\$ 3,444.00
Sodded Lawn	S.Y.	3,536.00	\$ 3.50	\$ 12,376.00
			Sub-Total	\$ 964,240.00
Development Fee (5% of construction costs)				\$ 48,212.00
Soft Costs (20% of total costs)				\$ 192,848.00
Total Projected Improvement Costs				\$ 1,205,300.00

Cass Avenue				
Existing ROW 80' (Proposed ROW 90')	Units	Quantity	Unit Cost	Estimated Cost of Development
<i>Improvement Costs</i>				
Land Acquisition Costs/ ROW widening 10'	Acres	1.50	\$ 50,000.00	\$ 75,000.00
Demolition of Existing Curb	L.F.	12,600.00	\$ 3.50	\$ 44,100.00
Removal of Asphalt & Base for New Median	S.Y.	7,000.00	\$ 10.00	\$ 70,000.00
Utility Improvements	L.S.	1.00	\$ 200,000.00	\$ 200,000.00
New Cobra Lights	Each	105.00	\$ 2,400.00	\$ 252,000.00
New Curb and Gutter	L.F.	21,000.00	\$ 12.00	\$ 252,000.00
Roadway Stripping	L.F.	6,300.00	\$ 1.00	\$ 6,300.00
Topsoil Addition to New Median	C.Y.	3,466.00	\$ 35.00	\$ 121,310.00
Sidewalk Replacement	S.F.	48,600.00	\$ 3.50	\$ 170,100.00
Sidewalk Special Paving	S.F.	36,000.00	\$ 9.00	\$ 324,000.00
Resurfacing of Existing Street	S.Y.	290,400.00	\$ 6.00	\$ 1,742,400.00
Street Trees	Each	420.00	\$ 300.00	\$ 126,000.00
Ornamental Trees	Each	200.00	\$ 200.00	\$ 40,000.00
Perennial Plantings	S.F.	2,766.00	\$ 7.00	\$ 19,362.00
Sodded Lawn	S.Y.	6,626.00	\$ 3.50	\$ 23,191.00
			Sub-Total	\$ 3,465,763.00
Development Fee (5% of construction costs)				\$ 173,288.15
Soft Costs (20% of total costs)				\$ 693,152.60
Total Projected Improvement Costs				\$ 4,332,203.75



Projected Expense/Cost Summary

Jefferson Ave.				
Existing ROW 100' (Proposed ROW 100')	Units	Quantity	Unit Cost	Estimated Cost of Development
<i>Improvement Costs</i>				
Demolition of Existing Curb	L.F.	14,200.00	\$ 3.50	\$ 49,700.00
Utility Improvements	L.S.	1.00	\$ 200,000.00	\$ 200,000.00
New Cobra Lights	Each	236.00	\$ 2,400.00	\$ 566,400.00
New Traffic Signals	Each	6.00	\$ 22,000.00	\$ 132,000.00
New Curb and Gutter	L.F.	14,200.00	\$ 12.00	\$ 170,400.00
Roadway Stripping	L.F.	7,100.00	\$ 1.00	\$ 7,100.00
Sidewalk Replacement	S.F.	79,440.00	\$ 3.50	\$ 278,040.00
Sidewalk Special Paving	S.F.	28,680.00	\$ 9.00	\$ 258,120.00
Resurfacing of Existing Street	S.Y.	45,755.00	\$ 6.00	\$ 274,530.00
Street Trees	Each	474.00	\$ 300.00	\$ 142,200.00
Sodded Lawn	S.Y.	9,466.00	\$ 3.50	\$ 33,131.00
			Sub-Total	\$ 2,111,621.00
Development Fee (5% of construction costs)				\$ 105,581.05
Soft Costs (20% of total costs)				\$ 422,324.20
Total Projected Improvement Costs				\$ 2,639,526.25

Total Streetscape Improvements Cost Summary

Streetscape Improvements			(Assumed All Public Costs)
Total Projected Improvement Costs of St. Louis Ave. West of N. Florissant Ave.			\$ 1,937,433
Total Projected Improvement Costs of St. Louis Ave. East of N. Florissant Ave.			\$ 985,481
Total Projected Improvement Costs of North Florissant Ave. / 14th St.			\$ 5,796,050
Total Projected Improvement Costs of North Market West of N. Florissant Ave.			\$ 3,467,724
Total Projected Improvement Costs of North Market East of N. Florissant Ave.			\$ 1,205,300
Total Projected Improvement Costs of Cass Ave.			\$ 4,332,204
Total Projected Improvement Costs of Jefferson Ave.			\$ 2,639,526
		Total Improvement Costs	\$ 20,363,718

Phasing Issues

Due to the ever-changing market place, the phasing of projects is not easily defined or attached to a timeline. It is for these reasons that projects are identified based on the following criteria and developmental factors:

1. Market/community needs today
2. Future market projections
3. Transportation phasing
4. Public funding opportunities
5. Development compatibility
6. Ease of land acquisition/assembly
7. Infrastructure needs
8. Completion of design studies
9. Financing/interest rates
10. Historical factors
11. Environmental issues
12. Political issues
13. Quality of life needs “beautification”
14. Stabilization/safety of adjacent land uses
15. Cost of construction/labor force

Areas of phasing opportunities are indicated on the following map. These projects could be further defined into finer phases based on the developer’s needs/insertion into the market place. In an effort to provide a realistic strategy to phasing and possible time frames the following approach was used:

Phase 1 (2000-2007)

- Convenience Retail - 125,000 SF
- Restaurants - 40,000 SF
- Light Industrial - 15 Acres

- New Housing (non-subsidized) - 450 Units
- New Subsidized Housing - 125 Units
- St. Louis Ave. Improvements (E. of Florissant)
- Completion of Cass Ave. Improvements
- North Market Improvements
- Open Space Improvements

Phase 2 (2000-2015)

- Convenience/Mixed Use - 125,000 SF
- Restaurants - 20,000 SF
- Light Industrial - 20 Acres
- New Housing (non-subsidized) - 250 Units
- Subsidized Housing - 250 Units
- Office Development - 90,000 SF
- North Florissant Phase 1 Improvements
- St. Louis Ave. Improvements (W. of Florissant)

Phase 3 (2010-2020)

- MetroLink Expansion
- Mississippi Bridge Expansion
- Budget Style Hotels
- Mixed Use Development - 200,000 SF
- Restaurants - 20,000 SF
- Movie Theater/Parking Garage
- Light Industrial - 10 Acres
- New Housing (non-subsidized) - 500 Units
- Subsidized Housing - 250 Units
- North Florissant Phase 2 Improvements
- Jefferson Ave. Improvements

Phase 4 Beyond 2015

- Mixed Use Development - 100,000+ SF
- Commercial - 100,000+ SF
- In-fill Housing

Phasing

- Light Industrial - 7+ Acres
- In-fill Commercial within Historical Area

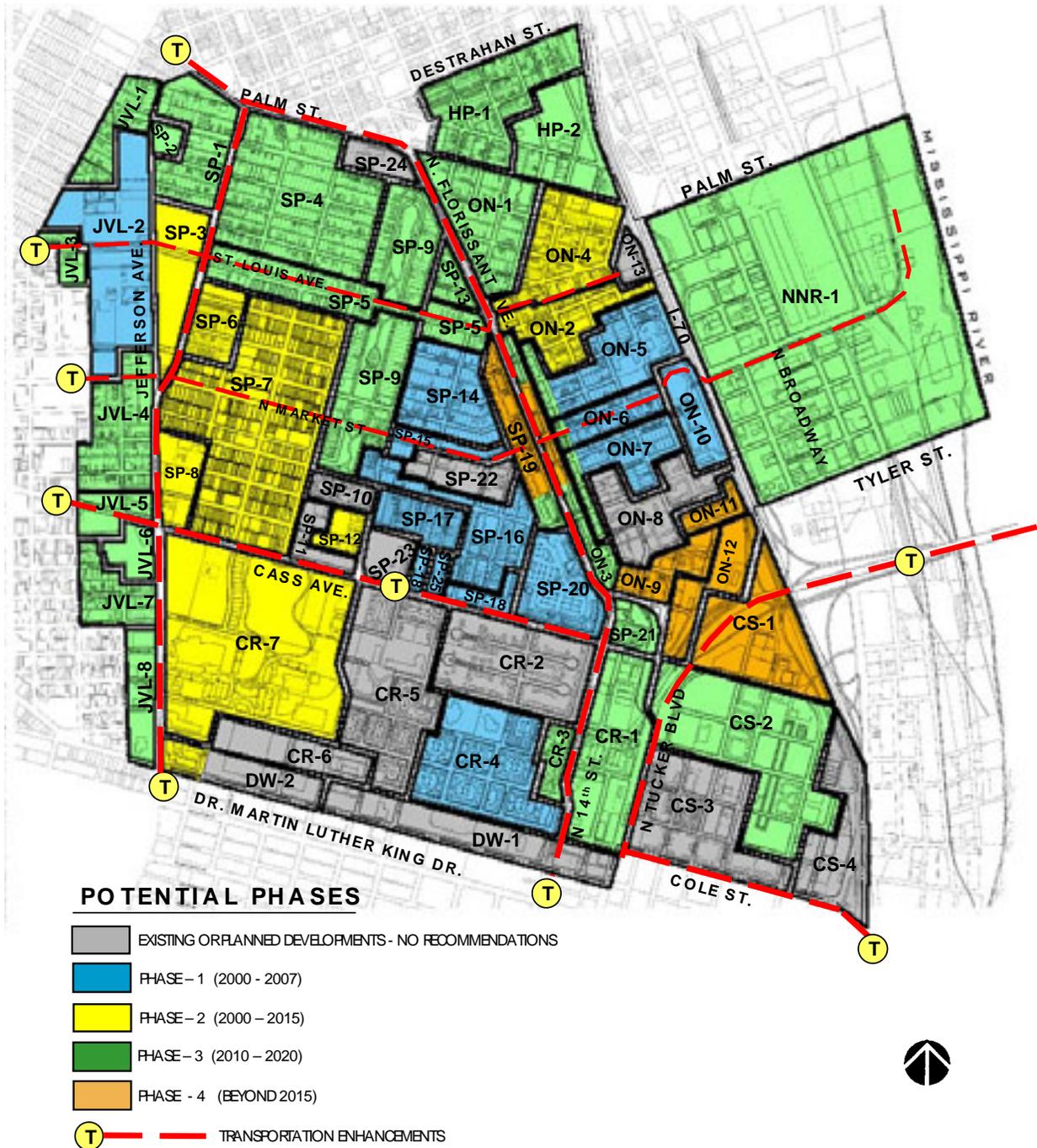
One key phasing issue is the streetscape infrastructure improvements for St. Louis Avenue, N. Market Street, Cass Avenue, Jefferson and North Florissant. These projects should be considered prior to or during the redevelopment of adjacent phases. Streetscape improvements should be considered as catalysts for development and should be implemented to improve aesthetics, safety and as identification for revitalization. These improvements are identified by phase.

Another key issue taken under consideration as part of the approach to phasing is adjacency to existing new development and the ease of defined developable areas. For example, areas which do not have expanses of continuous vacant lots are not as attractive to a developer seeking to simplify construction mobilization. Reassurance of existing adjacent land improvements such as street improvements or new housing would provide some sense of security for further development

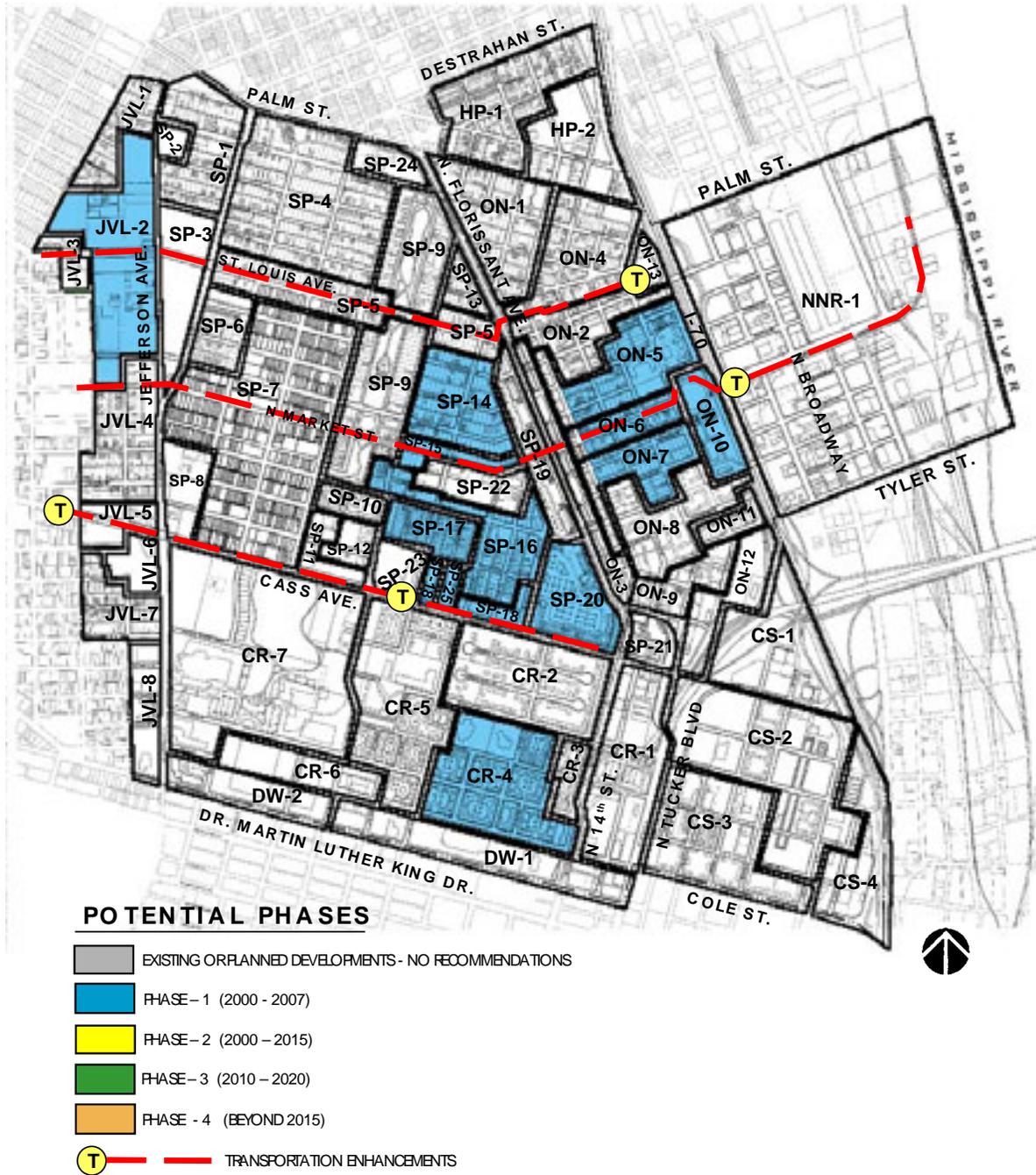
The proposed Phasing Plan takes into consideration that overlap of development opportunities can take place. No one phase is more or less important than another, but is simply a response to market demands, land availability and other development factors that will stimulate growth. The priority of the first phase was to not only satisfy the current market place, but to stabilize the existing assets. This plan makes every effort to avoid an erratic approach to development. Areas that require in-fill housing within historic districts will move at a much slower pace than

large new residential developments. It is for these reasons that placing a phase to such development areas may not be realistic, but instead will continue to progress as stabilization continues.

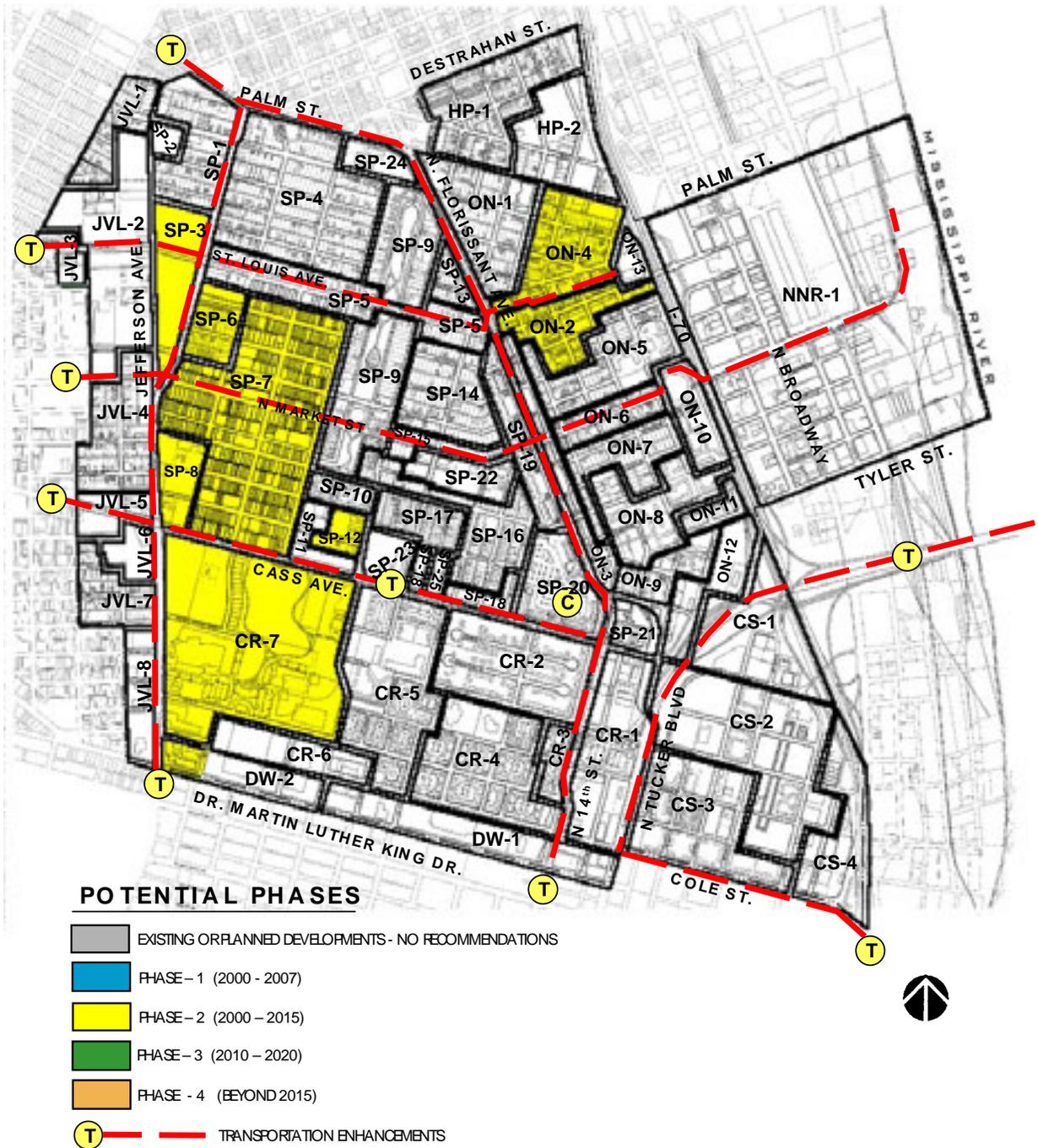
 Project Phasing



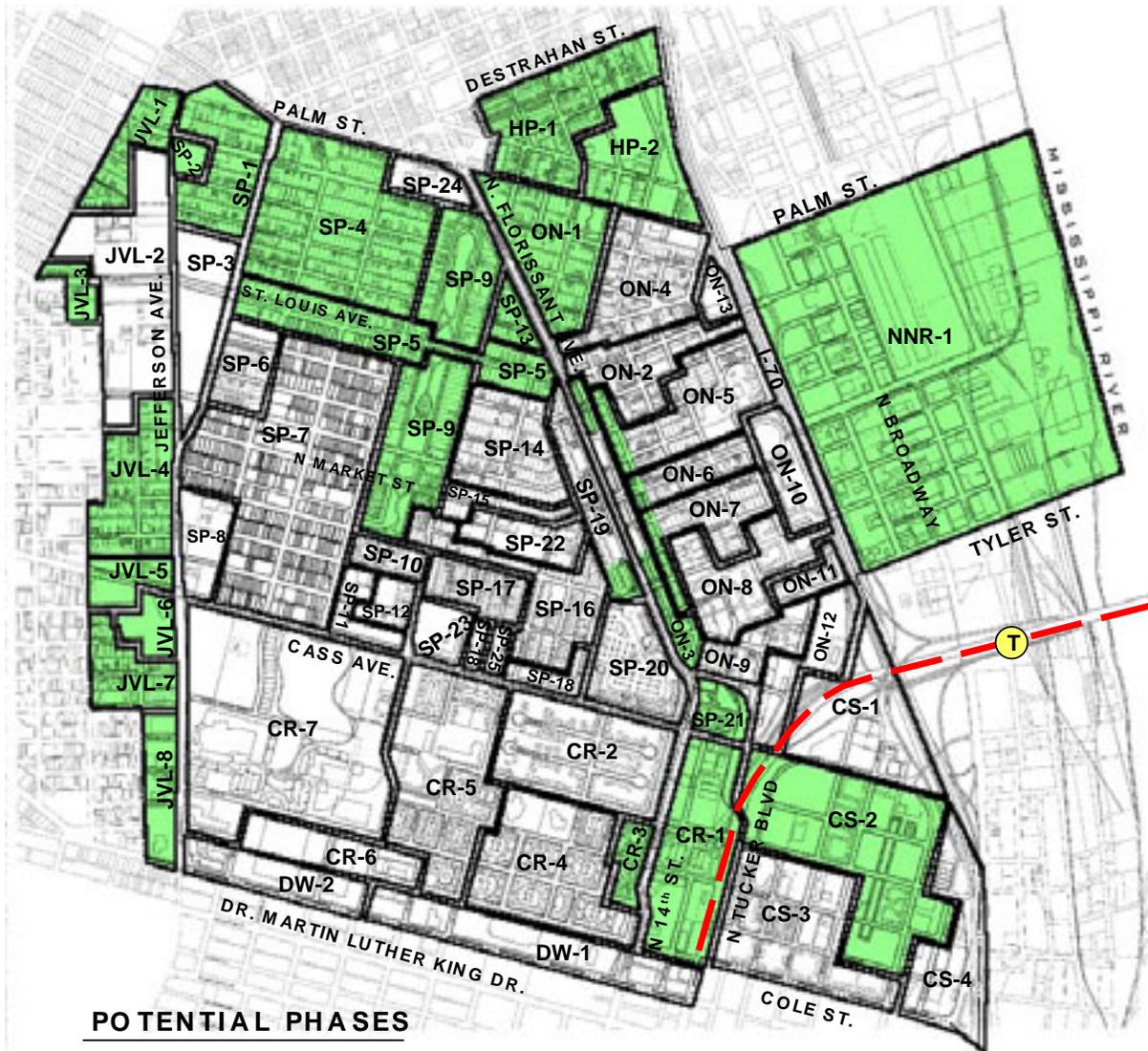
 Project Phasing - Phase 1



Project Phasing - Phase 2



 Project Phasing - Phase 3

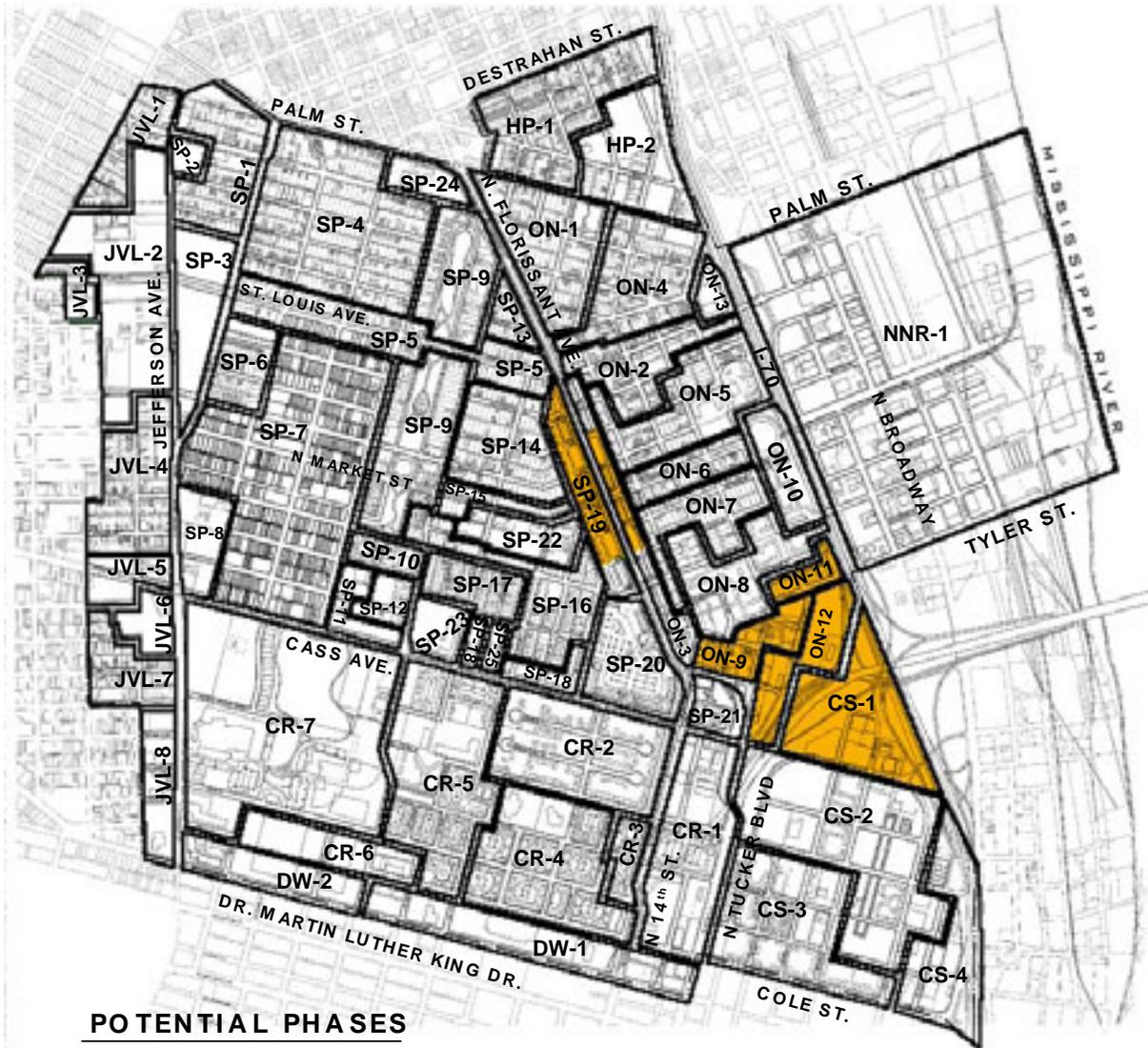


POTENTIAL PHASES

-  EXISTING OR PLANNED DEVELOPMENTS - NO RECOMMENDATIONS
-  PHASE - 1 (2000 - 2007)
-  PHASE - 2 (2000 - 2015)
-  PHASE - 3 (2010 - 2020)
-  PHASE - 4 (BEYOND 2015)
-  TRANSPORTATION ENHANCEMENTS



 **Project Phasing - Phase 4**



POTENTIAL PHASES

-  EXISTING OR PLANNED DEVELOPMENTS - NO RECOMMENDATIONS
-  PHASE - 1 (2000 - 2007)
-  PHASE - 2 (2000 - 2015)
-  PHASE - 3 (2010 - 2020)
-  PHASE - 4 (BEYOND 2015)
-  TRANSPORTATION ENHANCEMENTS



Financial Alternatives

Introduction

A key purpose of this report is to provide a variety of funding opportunities for all types of initiatives as proposed in the neighborhood focus sections. The project team feels that it is a priority to discuss the financial alternatives available to residents and business owners that will allow them to sustain, enhance, or expand their investments in the Fifth Ward.

These individuals have stayed in the Ward during a time period when many have vacated their properties and sought to do business elsewhere. It is the intent of the design team to not only provide financial alternatives for those who remain in the Ward and to encourage them to remain to do so, but to indicate those opportunities available for individuals or businesses that may be looking to relocate to the Ward. These ventures represent the future tax base of the neighborhoods and their involvement should be encouraged.

This chapter focuses on the potential funding and/or financing sources available for public improvements; economic development including Ward-wide financing options and other financing opportunities; retaining, expanding and attracting new business; general rehabilitation and renovation for infill housing; and new residential multi housing style homes. In addition, a brief summary of general financing and funding strategies for new development are presented.

Applicable funding strategies have been indicated on

the detailed cost analysis presented in each neighborhood specific Chapter.

Financing Public Costs

The cost estimate to fully implement the Fifth Ward Neighborhood Plan is \$584.59 million (based on year-2000 current dollars). \$114.89 million (19.7% of total) is expected to come from public sources in order to finance the 243 planned public projects. There are essentially two sources of revenue to finance these public project costs:

- (i) tax increment district revenues; and
- (ii) city, state, federal and other grant funds.

The financing strategy to pay for these projects is heavily dependent on the planned private investment in the Ward as a source of revenue because city, state and federal funding is very limited. As a result, financing activity and the timing of project implementation will be driven primarily by the pace of development activity that occurs within the Ward. Given the necessity of substantial reliance on incremental tax revenue raised from the new development as the primary revenue source to fund the Ward projects, completion of planned public projects will be a multi-year effort and progress will occur slowly.

The plan envisions the creation of a tax increment financing (TIF) district within the Ward as a way to raise money to finance eligible improvements from incremental taxes levied on affected properties.

Financing Public Improvements

The incremental revenues could be used either to fund public projects on a pay-as-you-go (Paygo) basis, or they could be leveraged. Together, the tax increment revenues along with the more predictable known governmental revenue streams (assuming no significant political modifications of existing funding priorities) and a phased financing strategy, planned public projects will be able to be financed and implemented incrementally over time.

In estimating the amount of governmental revenues likely to be available to the Fifth Ward for funding the planned public projects, the following assumptions were made:

- (i) CDBG program, city sales tax and St. Louis Works funding continue for the next 20 years;
- (ii) 100% of the Fifth Ward share of these funds is pledged for these project uses for the next 20 years;
- (iii) the \$900,000 received annually from governmental sources is rounded up and held constant at \$1 million¹; and
- (iv) inflation increases at 3% annually.

Over the next 20-year period, it was assumed annual funding from governmental sources will have contributed a total of \$20 million toward the funding of the public project costs. That means that the balance of the public cost would have to be raised from tax increment revenue.

It is important to note that the speed with which TIF revenues become available will directly affect the amount of money that can be raised and the timing of financing activity. When cumulative new development produces some level of sustainable

annual revenues, the tax revenues can then be leveraged. Indeed, the ability to leverage increment revenue is one way to accelerate the financing and implementation of planned projects. For example, every \$1 million of revenue collected annually from incremental tax revenues can leverage and support \$7.7 million² in capital raised in the tax-exempt market place.

Assuming a fully taxable property base of \$470 million (the current estimated project cost for the private improvements planned for the ward) is built out over 15 years, by year-five, the Ward would have a taxable property base of \$157 million. Based on current residential and commercial property tax rates, a \$157 million property tax base would yield in year-five an annual incremental tax roll of \$1.97 million³. Such amount could support \$15.2 million of tax-exempt debt to fast-forward the implementation of planned public improvements. Under these conditions, it is not difficult to understand why the pace for completion of the planned public improvements is expected to be slow. Still, the actual priority for funding specific public projects will be based on cost and the related private development activity that occurs.



¹The actual annual increase or decrease in governmental funds will be a function of local, state and federal policy. For example, funds available from governmental sources for support of this plan will likely change in just a few months as a result of changes in governmental administrations at both the state and federal levels. That is why funds from governmental sources are assumed to be flat during the project period based on aggregate dollars the ward currently receives and does not assume the annual receipt of specialized grant funds from sources like brownfields dollars or U.S. Department of Transportation beautification funds, foundations, etc. Receipt of additional funds from any of these or other sources would enable the ward to more quickly fund public projects on a Paygo basis.

² Estimate is based on today's interest rate environment and assumes a traditional 20-year tax-exempt financing at 1.5x coverage.

³ To calculate the annual tax roll, we assumed 85% of the estimated project cost to be residential with a taxable rate of \$7.301/\$100 based on 19% of assessed value. A residential tax base of \$133.45 million would yield \$1.85 million in annual property tax revenue. 15 % of project costs are assumed to be commercial with a taxable rate of \$1.64/\$100 based on 32% of assessed value. A commercial tax base of \$23.56 million would yield \$123,590 in annual property tax revenue.

This segment addresses the feasibility of financing public improvements within the planning neighborhoods and/or its sub-areas with the proceeds of tax increment financing or other financing techniques which rely on the economic success of the development. The Fifth Ward Master Plan identifies four (4) infrastructure projects:

- Boulevard St. Louis Ave., North Market St. and Cass Ave., including street widening, medians, landscaping, entry features, lighting and streetscape and infrastructure improvements along Jefferson Ave., and North Florissant, and a portion of St. Louis Ave. between I-70 and North Florissant.
- New pedestrian bridge across I-70 with associated Jackson Park Improvements.
- Linkage to the Riverfront Bike Trail from the new pedestrian bridge reusing the existing railroad truss.
- General infrastructure improvements within the neighborhoods i.e., street improvements, replacing typical barricades, neighborhood entryways, sidewalks, ADA curbs, etc.

Financing these improvements will require a mix of financing sources, including tax increment revenues as well as state, local and federal funds. The range of financing sources are detailed below.

Transportation Equity Act TEA-21

The TEA-21 provides federal funding for transportation enhancement activities. Level of funding is based on need and the proposed project to provide safe pedestrian linkages to various activities such as linking schools to neighborhoods. Money can be

used for landscape improvements, lighting, walkways, streets and other associated construction that enhances traffic calming and pedestrian environment. A maximum of 1.5 million dollars for the City of St. Louis could be anticipated per submission cycle. Project applications are reviewed by the East/West Gateway Coordinating Council.

Tax Increment Financing

Tax increment revenue is expected to be the primary revenue source to finance these improvements. By drawing on a Ward-wide tax base, significant dollars can be expected to be generated over the next 20 years. The resulting infrastructure improvements that will benefit Ward residents and merchants alike are likely to help neutralize conflicts that may arise from any proposed modifications to existing project area plans. For example, already approved projects in the Fifth Ward that are located within the enterprise zone are entitled to tax abatement. Therefore, these projects would be carved out as abated projects. However, if qualifying project(s) have not already begun and have not been specifically abated, these projects would be subject to the new Fifth Ward Neighborhood Plan provisions which would ultimately prohibit use of the abatements. New taxpayers would be unaffected by the enterprise zone tax abatement incentives.

Fifth Ward CDBG Funds

The Fifth Ward annual allocation of city CDGB funds historically has averaged approximately \$500,000, a portion of which would be pledged to

infrastructure improvements.

Annual Sales Tax Receipts for Capital Improvements

The Fifth Ward annual allocation of dollars derived from city sales tax and St. Louis Works funding have together averaged approximately \$400,000, a portion of which would be pledged to infrastructure improvements.

Missouri Development Finance Board Infrastructure Tax Credit Program

This program is designed to facilitate expansion of existing businesses through state tax credits of 50% of the contribution to fund essential public infrastructure improvements related to the expansion. Eligible uses include water, sewer, gas, electrical systems, streets, bridges, rail spurs, storm water drainage and other essential public purpose infrastructure facilities that are owned by a public entity.

US Department of Transportation/ Federal Highway Administration Trust Fund Program

The Federal Highway Administration Trust Fund funds secondary highway beautification/landscaping programs and application would be made for supporting grants to help finance capital improvements.

Missouri Department of Economic Development Brownfield Public Infrastructure Grants Program

The state's Brownfield Redevelopment Program is authorized to provide grants of up to \$1 million to support the financing of public capital improve-

ments. Current funding has been exhausted. When reauthorized, these grants will be able to be used for gap financing for projects that demonstrate an inability to finance the entire amount of the improvement.

Brownfields Tax Incentives for Enterprise Zones and Enterprise Communities

HUD-designated Enterprise Zones and Enterprise Communities are eligible for the Brownfields Tax Incentives that provide incentives which can be used to reduce the cost of cleaning up abandoned, contaminated sites with hazardous substances by permitting clean-up costs to be immediately deducted for tax purposes, rather than require the expense to be capitalized.

HUD, through its Brownfields Economic Development Initiative (BEDI), believes it can return brownfields to productive uses by providing communities with funds for cleanup and economic redevelopment of brownfields. Brownfields redevelopment activities are eligible uses of CDBG funds; however, these activities must be incorporated into the community's Consolidated Plan and annual action plan. BEDI grant funds may be used for any eligible activity under the Section 108 program including property acquisition, economic development, public facilities and related activities.

BEDI grants are awarded on a competitive basis and must be used to enhance or improve the viability of projects financed with Section 108 loan guarantees. Once an award is made, HUD requires Section 108 loan guarantees to be allocated to support the cleanup project until completed (and to pay for cost

overruns, if any, in excess of loan amounts; then loan guarantees go away.) FY 2000 projects have been awarded under a program funded nationally at \$25 million and no monies are available at this time. HUD expects Congress to reauthorize the program for FY 2001, 2002 and 2003 at slightly higher appropriation levels.

U.S. Environmental Protection Agency Brownfields Cleanup Revolving Loan Fund Pilots

A limited source of brownfields cleanup funding is available through an EPA-funded St. Louis Development Corporation revolving loan fund program. This program is funded at \$350,000 and monies have not yet been drawn down. Property owners and developers are eligible and can make application for loans by calling the program administrator, Eric Klipsch at 314-622-3400, extension 256. While all EPA brownfields cleanup funds must go to a governmental agency for administration, the entity may obtain supplemental funding from EPA in support of any demonstrated need for additional dollars. This means that if Fifth Ward cleanup proposals were to exceed \$350,000, the city could apply for and receive additional funds for its revolving loan program.

Missouri Transportation Development Tax Credit Program

This program encourages private investment in certain transportation-related facilities, including bicycle and pedestrian paths, located in distressed communities by offering a 50% state income tax credit for the infrastructure/redevelopment investment made.

Development Financing Options

There are several Ward-wide financing options based on the development plan. They are designed to encourage a wide variety of redevelopment and to foster economic development for the area. Funds are available through the state of Missouri, participating financial institutions within the state, loan programs administered by the Small Business Administration, and a city business loan pool program.

State of Missouri Chapter 99 Redevelopment Project Areas

Redevelopment in the Fifth Ward is underway. Within the Ward, there are currently 11 approved major Chapter 99 redevelopment project areas with one more approved recently and six Chapter 100 project areas. While beneficial, these individual redevelopment projects may have allowed redevelopment to be implemented in a piecemeal manner. As a result of the development of the Fifth Ward Neighborhood Plan, the execution of an adopted Fifth Ward Neighborhood Plan to guide future development requires a review of all Chapter 99 plans, modifications, as may be needed and an additional plan(s) if necessary for the reviewing area(s). The neighborhood plan uses and project elements should serve as the Chapter 99 redevelopment area's blueprint to guide future development.

Under the State of Missouri Chapter 99 statute, designed to encourage a broad range of redevelopment activity by offering certain incentives, a municipality may designate an area a redevelopment area in

which to undertake housing, commercial, light industrial and infrastructure projects based on a redevelopment plan. Approved redevelopment projects in the redevelopment area are entitled to the benefit of obtaining loan financing from capital raised in the tax-exempt capital market under the most favorable terms available in the marketplace. Although rarely utilized until recently as a financing tool in St. Louis, through the sale and issuance of tax-exempt revenue bonds, a borrower may access capital at the lowest prevailing cost and for the longest repayment terms (typically up to 30 years) available. Revenue bonds are secured by the project being financed and are repaid solely from revenues derived from project activity. The City may also designate all or part of the Fifth Ward as a tax-increment-financing district. Through this mechanism, a municipality may also raise lower cost project funds with a loan term of up to 23 years through the sale and issuance of tax-exempt bonds to finance certain project costs within the taxing district which are repaid solely from the incremental real property taxes, local sales, utility and earnings taxes derived from the taxpayers within the district.

This incentive program is designed to assist developers and businesses with renovation and new construction projects by providing tax abatement on new improvements. A commercial/industrial project may receive a 10-year full abatement that freezes the tax assessment on new improvements at the pre-development level. The city has the ability to offer a 25-year abatement (10 years at 100% and 15 years at 50%) based on a showing of extraordinary cost, development obstacles or impact. The Ward Alderman is key to receipt of any tax abatement which is based on approval of an Aldermanic

ordinance.

Federal American Community Renewal Act

A landmark legislation, the American Community Renewal Act (ACRA), to revitalize poor neighborhoods, was enacted into law at year-end 2000. ACRA will substantially increase the resources available for investment in distressed inner city and rural communities. The Fifth Ward, as an Empowerment Zone Community, is eligible to benefit from this program. ACRA creates 40 renewal communities that will receive a combination of targeted, pro-growth tax benefits, regulatory relief, savings accounts, brownfields cleanup and home ownership opportunities.

Current Enterprise Communities receive priority in the first half of renewal community designations. These communities are eligible for:

- Elimination of capital gains taxes on the sale of renewal community businesses or business assets held for more than 5 years;
- Expense deduction of up to \$35,000 more in equipment than allowable under current law;
- Employment wage credit of 20% (up to \$3,000) for each community resident employed;
- Expense deduction for certain environmental remediation costs;

- Special deduction to taxpayers who rehabilitate or revitalize buildings located in a renewal community;
- Sale of HUD owned, unoccupied or substandard homes and housing projects located in low-income neighborhoods to community development corporations to provide housing opportunities to low-income residents;
- New Markets tax credits designed to offset the cost of investments and loans made by taxpayers who invest in certain community development entities that invest in low income communities; and
- Licensing as a New Markets Venture Capital firm through the Small Business Administration, allowing the firm(s) to issue government guaranteed debt of up to \$10 million for small business equity investments in area enterprises. New Markets Venture Capital firms would invest in start-ups and existing small businesses.

The most significant feature of this legislation is the creation of America's Private Investment Companies (APIC), modeled after the Overseas Private Investment Corporation, to pump equity capital into capital-starved low- and moderate-income neighborhoods. An APIC must have a minimum \$25 million (and expected maximum of \$150 million) in private equity capital to be licensed, and it also is eligible to issue debt at favorable rates, guaranteed by the federal government at 200% of its total equity capital. This program will work hand-in-glove with the New Markets Tax Credit program. Licensed

through HUD, an APIC will be a for-profit company empowered to make debt and equity investments in large-scale projects such as shopping centers and manufacturing facilities that are located in targeted areas. The APIC is designed to appeal to a wide variety of investors, including individuals, corporation, states and local governments as well as other public and quasi-public economic development entities, banks (which will receive favorable consideration under the Community Reinvestment Act), insurance companies, pension funds, foundations and other nonprofits.

Together, the development tools embodied in the American Renewal Community Act can be harnessed into a powerful catalyst to empower the Fifth Ward.

Greater St. Louis Regional Empowerment Zone

The Greater St. Louis Regional Empowerment Zone is a non-profit economic development entity dedicated to improving the quality of life and economic sustainability of residents, businesses and organizations in the Zone, by building on the existing strengths, assets, and needs of the community. The commitment is to :

- Maximize opportunities;
- Collaborate and leverage resources;
- Sustain economic and community growth;
- Create an electronic bank of vital community and business resources,
- Increase employment training and job opportu-

nities for diverse populations within the Zone.

- Build on community strengths and assets to improve neighborhoods and attract businesses to the Zone.

The St. Louis Regional Empowerment Zone Management Corporation has received \$18.97 million dollars in federal funds as part of its designation as an Empowerment Zone (of which the Fifth Ward is part of). The request for a matching grant for preparation of a Master Plan for the North Riverfront has just been granted. This area includes the Fifth Ward Near North Riverfront area.

Additional funding, \$ 58,000, also from the \$18.97 million dollars in federal funds, has been granted. The purpose of these funds is for tuition costs associated with training 20 Vashon High School students at the Cisco Academy to be used over 2 years. Priority is given to students who reside in the Empowerment Zone.

MISSOURI FIRST Linked Deposit Program

This program is designed to enable Missouri financial institutions that participate in the state's linked deposit program the ability to offer borrowers a lower interest rate on typical loan products to approved new, existing and expanding businesses seeking financing for capital expenditures, operating and marketing funds (but not for the purchase or refinancing of land and buildings). The interest rate to borrowers under this program is a maximum of 70% of the typical interest rate a lender would otherwise

charge a borrower on a maximum loan amount of \$100,000. Businesses that employ fewer than 25 employees are eligible to borrow money through this loan program for the following uses: capital expenditures, working capital, inventory, rent, utilities, insurance, taxes, professional fees, equipment purchase (rental or lease) renovations, repairs and maintenance of equipment and facilities, paving, fencing, loading docks, etc. Loan approval is based on the financial institution's normal credit standards.

SBA 504 Loan Program

This loan program provides a maximum of \$750,000 of user financing to owner-occupied growing businesses with net worth of less than \$6 million and \$2 million in net profits for the acquisition of real estate, building construction and major equipment purchases. Eligible businesses also must demonstrate job creation and/or retention capability. 504 loan proceeds must be utilized in conjunction with bank financing and a certified development company (CDC). The program typically will provide 40% of project costs by a participating CDC through a SBA-guaranteed debenture (and collateralized by a personal guarantee of the principals), in conjunction with a 50% bank loan secured by first security interest or deed of trust in the asset and equity of 10%. The minimum loan size is \$120,000 as part of a maximum \$2 million loan package. The CDCs, which are certified to handle specific geographic areas in the city, administer the projects on behalf of SBA. Loan approval requires both CDC and SBA approval and can require up to 60 days to complete the review process.

St. Louis Development Corporation Revolving Loan Fund (RLF)

The SLDC revolving loan fund provides borrowers direct, low interest, subordinated loans of up to \$150,000 for working capital, machinery and equipment, the purchase of land and buildings (but not speculative real estate ventures, franchise fees and refinancing), renovation and construction of facilities and leasehold improvements to businesses located in and licensed to do business in the City of St. Louis. At least one full-time job must be created/retained for each \$10,000 of RLF funds. RLF funds may provide up to 1/3 of total project costs and must be collateralized to the fullest extent possible with the personal guaranty of project principals in conjunction with 60% funding from bank financing that is secured by a first security interest or deed of trust in the asset and 10% equity. Interest rates on these fixed rate loans are typically 4%- 5% with a loan maturity that matches the term of the bank loan. Loan recipients are required to enter into a first-source employment agreement with SLATE for referrals of new entry-level positions. St. Louis Development Corporation board approval is required and loan applications must be submitted for review 2 weeks prior to board approval.

Urban Enterprise Loan (UEL)

This state-funded program focuses on businesses with less than 100 employees that are expanding in or relocating to state- and federally-designated enterprise zones and enterprise community areas. It provides loans of up to \$100,000 for financing working

capital needs and fixed assets. For each \$20,000 of UEL funding, the eligible project must retain existing or create one new job within 2 years of the completed project. A UEL loan can finance up to 50% of project costs and must be fully collateralized with personal guarantees of owners representing at least 20% of the financed business. A typical UEL loan structure would include 45% from bank financing secured by the first security interest or a deed of trust, 45% from UEL subordinated loan and 10% equity. UEL loans carry interest rates in the 5% range and require a first-source employment agreement with SLATE for referral of new entry-level positions.

St. Louis Business Fund

This loan pool provides business financing for projects too risky for conventional financing. Eligible businesses must be located in St. Louis City or County, have a positive net worth, must be unable to secure conventional bank or SBA financing and must demonstrate significant public purpose such as job creation, minority business development or export expansion. Funds may be used for working capital, inventory, machinery and equipment and in some cases real estate. These loans will be fully collateralized and require personal guarantees of all owners of at least 20% of the financed business. Interest rates for business fund loans will be 2% to 3% over the prevailing prime rate and borrowers will pay 5% on the outstanding balance. The loans carry a 5-year maximum term.

St. Louis 2004

St. Louis 2004 is a civic improvement organization formed to help decide what kind of future citizens want for the region. It is a catalyst to get the region moving and undergo a renaissance. 2004 is the fourth year of the new century and celebrating the renaissance of the region then will be part of upholding the region's longstanding tradition. Using 2004 as a deadline, the concept of Team St. Louis emerged to support and celebrate existing and new community betterment projects and activities done in the spirit of creating a St. Louis regional renaissance.

Team St. Louis has developed an association of individuals and groups committed to five community improvement principles:

- Ensuring the safety and health of citizens,
- Preparing children for lives,
- Providing people with economic security and opportunity,
- Promoting rich and vital lives, and
- Championing social justice and racial equality.

To further these objectives, Team St. Louis provides technical assistance and developed a small grants program funded by the Saint Louis Heroes. Neighborhood and community groups, schools and service groups participating in Team St. Louis may apply for seed money of up to \$2,500 to create community betterment projects that would be completed before the year 2004.

The Sustainable Neighborhoods

Initiative

In 1998, the St. Louis 2004 organization launched The Sustainable Neighborhoods Initiative, an approach to revitalizing nine neighborhoods in the St. Louis region that combines physical development and infrastructure improvements with human service support and community-based economic development. It is a citizen-driven planning and implementation process that is results-based. Area banks have committed \$751 million in investments and loans designated for new and rehabilitated housing, new business development and job creation. The states of Missouri and Illinois have both committed resources and staff to work with the neighborhoods. Area and national foundations, city, county and federal government agencies also have committed resources to this initiative. These resources are centrally coordinated.

By forming neighborhood leadership teams composed of residents, neighborhood businesses and institution leaders, each team then works with service providers to develop a community plan, design program details and plan strategies. The neighborhood leadership teams work with the program's implementing agencies, Area Resources for Community and Human Services (ARCHS) and the Regional Housing and Community Development Alliance (RHCD), to help obtain financial resources to facilitate implementation of community plans, identify capacity building resources and supervise neighborhood facilitators who provide development and implementation support to neighborhood leadership teams.

Four Fifth Ward neighborhoods have been designated as sustainable neighborhoods: Carr Square, St. Louis Place, Old North St. Louis and Columbus Square. With the Fifth Ward neighborhood plan as a framework and the support of the Ward Alderman, the sustainable neighborhoods in the Fifth Ward will have a unique opportunity to leverage this exceptional resource pot. Neighborhood leaders would develop a specific neighborhood that incorporates from the Ward neighborhood plan the physical development and infrastructure improvement elements identified for their localities and addresses the human services needs of the area. This community plan would then serve as the blueprint for action to identify the resources available through the Sustainable Neighborhoods Initiative to meet the neighborhoods' needs to the extent possible.

A funding source that targets these sustainable neighborhoods is the Danforth Foundation. The Foundation is a St. Louis-based philanthropic organization that addresses housing, healthcare and education issues. While the foundation is not currently accepting grant applications, its future funding will be targeted to the neighborhoods that have been identified as sustainable neighborhoods under the Sustainable Neighborhoods Initiative. Since four neighborhoods of the Fifth Ward: Carr Square, St. Louis Place, Old North St. Louis and Columbus Square, are designated as sustainable neighborhoods under the Sustainable Neighborhoods Initiative, the neighborhood will be eligible for funds when available.

Strategies To Retain and Expand Business and To Attract New Business

The State of Missouri and the City of St. Louis offer a number of assistance programs to retain and expand business within the state. These programs include tax credits for expansion of existing businesses, tax-exempt industrial development bonds, tax incentives for eligible businesses either existing or moving into the city, tax credits for each new job created and capital investment expended, and real estate tax abatement to assist developers and businesses with renovation and new construction.

Missouri Department of Economic Development Business Facility Tax Credit Program

This program is designed to facilitate the expansion of existing eligible businesses in Missouri. Annual state income tax credits of up to ten years are available to a business based on the number of new jobs and the amount of new investment created for a qualifying facility. The tax credit formula provides for \$150 per employee for an existing business for each new job created and per \$100,000 of new capital investments made in the business. Eligible businesses include manufacturing, warehousing, wholesale distribution, mining, insurance carriers, research and development, recycling operations, computer-related services, and certain office activities that create 25 or more new jobs.

Greater St. Louis Regional Enterprise Zone Tax Benefits



This tax credits program for eligible applicants is designed to assist with the expansion of existing business and is based on the number of new jobs and amount of new investment created at the qualifying facility. The program includes possible income tax exemption, partial tax credit refund and property tax abatement of improvements to real property. Eligible businesses include manufacturing, warehousing, wholesale distribution, mining, insurance carriers, research and development, recycling operations, computer-related services and certain office activities.

Tax-Exempt Industrial Development Bonds

To raise low-cost, long-term financing for businesses, firms located in Chapter 100-designated project areas may issue tax-exempt industrial development bonds with a loan maturity of up to 30 years. Most industrial development bonds are exempt from both state and federal income taxes. Eligible projects include a wide range of uses.

Missouri Development Finance Board Infrastructure Tax Credit Program

This program is designed to facilitate expansion of existing businesses through state tax credits of 50% of the contribution to fund essential public infrastructure improvements related to the expansion. Eligible uses include water, sewer, gas, electrical systems, streets, bridges, rail spurs, storm water drainage and other essential public purpose infrastructure facilities that are owned by a public entity.

Missouri Department of Economic Development Rebuilding Communities Tax Incentives Program

This program provides state tax incentives for eligible businesses with fewer than 100 employees (75% of whom must reside in a designated rebuilding community area) that relocate or invest in the City of St. Louis. Eligible businesses include manufacturers, professional firms, computer programming, telecommunications companies, medical devices, scientific research, biomedical, and computer software design or development firms.

For businesses moving into the city, a 40% income tax credit is available for each of the 3 years after such move with a maximum annual per taxpayer credit of \$125,000 up to \$10 million. In addition, a 1.5% employee credit also is available. Or, businesses may elect to take a 40% income tax credit on the amount of funds expended for specialized equipment and equipment maintenance, medical laboratories and equipment, research laboratory equipment, manufacturing equipment, fiber optic equipment, high speed telecommunications, wiring or software development expense of up to a maximum annual \$75,000 for the year of commencement plus the next 3 years.

For existing businesses, a 25% specialized equipment credit for 2 years is available for up to a maximum of \$ 750,000 per year for funds expended for computer equipment and its maintenance, medical lab and equipment, high speed telecommunications, wiring or software development expense.

A 1.5% employee tax credit for each of the three

years the facility receives one of the 40% tax credits, based on an employee's gross salary, is also available for qualified employees of a new or relocating businesses in a Rebuilding Community area.

The 40% and 25% tax credits may be used for taxes owed for the previous three years, in any five years thereafter, or may be transferred, sold or assigned. The 1.5% employee tax credit may be sold or transferred, but it may not be carried forward to future years nor go back three years. However, no business may earn Rebuilding Communities tax credits and Enterprise Zone or Business Facility tax credits for the same project for the same tax period. Importantly, proposals for programmatic changes to further strengthen this program are pending in the legislature.

Business Facility Tax Credit Program

This program allows eligible new and existing businesses to earn tax credits for each new job created and each \$100,000 in capital investment made for a period of up to 10 years. Eligible projects include manufacturing, warehousing, wholesale distribution, mining, insurance carriers, research and development, recycling operations, computer-related services, and certain office activities which have created at least 2 new jobs (25 for office) and \$100,000 in new investment (\$1,000,000 for replacement facilities).

For new businesses, a tax credit of \$75 may be earned (or \$125 in a distressed community) for each new job created and \$100,000 of new capital invest-

ment made. For existing businesses, a tax credit of \$100 (or \$150 in a distressed community) for each new job created and \$100,000 of new capital investment made.

Neighborhood Commercial District Incentive Program – The Facade Program

This program, administered through SLDC, is a commercial storefront improvement program designed to assist business and commercial property owners improve and/or restore and enhance the appearance of their building and signage to make it appealing to the consumer and the neighborhood. Grants are provided to the owner or the business in certain neighborhood business commercial districts in the Fifth Ward where there is an active business association. Enhancing the appearance of individual buildings in a commercial district by restoring them to their original style and character to the extent possible is viewed as an effective way to stabilize and revitalize the surrounding neighborhood. The historic character of the building helps determine the scope of the project.

Grants of up to \$2,500 are typically available for eligible properties. However, where there is specific aldermanic interest in façade improvements for an eligible property, a grant sum of up to a total of \$5,000 may be awarded.

Funding for General Rehabilitation/Renovation Funds and Infill Housing

There are several sources of capital for homeowner

improvements and construction and sale of new homes. For instance there are programs administered through the U.S. Department of Interior, the State of Missouri, FannieMae, and the Urban League. The programs range from tax credits for rehabilitation costs associated with a residence, historic credit tax credits, revolving loan pools, Real Estate Investment Trusts (REITS), and CDBG funded home rehabilitation loans.

Missouri Department of Economic Development Neighborhood Preservation Act Credit Program

The Neighborhood Preservation Act authorizes state tax credits for residential rehabilitation and construction costs for properties located in distressed communities. Homeowners (or taxpayers) who perform non-substantial rehabilitation on an owner-occupied single family home at least forty years old are eligible for a state tax credit of 25% of the rehab costs. The credit is limited to no more than \$25,000 per residence per ten-year period per residence and minimum rehabilitation costs must exceed \$5,000 for a qualified residence and \$10,000 for an eligible residence. A taxpayer that incurs eligible costs for substantial rehabilitation of at least \$10,000 is eligible for a state tax credit of 35% of those costs. Substantial rehabilitation is the rehabilitation of a structure at least 50 years old and rehabilitation costs exceed fifty percent of the cost basis of the property before rehabilitation. This credit cannot exceed \$70,000 per ten-year period per residence. The Neighborhood Preservation Act receives \$16 million annually in tax credit authorization, \$8 million for qualifying areas and \$8 mil-

lion for eligible areas. St. Louis is defined as an “eligible” area.

Missouri Department of Economic Development Historic Credit Tax Credit

This program provides a state income tax credit of 25% of eligible rehabilitation costs and expenses for eligible residential properties that are either (i) listed individually on the National Register of Historic Places or (ii) certified by the Missouri Department of Natural Resources as contributing to the historical significance of a certified historic district listed on the National Register, or (iii) a local historic district certified by the U.S. Department of Interior. Currently there are over \$40 million in available state tax credits under this program.

US Department of Interior Historic Preservation Tax Credit

Similar to the state income tax program, this program offers a 20% tax credit for eligible rehabilitation costs of eligible historic residential properties.

Revolving Loan Pool

Using Fifth Ward designated CDBG funds as the source of initial seed money to capitalize the pool, the development of a revolving loan pool is being considered that would be designed to assist Ward homeowners finance small dollar cost (paint up/fix up) renovations at low interest rates with a likely maximum five-year loan term. In addition, there also is the potential of utilizing certain of the enterprise zone funds as seed money for this initiative. As loans are repaid, the monies would be relent and

recycled within the Ward. To grow the loan pool, contributions are expected to be solicited from local businesses and from foundation grants both locally and nationally.

Justine Peterson Housing & Reinvestment Corporation

This St. Louis-based non-profit corporation helps low-income and moderate-income residents get business and home improvement loans and mortgages as well as start savings accounts to build assets. This three-year old corporation offers many types of loans including, FHA, VA, and FannieMae instruments. Currently, it primarily uses the Open Door Loan from Firststar Bank.

The Open Door Loan, which has no income limits for applicants buying homes in targeted areas of the city including the Fifth Ward, requires only between \$250 and \$500 down payments from buyers and does not require mortgage insurance. The company prefers to pre-qualify applicants for mortgage loans prior to shopping for a home.

Mortgage Real Estate Investment Trust

To involve the city's stakeholders in supporting the Fifth Ward development efforts, there should be a plan to form a mortgage real estate investment trust (REIT) that would make second mortgage money available to homeowners within the Ward for substantial rehabilitation of their residential properties.

A mortgage REIT is an attractive investment vehicle for the city's local organizations (churches, philanthropies, public interest groups, academic institutions), small businesses and corporations to lend their support. That is because of the REIT's small minimum participation limits, affording participants the ability to make a civic commitment to the Fifth Ward and a tax-free investment as well.

Fannie Mae HomeStyle Mortgages

Under its HomeStyle initiative, Fannie Mae offers a number of first mortgage products that combine purchase and renovation into one loan and two second mortgage products. HomeStyle mortgages are primarily targeted to low- and moderate-income households, or residents of central cities and is part of its emerging markets product line to serve traditionally underserved populations and close the lending gap. However, it also provides a product for borrowers of all income levels.

- **HomeStyle Standard Mortgage.** The HomeStyle Standard Mortgage is available for borrowers interested in purchasing an older home and making renovations, updating a new home with desired features or refinancing an existing home mortgage to fund home improvements. Conventional purchase and renovation mortgages can be financed up to 95% of the property's as-completed value. The purchase and renovation of second homes or investment property may also be financed with this product. New purchase mortgages can be financed

up to Fannie Mae's conforming loan limits.

- **HomeStyle Community Mortgage.** The HomeStyle Community Mortgage is a conventional first mortgage for home purchase and renovation up to the Fannie Mae conforming loan limit targeted to low- and moderate-income buyers and residents of central cities. Conventional purchase and renovation mortgages can be financed up to 95%, while home improvement financing is available for up to 30% of the estimated completed value of the home after improvements. Single-family, owner-occupied properties and certain condo and PUDs are eligible.
- **HomeStyle Remodeler** is a second mortgage product that allows homeowners to borrow up to \$50,000 for modest to major home improvements, even where there is limited equity in the property. Loans are fixed rate with terms of 5 to 20 years.
- **HomeStyle FHA Title I Home Improvement Loans** are FHA-insured loans (typically second mortgages and unsecured consumer loans) for creditworthy homeowners to finance home improvements up to \$25,000. These loans are not income limited, are credit-based only and are available for one- to two-family owner-occupied properties.
- **HomeStyle FHA 203(k) Mortgage.** The HomeStyle FHA 203(k) mortgage is an

FHA-insured first mortgage for owner-occupied and nonprofit investors in one- to four-family properties, condos, and PUDs. This loan program is not income restricted but is based on FHA insurance limits.

- **The Home Keeper Mortgage** is targeted to Americans over 62 years of age who are house-rich and cash poor but wish to continue to live independently in their present homes. This is a reverse mortgage product that allows eligible homeowners to borrow against the equity in their homes and not repay the loan until they no longer occupy the property as their principal residence. It provides cash to pay for living expenses through a number of flexible payment options. The borrower (or the estate) will never owe more than the value of the property.

Neighborhood Housing Service

This program administers the Code Enforcement Revolving Loan Program that offers low interest loans to low-income homeowners who have been cited by the city of St. Louis Buildings Division to make exterior code repairs. The maximum loan amount is \$6,000. Repayment may be waived for elderly and/or handicapped persons.

Homeowner's Assistance Program

The Urban League administers the Homeowners' Assistance Program that provides forgivable loans of up to \$8,000 for the repair of interior and exterior

code violations that are deemed health and/or safety hazards. It also administers the Homeowners Direct Revolving Loan Program that provides low-interest loans of up to \$10,000 for interior or exterior repairs with a term of up to 15 years.

Senior Home Security, Inc.

This federally-funded, nonprofit organization lends elderly and disabled homeowners a helping hand to make minor plumbing, electrical, carpentry and gut-tering repairs. It also assists with accessibility modi-fications, makes safety and security improvements and provides energy and weatherization services, including energy audits and “Operation Heat’s On” inspections, a program that assists in identifying areas to reduce energy usage.

St. Louis Community Development Administration Targeted Assistance Program

Under the Targeted Assistance Program, the city of St. Louis provides CDBG-funded home rehabilita-tion loans to low and moderate-income homeowners. Two levels of loans exist – \$8,000 forgivable loans and up to \$22,000 deferred payment loans. The pri-mary purpose of these loans is to assist homeowners in correcting building code violations and bringing properties up to neighborhood standards.

Tax-Exempt/Taxable Housing Bonds

These bonds are issued either as fixed or variable rate obligations and typically require credit support of a corporate guarantee or from the Federal Home

Loan Mortgage Corporation and/or Federal National Mortgage Association Mortgage Backed Securities mortgage purchase program.

Fannie Mae American Dream Commitment Program

The American Dream Commitment is Fannie Mae’s (FNMA) newest homeownership initiative that com-mits \$2 trillion over 10 years to increase homeown-ership among minorities, young families, women-headed families, new immigrants, and others whose ownership rates lag the general population. Fannie Mae through its lender partners provides nationwide funding to support all low-, moderate- and middle-income consumers and has pledged to write a mini-mum of \$420 billion of mortgage loans in minority communities nationwide. The American Dream Commitment also will commit up to \$3 billion of equity and debt capital to help revitalize residential neighborhoods and will be a partner to help spur public-private investment of as much as \$30 billion in as many as 300 communities around the country.

FNMA Flexible 97 Mortgage

The Flexible 97 mortgage is a low down payment loan for homebuyers with limited savings but very good credit histories. It is especially designed for first-time home buyers by providing loans based on the lowest qualifying income, requiring the lowest amount of borrower funds to close (3% including closing costs and upfront fees) and accepting the most flexible source of down payment funds (gifts, grants, unsecured loans from family, 401(k) ac-counts, cash value life insurance or other real estate).



In addition, annual mortgage insurance premiums cost about half that of standard mortgage insurance premiums. Loan limits for 2001 have been raised to: \$275,000 for single-family units; \$317,900 for two-family units; \$425,400 for three-family units; and \$528,700 for four-family units.

Federal Housing Administration Mortgage Insurance Programs

The Federal Housing Administration, an agency of the U.S. Housing and Urban Development Department, assists first-time homebuyers who might not be able to meet down payment requirements for conventional loans. FHA provides mortgage insurance to insure mortgage loans originated by FHA-approved mortgage lenders, enabling eligible borrowers to buy, rehabilitate or refinance their current homes with a low down payment. First-time homebuyers are defined as individuals who have not previously owned a home within the last three years. FHA-approved lenders are flexible about debt and credit requirements. HUD-insured loans are available for single-family homes and for two-unit, three-unit and four-unit properties.

FHA also insures mortgages on small multifamily rental properties of between 5-20 units up to a maximum of \$1 million.

First-Time Homebuyer Down Payment Assistance Program

Down payment assistance programs are typically sponsored by the Missouri Housing Development Commission (MHDC) and structured as a component of their first-time homebuyer single-family

mortgage bond programs. Currently, MHDC has mortgage loan money available through participating lenders at 6.85% with cash assistance equal to four percent of the loan amount. The four percent loan amount does not have to be repaid and may be applied at closing to a portion of the down payment, closing costs, prepaid taxes, insurance premiums and other loan expenses. The MHDC mortgage may be used to purchase homes of up to \$149,010 including single-family detached homes, semi-detached homes, condominiums, townhomes and modular/manufactured housing, but not mobile homes.

Eligible homebuyers must have gross annual incomes that do not exceed \$58,320 for a 1-2 person family and \$68,040 for a 3-4 person family.

MHDC Low Income Housing Tax Credit

The MHDC housing tax credit is a credit to the investor for 10 years for up to 9 percent of their cost to construct or rehabilitate apartments dedicated to low-income tenants at restricted rents. Housing credit developments must rent at least (i) 40 percent of their apartments to tenants whose earned incomes do not exceed 60 percent of area median, or (ii) 20 percent to tenants earning 50 percent or less of median. Housing credits are distributed based on when a development seeks such credits, if credits are reserved and when development is ready for occupancy.

Relocation

The Fifth Ward has struggled to achieve and maintain economic, political, and physical stability for

many decades. Many of the goals developed from the community during this process speak to pushing the Ward forward and suggest the additional development of new amenities such as residences, businesses, and recreational facilities. While these proposals suggest a brighter tomorrow for the Fifth Ward, change cannot occur on a large scale without making some tough choices.

This plan allows the Ward to look towards its bright future with optimism. Future generations of existing residents as well as new home and business owners must be encouraged to call the Fifth Ward their home. As the continued trend of a declining population indicates, change must be embraced to protect the long-term viability of this area that so many are still proud to call home.

The project team has made a very conscientious effort to protect and enhance the existing fabric of the neighborhoods and celebrate the historic significance of the community. However, a plan that seeks only to preserve does not do justice to this planning process nor does it encourage future growth, prosperity, and stability. In order to attain the goals set forth throughout the planning process, physical change must occur in the Ward. This raises the difficult issue of the relocation of residences and businesses.

Given the changing political and economic climate in the City of St. Louis, it is difficult to determine a timeline for the development of the proposals recommended in this document. It should be noted that although the recommendations of this plan may show a physical change from existing conditions at

this time, there is no guarantee that change will even occur within the next decade. However, a policy should be developed that will address the process and options available to residents when development impacting their property is imminent. The residents who currently live in the areas allocated for such a change in use will be allowed to live where they do, up until the time that the economics of the area warrant the construction of these new developments. In December of 1990 Mark Daniel O'Bryan prepared a document entitled "A Town Plan for the Greater Pruitt-Igoe II Community Organization." (The document is addressed in Section Four of the Appendix of this document.) A portion of this document outlines a process for the fair and equitable compensation of residents and businesses to be displaced. This approach is applicable to the Fifth Ward Neighborhoods and should be considered when project development involves the relocation of existing homes and residents. The process is shown below in italics.

During the ensuing years, and up to the time when relocation is necessary, the policy should be outlined as follows:

- 1. A city agency (most likely LRA or a community land trust supported in part by city government) will have the right of first refusal to purchase privately owned properties which have been allocated for a change in use. The establishment of this policy will allow the city agency or land trust to accumulate the land for an attractive development package for eventual sale and private construction. Such a strategy would allow the city or land trust to obtain*



these privately owned properties through the natural attrition of job transfers, or other such causes of willing relocation, while avoiding the additional expense and negative sentiment always caused by forcing relocation upon an owner.

2. *If a relocation is warranted before this time by private development pressure, every attempt should be made to keep residents within the area. Ideally, the private developer demanding the relocation should provide an exchange of deed for another, similar home in the neighborhood. The primary focus should remain to keep in the community those residents who wish to stay. The private developer should expect to spend the money necessary to maintain this stable base of community population. The costs should be expected to be much greater than professional real estate appraisal values because much of that method of estimate is based on the surrounding property values, including a majority of city owned and neglected parcels which artificially decreases the values of the homes of the area residents. The city government has been and should continue to be the source of this appraisal gap financing. Likewise, new owners should expect to be getting different homes, as the exact size and condition of existing homes will be difficult to match exactly. All parties involved must find an agreeable compromise.*
3. *As a final option to the relocation policy, federal or state relocation benefits or an equivalent lump-sum payment to the resident in question*

should be considered an absolute minimum. With this, the resident will more than likely be leaving the area.

Relocation Plan Priorities

Relocation should occur only where necessary and unavoidable in the implementation of the plan.

- Relocation should be to a new location within the Ward whenever possible, as close as possible to the existing location.
- Relocation of senior citizens should be avoided whenever possible, but in all cases relocated senior's should be given first priority in newly constructed senior housing developments in the Ward.
- Relocation assistance should only be used to supplement and enhance, not act as a substitute for private developer efforts and funds where needed.
- Relocation should be a last resort if it results in the demolition or blighting of an architecturally or historically significant structure, unless said structure may be relocated (moved) intact.

Structure Relocation

As an alternative to demolition, certain structures may be candidates for being moved intact to another more suitable plan location within or near the Ward. Typically, these structures would be either architecturally or historically significant, or therefore particularly advantageous to consider for moving intact. However, a relocation program may be offered for virtually any structure in the Ward to be relocated,

provided that the move would be considered cost effective versus new construction, and that the structure itself was cohesive enough and in sturdy enough condition to withstand the move.

Cost to Move House or Building Structure

According to one local house and structure-moving contractor who has expressed interest in the Fifth Ward project, costs for this service could be estimated as follows:

\$20 - \$40 per square foot structure*

*calculated by taking the actual first floor square footage, plus ½ the actual floor square footage of each additional upper floor.

For example, a 3-story house with 1000 square feet of first floor space would be estimated as:

$1000 + 500 + 500 = 2000$ sq. ft. total
 2000 sq. ft x \$20 - \$40 per sq. ft. range =
\$40,000 - \$80,000 cost to move structure

Note: the above costs would not include new foundation construction, old foundation or other demolition, abatement if necessary, and utility disconnect/reconnect costs.

Relocation Assistance

Assistance in relocation may take one of the following forms, as outlined in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This federal law was passed, and amended, to provide for uniform and equitable treatment of persons displaced from their homes or businesses by Federal and federally assisted programs. It should be noted that these programs may or may not be declared eligible for cer-

tain development projects and necessitated relocations in the Fifth Ward, and that certain eligibility requirements for those persons and businesses being assisted may need to be met.

1. Moving and Related Expenses

- Actual moving expenses
- Direct losses of tangible personal property
- Expenses in searching for a replacement location
- Expenses necessary to reestablish a business at its new location, not to exceed \$10,000.

2. Replacement Housing Allowance for Homeowners

- Payments up to a maximum of \$22,500 per dwelling, to add to the acquisition costs of the dwelling to make up for the difference between the acquired and a replacement dwelling
- Compensation for increased interest and other debt service costs
- Expenses for title, recording fees, and other closing costs.

3. Replacement Housing Allowance for Tenants

- Payments for lease or rent for up to 42 months and a maximum of \$5250 for a comparable replacement dwelling.

4. Relocation Planning, Assistance Coordination and Advisory Services

- Determining and making recommendations on needs & preferences of displaced persons
- Providing information on availability, pricing and suitability of replacement dwellings, rental units, and business locations

- Assuring of reasonable opportunities for relocation
- Assisting in re-establishing businesses in a replacement location
- Providing information on other state and federal programs available
- Providing technical assistance
- Providing other advisory service to minimize hardships

Planning and Other Preliminary Expenses for Additional Housing

In order to facilitate the construction or rehabilitation of housing to meet the needs of displaced persons, the appropriate Federal agency may make and approve no-interest loans (for non-profit, limited dividend, cooperative organizations, or public bodies) or market-rate interest loans (for for-profit organizations) for up to 80% of costs for planning and obtaining financing for housing prior to actual construction.

Summary of Development Costs

Total development costs to finance the projects outlined in the Fifth Ward Neighborhood Plan are estimated to be \$584,592,468 current dollars. These costs include both private and public investments. The private investment to fund primarily the residential, retail, office and light industrial components of the plan total \$469,705,000 while the four (4) infrastructure projects which are expected to be financed with a mix of public dollars and tax-increment revenue

total \$114,887,468. Given the magnitude of the total planned investment, execution of the projects will require phased financing.

It is anticipated that these projects will utilize a mix of private equity investment; existing financing tools to reduce borrowing costs; tax incentives; local, state and federal business assistance program; and civic participation from corporate St. Louis through contributions to a mortgage real estate investment trust and corporate guaranty instruments that will be created to further reduce borrowing costs and funding gaps.

Below are likely funding sources for the Fifth Ward Neighborhood Plan projects:

Family Learning Center

- Tax-increment revenue and
- Private contributions

Retail Center/Hub with Anchor Store

- Tax-exempt/taxable industrial development bonds for capital construction through lease-leaseback structure;
- Tax increment financing;
- Private investment;
- Use of local development corporation to lease to retail users; and
- Missouri Brownfields Tax Credits/US Brownfields Clean-up Program

Commercial Office Development

- Tax-exempt/taxable industrial development bonds for capital construction through lease-

- leaseback structure;
- Tax increment financing;
- Private investment;
- Use of local development corporation to lease to retail users; and
- Missouri Brownfields Tax Credits/US Brownfields Clean-up Program

Retail/Warehouse/Light Industrial

- Tax-exempt/taxable industrial development bonds for capital construction;
- Missouri Brownfields Tax Credits/US Brownfield Cleanup Program;
- Tax increment financing;
- Private investment;
- Missouri Capital Tax Credits;
- Missouri Enterprise Zone Tax Credits;
- Missouri Rebuilding Communities Tax Incentive Program; and
- For-profit mortgage REIT.

Single-Family Housing

The residential homes are all priced to meet affordability standards, enabling prospective buyers to qualify for conventional financing from FHA within the local area mortgage limits of \$142,000 or for Federal National Mortgage Association insurance on mortgages of up to \$252,000. In addition, to meet demand for first-time homebuyers, interested first time homebuyers should seek out mortgage loan funds through the Missouri Housing Development Commission.

Financing sources to assure construction and sale of single family homes include:

- Tax-exempt/taxable housing bonds (issued as either fixed or variable rate debt) with credit support from bond insurance, corporate guarantees or Federal Home Loan Mortgage Corporation and/or Federal National Mortgage Association (FNMA) Mortgage-Backed Securities mortgage purchase program guarantees;
- New \$2 trillion FNMA home purchase program in which 50% of loans must go to minority homeowners;
- For-profit mortgage REIT;
- Down payment assistance program;
- First-time homebuyer program;
- Conventional FHA financing (up to a \$142,000 mortgage);
- FNMA Flex97 market rate program (up to a \$252,000 mortgage);
- Missouri state tax credits; and
- Missouri Neighborhood Preservation Act Credit Program for market rate single family homes.

Multi-Family Housing

- Low income housing tax credits (either 4% and/or 9%);
- Missouri Tax Credits Program;
- Conventional financing (FNMA, FHA);
- Tax-exempt/taxable multi-family housing bonds structured with a (i) FNMA 30-year fully amortizing structure or FNMA 18-year rate reset structure; and (ii) credit support from Federal Home Loan Bank Board wrap or corporate guarantee, or bond insurance;
- For-profit mortgage REIT

Summary

In summary, this Chapter has outlined in brief the mix of local, state, federal and private funding and financing sources that are potentially available to implement the Fifth Ward Neighborhood Plan. The actual strategies employed to execute the specific elements of the Fifth Ward Neighborhood Plan will be determined as the precise financing requirements of each project are established.



Implementation Tool and Mechanisms

This Chapter proposes a tool and mechanisms to carry out the objectives of the neighborhood plan. This tool and the mechanisms include zoning regulations, an improvement association, a housing corporation, and a local commercial development company. (See Section Seven of the Appendix for further detail.)

Zoning

A tool to implement the proposed land use plan as described in the previous Chapter is zoning. Zoning can be used to guide new construction and use of properties.

By balancing the existing physical aspects of a site, buildings, land use, and historic significance, with the development incentives and zoning, opportunities for development or redevelopment of all types can be brought to light. These existing conditions should be considered when proposing appropriate solutions for future development. Any changes to the zoning classifications of areas within the Ward should reflect the new attitudes toward growth and guide future progress. The Proposed Land Use Plan and Proposed Zoning Map are illustrated later.

Fifth Ward Improvement Association

The Fifth Ward Improvement Association (FWIA) should become the major force and the umbrella organization for the implementation of the Fifth

Ward Neighborhood Plan. An elected executive committee should provide the vehicle to address both the physical and social improvements of the neighborhood. Its primary role is as a facilitator for discussions of common issues and a promoter of the area.

The Association would oversee both the Fifth Ward Housing Corporation (FWHC) and the Fifth Ward Local Commercial Development Company (LCDC), described later. The FWIA would sponsor and coordinate Ward-wide activities.

The duties of the FWIA include:

- Establishing a guide for minimum housing standards and assisting in historic designations.
- Promoting and marketing the Ward.
- Acting as a liaison with city services and departments.
- Updating and informing residents/businesses about social services within the Ward as well as neighborhood activities.
- Ensuring a coordinated execution of the overall plan. To accomplish this a limited number of executive committee members should serve on the boards of the FWHC and the LCDC .
- Documenting and confirming potential board members for the FWHC and the LCDC.

Fifth Ward Housing Corporation

The Fifth Ward Housing Corporation (FWHC), represented by a board of directors composed of a limited number of FWIA executive committee members with the majority being FWIA certified individuals residing within the Ward, would be the

channel for the decision making processes and the implementing body for the housing policy established by the FWIA based on the Neighborhood Plan.

Funding could be generated from the various businesses and groups interested in the Ward development and business expansion. Through these funds the operating capital could be sustained with a full time paid executive director.

The mission of the corporation and the responsibilities of the executive director include:

- Attracting developers.
- Assisting property owners in acquiring and rehabbing properties.
- Assisting in resident relocation.
- Promoting neighborhood stability through programs to assist homeownership and rental assistance.
- Coordination of basic street beautification and improvements.
- Implementing basic housing standards.
- Marketing the Ward.
- Maintaining, upgrading and promoting a housing referral list.
- Assisting in designation of historic landmark structures and districts.

The Fifth Ward Local Commercial Development Company (LCDC), represented by a board of directors composed of a limited number of FWIA executive committee members with the majority of the board from the community at large (possibly but not necessarily composed of the same board members as the FWHC) would provide the mechanisms and incentives to generate increased and upgraded commercial development in the Fifth Ward. The purpose of the LCDC would be that of organizing the merchants and other businesses into a formal group to improve the physical and marketing aspects to benefit each business.

Responsibilities of the LCDC would include:

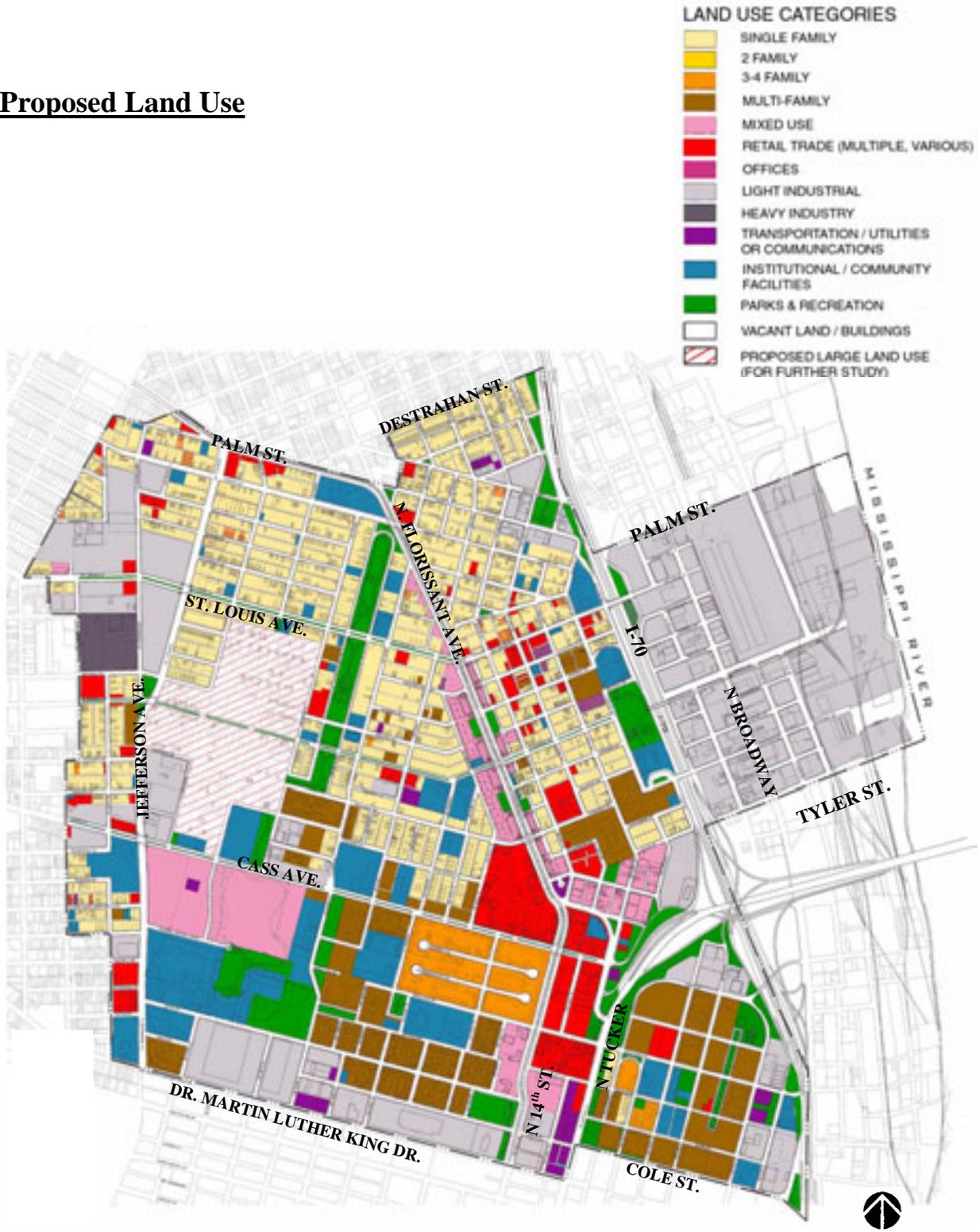
- Marketing to and attracting new businesses.
- Assisting and retaining businesses.
- Assisting businesses in identifying code enforcement problems.

Summary

Implementation of the Neighborhood Plan is the catalyst to redevelopment of the Fifth Ward. The tool and mechanisms outlined above will accomplish the Plan's objectives.

Fifth Ward Local Commercial Development Company

Proposed Land Use

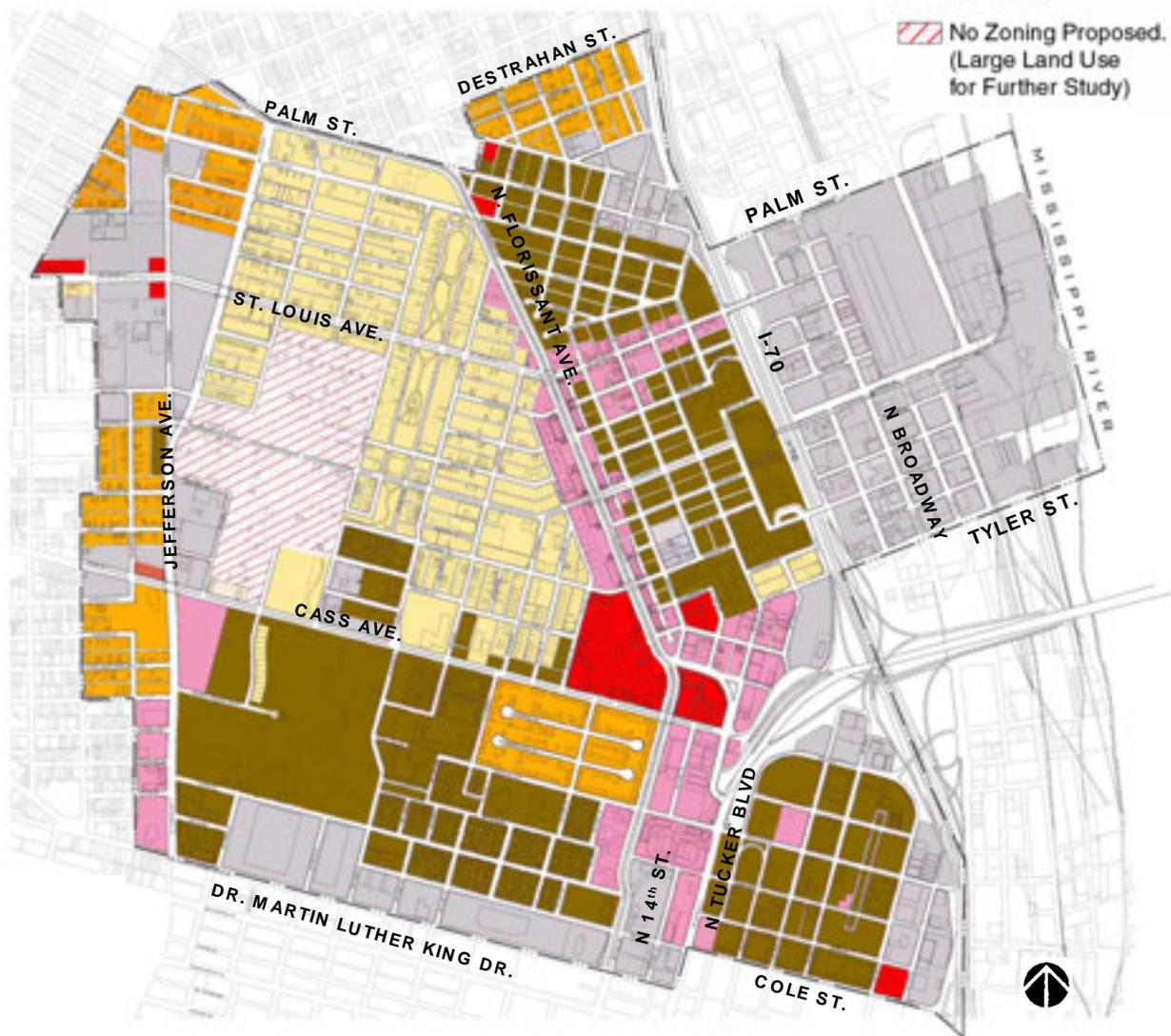


Proposed Zoning

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)



Cities Back from the Edge: New Life for Downtown

by Roberta Bardes Gratz, Norman Mintz

In *Cities Back from the Edge*, Gratz and Mintz offer a love song for the city...their volume, attractively packaged and richly illustrated, is really a cookbook for downtown revitalization. It turns out the most valuable contribution to urban understanding of the year isn't only a book, it's also a bumper sticker: Think globally, act locally.

After decades of decline and decay, scores of downtowns in urban America are coming to life once again. Others continue to languish despite massive public investment. In *Cities Back from the Edge*, Roberta Brandes Gratz teams up with Main Street expert Norman Mintz to tell us why. Based on their firsthand observations of downtown change throughout the country, this book is filled with stories of urban recovery from Mansfield, Ohio to Los Angeles, from Pasco, Washington to SoHo. Throughout this book the authors address the key issues facing the nation's cities and towns today, including transportation planning and sprawl containment, the threat of big-box superstore retailers, and the preservation of the essential downtown components necessary to anchor a thriving, vibrant community. Gratz and Mintz show us that rebuilding authentic places, reconnecting communities, and stimulating innovative change are within everyone's reach. With proven ideas on how to correct the mistakes of the past several decades, this book offers new hope that our cities will not merely be rebuilt – but reborn.

The Living City: How America's Cities Are Being Revitalized by Thinking Small in a Big Way

by Roberta Brandes Gratz

Gratz defines the phenomena of “urban husbandry” as the care, management and preservation of the built environment nurtured by participatory planning efforts of government, urban planners and average citizens. She dramatically demonstrates that we can learn from the costly, overscaled, raze-and-build urban renewal disasters of the past. Includes inspiring case histories of determined people who transformed their devastated neighborhoods.

New Visions for Metropolitan America

by Anthony Downs

Brookings Senior Fellow Downs examines the effects of growth management in communities that have tried to alter the course of urban growth. He also analyzes several alternatives for metropolitan growth—alternatives that might reduce the problems that have arisen from the pursuit of unlimited low-density development. Down's analysis focuses on the relationship between the suburbs and the central cities, and identifies the policies likely to be most effective in helping to resolve growth-related problems.

Downtown, Inc.: How America Rebuilds Cities

by Bernard J. Frieden, Lynne B. Sagalyn

Pioneering observers of the urban landscape Bernard Frieden and Lynne Sagalyn delve into the inner workings of the exciting new public entrepreneurship and public-private partnerships that

have revitalized the downtowns of such cities as Boston, San Diego, Seattle, St. Paul, and Pasadena

The Fractured Metropolis: Improving the New City, Restoring the Old City, Reshaping the Region

by Jonathan Barnett

In his latest book Jonathan Barnett explores the new realities and opportunities for the design of the metropolitan region. Architect, teacher, and urban designer, Barnett cites specific examples from around the country demonstrating how bypassed areas in the old city can become real estate opportunities, how new types of zoning can facilitate development at metropolitan edges without destroying the landscape, and how metropolitan planning can repair our environment and communities. The book describes ways to write effective urban and suburban planning guidelines; methods for making highways and transportation systems further overall planning goals; design that make conservation areas and public places create more value for development; techniques for promoting successful historic districts; and much more, including the basic elements of city design and a national agenda for action. There are 152 plans, diagrams, and photographs integrated with the text.

A Concise Guide to Community Planning

by Gerald A. Porterfield (Contributor), Kenneth B. Jr. Hall

Once an ad hoc, informal process, community planning has now become a demanding discipline that gathers together architects, landscape architects, developers, and civil engineers. In the concise, easy-to-use handbook, readers will get a clear overview of land development issues-plus dozens of bob-tested design strategies and illuminating real case examples. From environmental impact to traffic congestion, from specialized demographic needs of the elderly and handicapped to proven “rules of thumb” in residential development, the book is packed with the do’s and don’ts of effective community planning.

A quick, one-stop guide that shows readers the “big picture” for creating effective planning strategies and design solutions. Generic urban plans, typical street grids, environmental checklists, and other useful tools are enhanced with real-life case studies of recent community development plans. Illustrations and appendix with glossary are included.

A review of the entire planning process for architects, developers, engineers and municipal planners. Covers diversity of housing styles, offers scenarios to integrate where people work with where the live and shop, gives the realistic solutions to suburban sprawl and traffic congestion, and provides site design recommendations for shopping centers.

Action Planning for Cities: A Guide to Community Practice

by Nabeel Hamdi, Reinhard Goethert

Action Planning for Cities proposes an alternative approach and practical guide to planning which is grounded in community needs with objectives which are immediate. The authors are distinguished planners who have been associated with the development of the approach and have

written widely in the field. Of great importance in development planning in developing countries, the approach is also of social relevance in Eastern Europe, the USA and the EU. The book is conceived as practical guide to techniques and illustration of good practice, and contains sufficient theoretical material to be of great value to academic researchers and students.

Building Communities from the Inside Out: A Path Toward Finding and Mobilizing a Community Assets

by John P. Kretzmann, John L. McKnight

This guide summarizes lessons learned by studying successful community-building initiatives in hundreds of neighborhoods across the U.S. It outlines what local communities can do to start their own journeys down the path of asset-based development.

Common Place: Toward Neighborhood and Regional Design

by Doug Kelbaugh, Douglas Kelbaugh

Common Place is about how we can develop community and create convivial and sustainable places in the face of disjointed and fast-paced growth. It offers strategies for reclaiming and improving our neighborhoods and cities, which today are increasingly dominated by fear and disintegration and the automobile. Douglas Kelbaugh offers here a personal, passionate statement of how architecture and urban design can enrich our lives. At the heart of the book are summaries of eight design workshops, or charrettes, each consisting of five days of brainstorming by university students, community leaders, and design professionals. The charrettes apply design concepts to real problems such as housing, transportation, and suburban sprawl. Thousands of hours of creative effort have produced a blueprint for the Seattle region that is pertinent to other regions. Bridging an academic theory and on-the-ground practice, Common Place is an indispensable book for designers, planners, city officials, developers, environmentalists, and citizens interested in understanding and shaping the American metropolis.

The Poetics of Cities: Designing Neighborhoods That Work (Urban Life and Urban Landscape Series)

by Mike Greenberg

Streets and the Shaping of Towns and Cities

by Michael Southworth, Eran Ben-Joseph (Contributor), Michael Southworth

Explores how street standards and layouts affect a neighborhood's character and livability; shows how street design standards in Britain and the US have changed over the past two centuries; describes various street design approaches, such as the early picturesque suburbs, checkerboard grids, branching cul-de-sacs, and shared streets; and describes strategies and design guidelines for reducing sprawl and re-establishing a sense of community space. Annotation c. by Book News, Inc., Portland, Or.

Book Description

Streetwise Community Development Big-city traffic snarls in once-tranquil suburban settings. Outdated community patterns that provide ample access for private automobiles at the expense of public transport. As America's cities continue to expand and engulf surrounding suburbs,

Michael Southworth and Eran Ben-Joseph's, *Streets and the Shaping of Towns and Cities* offers a new, sensible approach to street design-one that can help you reduce urban sprawl to create more cohesive, livable and energy-efficient communities and metropolitan areas. This illustrated planning tool shows you how street layouts shape the character of a community...how various street patterns can have dramatically different effects...how streets have changed due to the growth of technology...how a standard system can help communities grow in a rational manner...and more.

Towns and Townmaking Principles

by Andres Duany, Elizabeth Plater-Zyberk, Alex Krieger, Will Lennertz

5th Ward

Urban Planning Related Links

City of St. Louis Consolidated Plan

<http://stlouis.missouri.org/government/ConsPlan/ConPlan5yr/index.html>

Baltimore Comprehensive Master Plan

<http://www.ci.baltimore.md.us/government/Planning/comppage.htm>

Statistical Resources on the Web - Demographics and Housing

<http://www.lib.umich.edu/libhome/Documents.center/stdemog.html>

Urban Land Institute

<http://click.hotbot.com/director.asp?id=2&target=http%3A/www.uli.org/&query=Urban+Land+Institute&rsource=LCOSS>

American Planning Association

<http://www.planning.org/>

Missouri Municipal League

<http://www.mocities.com/>

City of St. Louis – Community Information Network

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