Old Post Office	X	X	
Security Building		X	
St. Louis Design Center (Scruggs-Vandervoort-Barnery Warehouse)			X
Union Market		X	X
United Missouri Bank		X	
Wainwright Building		X	X

The following Districts and Structures are located in that area within the Prime Study Area that is not within the Downtown Core boundaries.

Table II-6
Historic Districts Other than in the Downtown Core Study Area

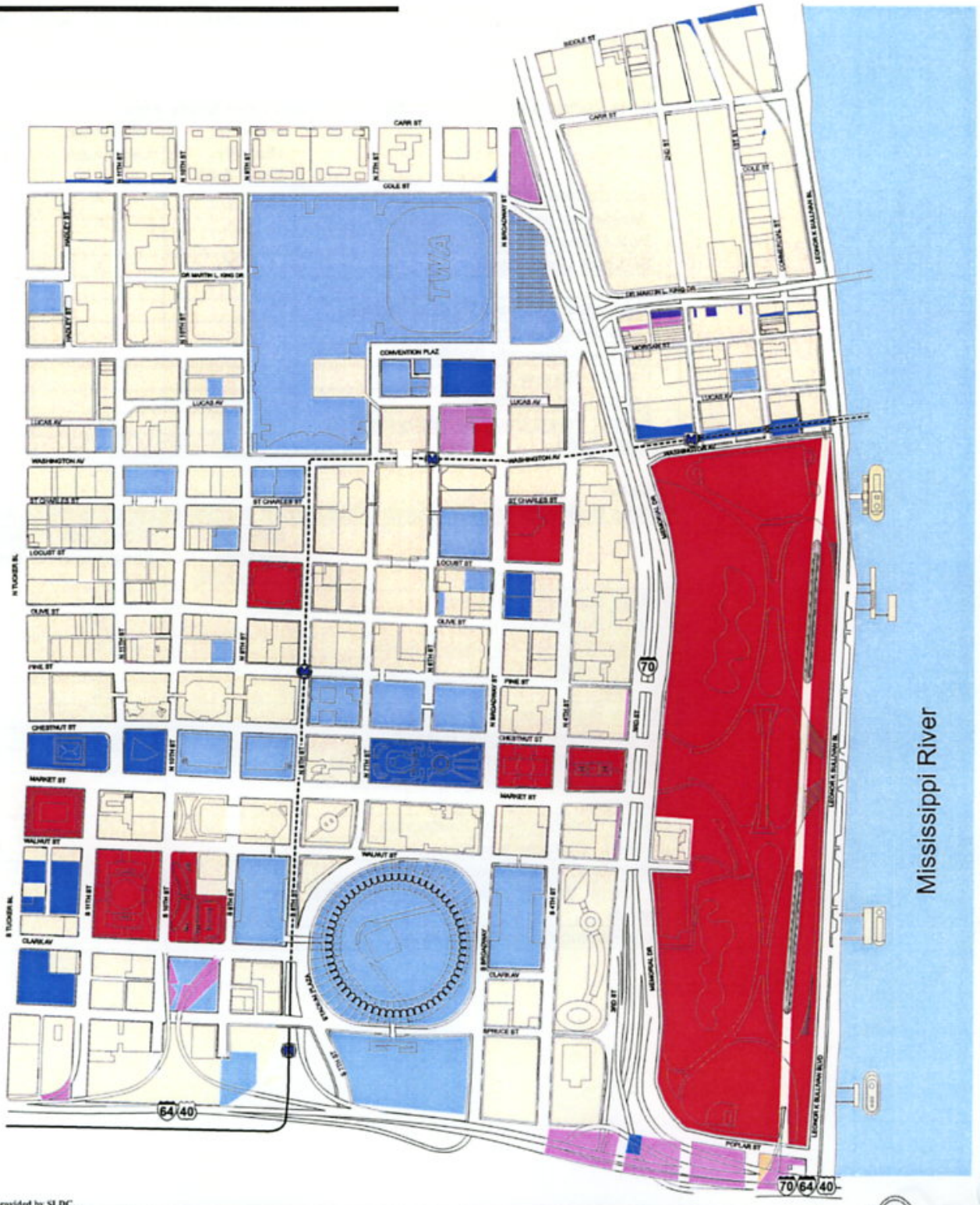
	National Historic Landmark	City/Local Landmark	National Register
Union Station District		X	
"Meeting of the Waters" Fountain		X	
Post Office Annex: Union Station			X
St. Louis Union Station	X	X	
Washington Avenue: West of Tucker			X
Advertising Building			X
Blackwell-Wielandy Building			X
Fashion Square Building			X
Lesan-Gould Building			X
Former Peters Shoe Company Building			X
Lucas Lofts			X

Table II-7
Historic Buildings and Structures Other than in the Downtown Core Study Area

	National Historic Landmark	City/Local Landmark	National Register
Ashley Street Power House		X	
Central Public Library		X	
Centenary United Methodist Church		X	X
Christ Church Cathedral	X		X
City Hall		X	
Former Beethoven Conservatory			X
Former Emerson Electric Building			X
Former Lambert Pharmaceutical Building			X
Former Ligget & Meyers Tobacco Co. Buildings			X
Former Sommer House Restaurant		X	
James L. Clemens House			X
Robert G. Campbell House Museum		X	X
St. John the Apostle and Evangelist Church		X	
Swift Printing Company Building			X

Property Ownership

- Federal Government
- State of Illinois
- State of Missouri
- City of St. Louis
- Quasi-Public
- Private



Note:
Basemap and base data provided by SLDC.

Downtown Now!

Property Ownership

Approximately 80% of the land in the Downtown Core Study Area is owned by private or quasi-private entities. Of the remaining 20% publicly owned land, about 10% is in the hands of the Federal Government and includes the Jefferson Memorial Expansion Grounds. The City of St. Louis owns about 7% of the lands in the Core and the states of Missouri and Illinois hold the remaining 3%. America's Center and Busch Stadium, as well as numerous parking structures, represent the majority of the quasi-public/private ownership. Two of the blocks that comprise the mall are also shown to be in quasi-public/private ownership. The amount of privately owned land indicated in Downtown initially shows a healthy environment. However, this data does not relate any tax-abated properties, which may significantly impact the economic engine of the Downtown.

Government and Quasi-Public Organizations

Overview of City Government Structure

The City of St. Louis Charter from 1914 establishes a non-centralized form of government. The Mayor, Comptroller and President of the Board of Aldermen are elected by City residents at large, and the 28 Aldermen are elected by residents within each Ward. Most department directors and administrators are appointed by the Mayor. The government structure is unicameral, the Board of Alderman, with 15 standing Committees. Aldermanic Committees study and make recommendations on specific bills introduced to the entire Board. After a Bill is passed by the Board of Aldermen, the Mayor has 10-20 days to sign or veto a Bill. If no action is taken by the Mayor, the Bill automatically becomes law. Each of the 28 Aldermen has *de facto* power to veto development projects in his/her Ward, and can steer City funds toward development projects that he or she supports.

The City of St. Louis has a Community Development organizational structure. All development activities, including economic development, urban renewal and urban design, are organized within one department, the Community Development Authority (CDA).

Downtown Organizations

There are four different organizations involved in the creation of this Downtown Plan, each with a different organizational structure and purpose. 'Downtown Now' is a consolidation of these four groups formed specifically to guide this downtown planning effort.

The *St. Louis Development Corporation* (SLDC), is an umbrella, not-for-profit corporation organized with the mission of fostering economic development and growth in the City through increased job and business opportunities and expansion of the City's tax base. This organization is the economic development arm of the City, and deals with small business loans, revenue bond financing, tax increment financing, tax abatement, site and building location services, Missouri Enterprise Zone information and business assistance services. There are eight State created boards and authorities served by the SLDC staff.

St. Louis 2004 is a movement formed in 1997 to "make St. Louis a leading region in the Twenty-first Century, using the year 2004 as a deadline." Its mission also includes "making the St. Louis region a great place, a place in which people want to live and a place to which people want to move." It has initiated much of the initial public involvement and a series of meetings for this planning study.

The mission of the *Downtown Saint Louis Partnership* is to "increase the economic vitality and the attractiveness of the downtown community as a place to live, work, play, shop and visit and thereby to contribute to the prosperity and quality of life in the greater St. Louis region." The *Downtown Saint Louis Partnership* exists to provide leadership and on-going support of a vibrant downtown area as the heart of the St. Louis region.

The *Partnership* includes four allied operating corporations: (1) the *Downtown St. Louis Development, Inc.*, which deals primarily with business retention and expansion, housing development, and planning; (2) *Downtown St. Louis, Inc.*, which deals primarily with transportation planning, business networking, and advocacy; (3) *Downtown St. Louis Management, Inc.* which deals with security, beautification, maintenance, and image marketing; and (4) *Downtown St. Louis*

Presents, Inc., which deals with special events and festivals. The *Partnership* is a private sector, non-profit corporation that was formed a little over one year ago. The organization is an aggregation of prior organizations that existed for more than forty years.

The *Regional Commerce and Growth Association* (RCGA), was formed in 1973 and is a public/private partnership that fulfills the central civic role by serving the current and future needs of the bi-state business community as the region's chamber of commerce and economic development organization. RCGA's mission is accomplished by stimulating sustainable growth, expanding economic opportunity, fostering a favorable business climate and enhancing the quality of life. Its goal is to generate 100,000 net new jobs in the region by 2000.

Numerous other neighborhood, district and focus groups are also advocating a renewed downtown environment, such as Metropolis and Team Sweep. Individual programs also exist that teach history of the buildings and growth of St. Louis and teach youth to help keep the City clean. Each and every one of these efforts will become part of the whole that can help create a downtown St. Louis that is the pride of residents and visitors alike.

Codes, Ordinances and Permitting

City Code

The St. Louis Revised Code includes 26 titles ranging from general provisions, to health and safety, to Zoning. The Code does not include ordinances related to neighborhood redevelopment, traffic regulations or street closings.

Zoning Code

The City's last comprehensive rewrite of the Zoning Code occurred in 1955-56. The Code, which is Title 26 of the City Code, is available in the Registrar's office. There have been smaller amendments/revisions and Code additions adopted individually since that time. Some of these revisions have tried to promote better urban design and general street activity, such as allowing street vendors and outdoor cafes. The existing Code typically lists excepted uses, rather than permitted uses within each district. The Code also appears to be missing the typical *Performance Standard* section – which typically addresses pollution, noise, odors, lighting, etc.; and a *Use, Site Plan and Architectural Standards* section. The Code does not include any graphics to illustrate specific elements within the document. The Code also does not require any bulk requirements or parking requirements for some specific uses. The Zoning Administrator is responsible for implementation of the Zoning Code. The Administrator is responsible for reviewing all requests for Code variances.

Permitting

The current permitting process is focused in the Building Division. This department accepts and reviews applications for compliance for City building codes, zoning ordinances and other related property ordinances. The Building Division accepts applications and routes them to the appropriate involved City Departments for their review. Not all types of development applications are accepted solely within the Building Division Department. For example, sign applications are routed to the Zoning Administrator, the Heritage and Urban Design Commissioner and sometimes to SLDC to determine compliance with safety regulations, the Zoning Code and the Commission's design standards and relevant redevelopment plans.

St. Louis Development Corporation (SLDC) has oversight of various commercial redevelopment areas in the City. If the site is located within a redevelopment area defined by ordinance, a separate application must be submitted to the St. Louis Development Corporation. SLDC is responsible for reviewing variance requests to these restrictions. In addition, the staff of the Heritage and Urban Design Commission also reviews applications for commercial building permits in the City. The Heritage and Urban Design Commission hears appeals to its staff decisions. The Building Division Clerk can inform applicants about the various jurisdictions within which a site falls.

The current permitting process has been deemed difficult. Even though most permitting and applications currently are focused in the Central Permits Department, problems lie in that there is no established timeline for other department reviews and returning the information to Central Permits. The building permitting process is currently undergoing a re-structuring in order to provide a clearer and more straightforward process for applicants.

Sign Code
The following is a summary of the process and restrictions for the implementation of signage and advertising elements in the City of St. Louis that may have an effect on the development of signage in downtown.

All applications for sign permits must be made to the Building Division. Applications are routed to the Zoning Administrator and to the Heritage and Urban Design Commissioner to determine compliance with safety regulations, the zoning ordinances and the Commission's design standards.

The Heritage and Urban Design Commission has published design standards for commercial signs that are based upon street width, building design and zoning. Unlike the Sign Code, this manual addresses problems raised by identifying businesses in a dense urban environment. SLDC also oversees signage applications that apply to redevelopment areas in the City, as these areas often have their own sign standards and restrictions.

The Signage Code restrictions were apparently developed on a suburban model with sign sizes being based on frontage, distance from easement, etc. A new code is being developed by the Commission for implementation in the Fall of 1998 that will establish design overlay districts that will help to allow these districts to develop their own signage character.

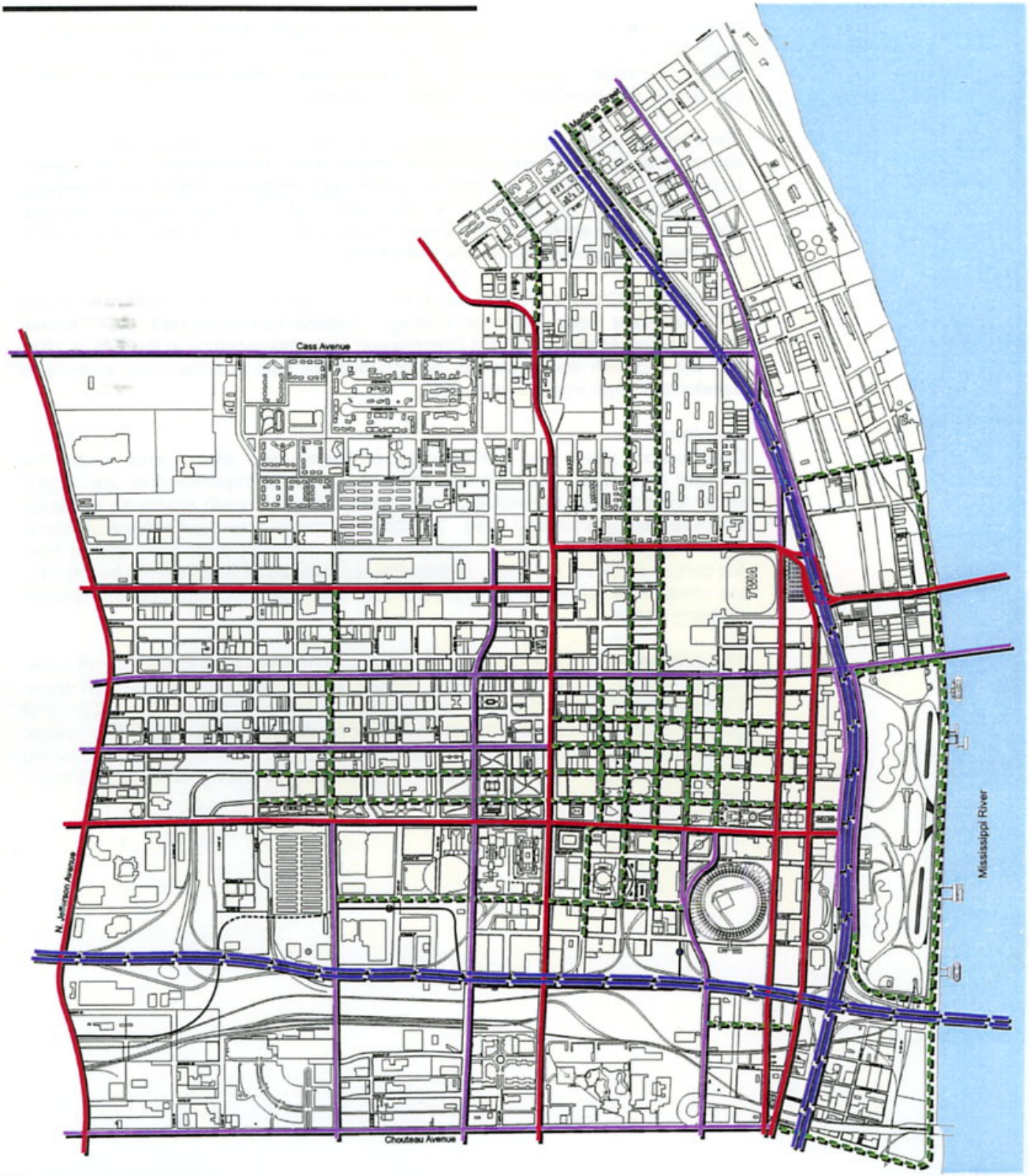
Maintenance
Construction, repair and maintenance of streets and alleys occur under the Director of Streets. Tax monies obtained for street improvements are largely under the control of the individual Alderman. It is up to each Alderman to decide how this funding should be used. The City has control over maintenance of streets from curb-to-curb, with private property owners responsible for maintenance from the curb to middle of the alley. Replacement of sidewalks is completed by the City, but charges for such replacement are split 50/50 between the City and private property owner.

The existing conditions of downtown streets and related public areas are not to the caliber that is needed to portray a positive and vibrant image for a downtown. Poor pavement conditions, trash and graffiti, lack of handicapped accessibility and general lack of characteristic streetscapes all contribute to a negative image. Some street pavement conditions have improved with a comprehensive repaving project, however, a comprehensive improvement and long term maintenance program needs to be established.

Vehicular Circulation: Existing Functional Classifications

- Interstate Highway
- Principal Arterial
- Minor Arterial
- Collector

North



Notes:
If classification is not identified, the street is local.
Basemap and base data provided by SLDC.

Downtown Now!

D. Vehicular Circulation

Functional Classification of Streets

City of St. Louis major street classifications fall into categories as follows.

- An Interstate is a fully access controlled, grade separated principal arterial, with four to eight lanes of divided traffic carrying regional and long distance trips at speeds of 50 to 55 mph. Interstates carry 2,000 vehicles per lane per hour.
- A Principal Arterial is a partial access controlled, four to six lanes with median facility, carrying intra- and inter-city trips at speeds of 35 to 50 mph. Principal Arterials carry 1,100 to 1,500 vehicles per lane per hour.
- A Minor Arterial provides restricted private access, two to four travel lanes at speeds of 25 to 35 mph, connecting neighborhoods and arterials. A Minor Arterial carries 600 vehicles per lane per hour.
- A Collector is a two to four lane street connecting neighborhoods within the community at speeds of 25 to 30 mph with some direct access to abutting properties. A Collector carries 500 vehicles per lane per hour.

The following classifications apply to St. Louis study area streets as follows:

Principal Arterials:

- Cole east of Tucker
- ML King east of I-70
- Market
- 4th Street
- Broadway south of Cole
- Tucker

Minor Arterials:

- Washington
- Eads Bridge
- Memorial Drive
- 7th/8th south of Market
- 14th south of Cole
- 18th south of Market
- Olive west of Tucker
- Broadway between Cass and Cole

Collectors:

- 9th/10th
- 11th south of Washington
- 7th/8th between Washington & Market
- Sullivan Drive and connections to and including Biddle, Washington, Chouteau and Poplar
- Pine between 4th and 21st
- Chestnut between Memorial and 21st
- Locust between 4th and Tucker
- Olive between 4th and Tucker
- Clark between 8th and 18th
- 18th between Market and ML King

Street Widths

These vary widely even along any given street. For example, Market varies from 40 feet to 81 feet in curb-to-curb within the downtown study area. Chestnut varies from 36 to 77 feet in curb-to-curb width. Detailed maps of street widths available in the City of St. Louis at the offices of the Board of Public Service (BPS).

Street Pavement Conditions

Streets vary in condition from newly paved to bad within the Prime Study Area. A majority of the streets within the Downtown Core are in fair, good or best condition. The significant number of 'best' streets in the Core is attributed to a large repaving effort completed in the summer of 1998. In contrast, a large portion of the streets in the remainder of the Prime Study Area are in poor to bad condition.

One-Way Designations

The one-way couplets are 4th/Broadway, 7th/8th, and 9th/10th Pine/Chestnut and Locust/Olive. Except for the wide 4th/Broadway couplet, which provides freeway access and serves major event destinations, all other couplets in the core area are narrow streets (typically 36 feet). Given the tight block spacing ranging from 225 to 275 feet and the high development densities, these one-way streets function reasonably well with minimal out-of-direction travel.

It is important to note that certain freeway ramps (especially the I-64 ramps at 9th and 10th Streets) were designed for one-way street operation.

Traffic Volumes

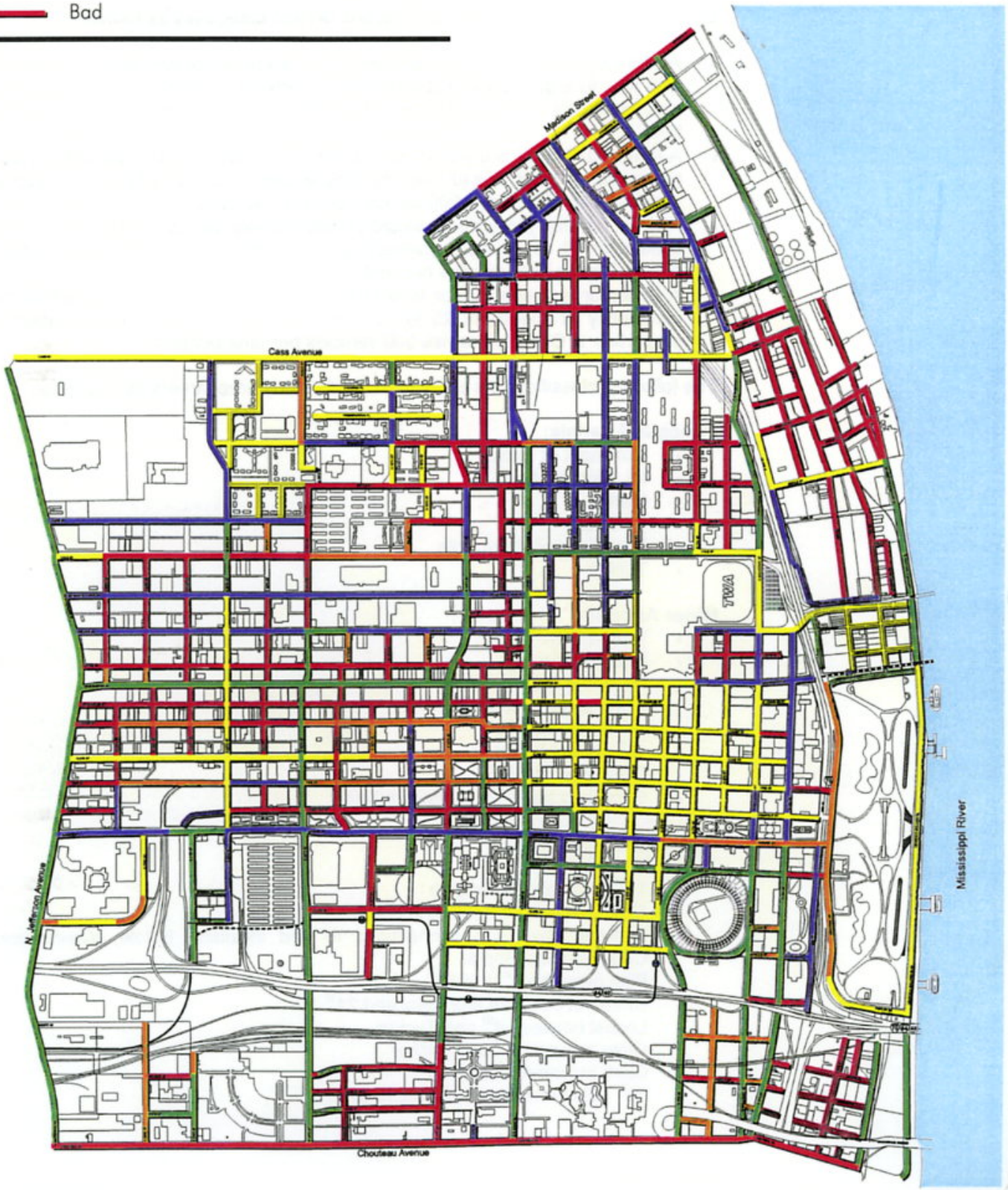
Average daily traffic (ADT) volumes at selected locations are shown on the facing page.

Tucker, 14th, 18th, Washington, Clark, Spruce and Cole are the important multi-lane two-way streets. Tucker carries the highest volume – about 28,000 vehicles per day (VPD) – followed by Market at 18,000 VPD and Cole and 18th each at about 13,000 VPD. Volumes on 4th are as high as 16,000 VPD and over 13,000 VPD on Broadway. Chestnut carries over 11,000 VPD. Most of the other one-way streets carry fewer than 7,000 VPD.

The highest freeway volume is I-70 north of downtown with 133,000 VPD. Near the Arch, the volume is considerably less at about 80,000 VPD. Poplar Street Bridge carries over 136,000 VPD. I-64 volume is about 78,000 VPD.

Vehicular Circulation: Street Pavement Conditions

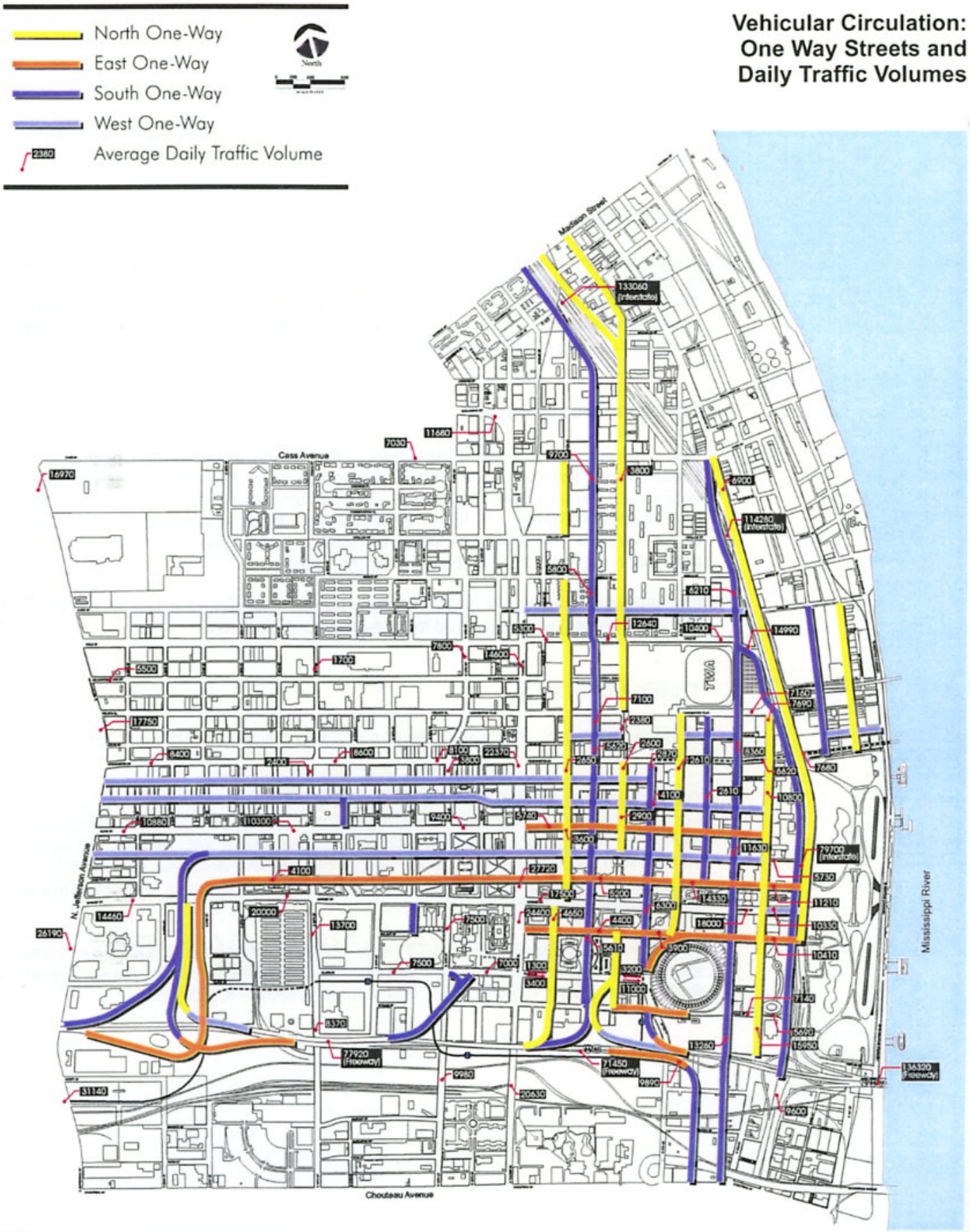
- Best
- Good
- Fair
- Poor
- Bad



Note:
Basemap and base data provided by SLDC.

Downtown Now!

Vehicular Circulation: One Way Streets and Daily Traffic Volumes



Notes:
ADT's indicate traffic volumes in both directions, unless otherwise indicated.
Basemap and base data provided by SLDC.

Downtown Now!

Street Capacity

Downtown has a total of 47 inbound traffic lanes and 61 outbound traffic lanes on its surface streets. The largest directional discrepancy occurs along the west edge of the study area where there are 11 more outbound lanes than inbound. The extra outbound lanes are a consequence of one-way street designations where one-way streets often do not work in a paired fashion.

We estimate that the carrying capacity of the surface streets is about 80,000 vehicles per hour. Although volumes are not available for many of these streets, those that are available for the busiest streets (Tucker, Market, Washington) show that afternoon peak hour volumes are no more than 50% of capacity. Indeed, our observations of downtown streets showed relatively little congestion throughout the day.

Traffic Controls

Most intersections are signal controlled. A $3 million signal improvement program will interconnect 75 downtown signals by fiber-optic cable.

Special Event Access, Circulation and Parking

The St. Louis Police Department Traffic Safety Division manages traffic for special events including all games played at Busch Stadium, TWA Dome and Kiel Arena. The primary tool for traffic management is manual control of traffic at intersections surrounding the event sites and on major streets leading to the sites. For example, for baseball games at Busch Stadium, traffic control officers are deployed one hour before game time to direct traffic by hand at these intersections:

- 3rd/Market
- 4th/Market
- Broadway/Walnut
- Broadway/Market
- 8th/Clark
- 9th/Clark

Selected restrictions are placed on traffic to minimize conflicting flows such as prohibiting westbound flow on Walnut between 3rd and Broadway. The goal at Busch Stadium is to create essentially clock-wise flow given the one-way street grid. Post-game, Spruce Street is closed between Broadway and 4th to avoid conflicting movements. Manual control lasts from 30 to 60 minutes after the end of the game depending on the size of the crowd.

For football games at the TWA Dome, police manually control traffic on 4th and on Broadway between Cole and Walnut. An on-ground traffic supervisor is responsible for directing operations. Up to 32 officers are deployed for football games. At the Kiel Center, for example, manual control is used at:

- 14th/Clark
- 14th/Spruce
- 14th/I-64 ramps
- 18th/Clark
- Tucker/Clark

Additionally, southbound traffic on 14th is limited to busses and taxis dropping patrons at the face of the arena. After the event ends, westbound traffic is prohibited on Clark past the Arena block in order to expedite outbound traffic from the Kiel Center garage and to manage pedestrians crossing Clark to MetroLink or other parking areas.

Police officials indicate that these procedures typically work well for each of the sporting event sites. In general, the grid of streets, the proximity of sites to freeway ramps and the relatively high use of MetroLink with nearby stations allow these major events to disperse pedestrians and vehicular traffic in relatively short periods without major conflicts leading to chronic congestion.

Parking is largely managed by private operators, with the notable exception of the Kiel Center and Municipal Parking Plaza which are municipally operated. Event parking rates can vary by location and event, but typically range from $2 to $10. The existing parking system appears to fulfill the needs of event patrons, without resorting to using lands not otherwise used for parking.

Pedestrian/Vehicle Conflicts

Conflicts between vehicles and pedestrians are limited given the limited numbers of pedestrians in Downtown on a 24 hour basis. Even where the higher pedestrian volumes occur within the Core, narrow streets reduce pedestrians' crossing exposure to vehicles. However, notable obstacles and conflicts do occur at the following locations:

- Washington Street/Memorial Drive – As the key entry to Laclede's Landing, this wide intersection, complicated by columns for the I-70 overpass, provides poor pedestrian crosswalks and visibility. It is a daunting task to cross from the America's Center area or adjacent hotels to the Landing. Pedestrians have a difficult time anticipating vehicle turning movements that might conflict with their walking path.

- Market and Chestnut Street intersections with Memorial Drive – High volumes of vehicle traffic pose an intimidating crossing for pedestrians. Crossing distances are limited due to the divided section of Memorial Drive, but many turning vehicles and the noise from the depressed I-70 challenge pedestrians' ability to monitor approaching vehicles. Narrow sidewalks on the median section and high curbs reinforce the sense that this is not the place pedestrians should be.

- 8th and Pine MetroLink Stair – On 8th Street, the stair serving the eastbound train platform, situated at the south end of the station, opens directly to a service driveway serving the addition to the Wainwright building. Even though the service entrance has a garage door, it is a potentially dangerous point of conflict between service vehicles and MetroLink users. Furthermore, the stair occupies most of the limited sidewalk area, forcing sidewalk users to walk along the building face. This all but eliminates any sight distance between pedestrians and a vehicle exiting the service driveway.

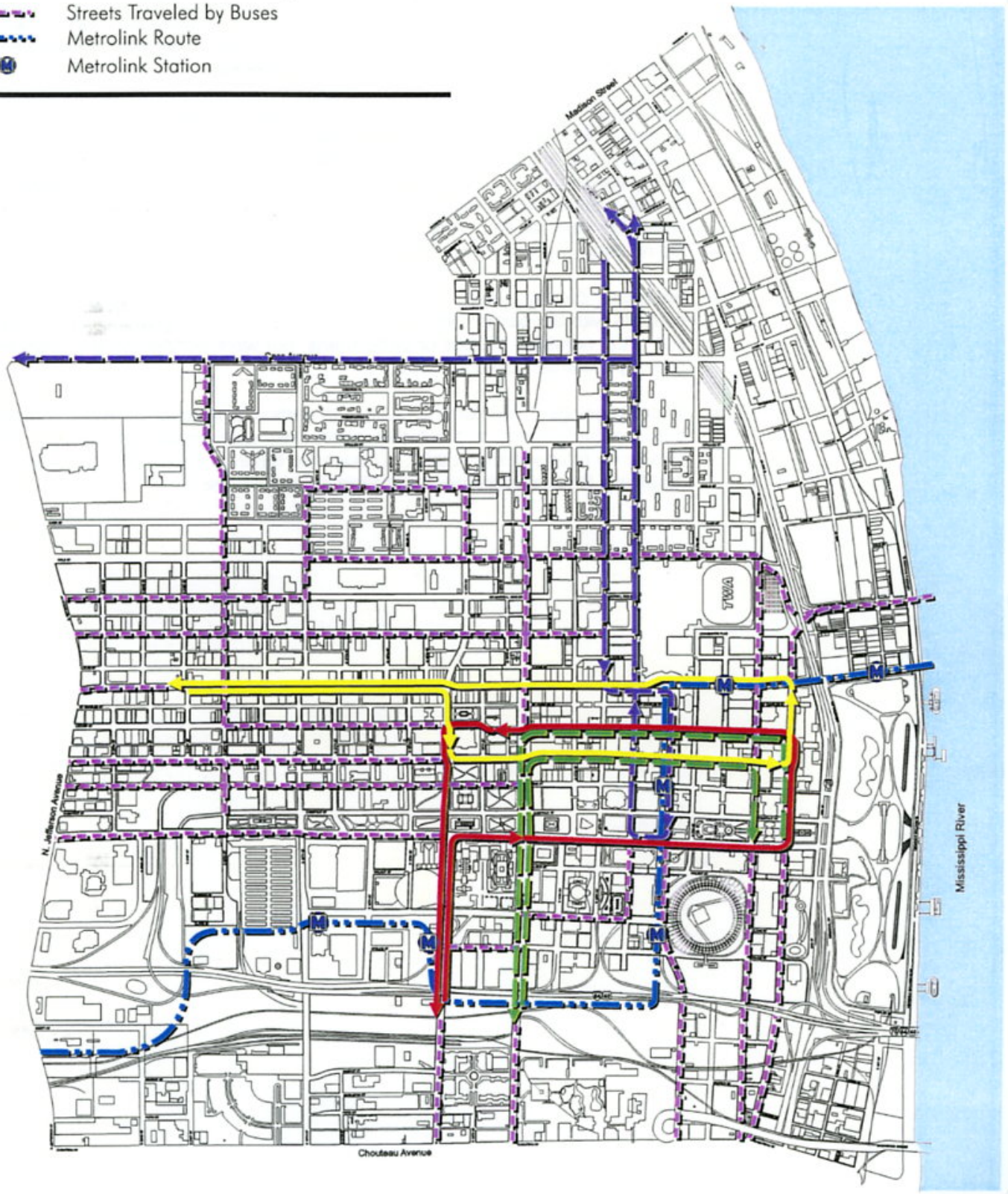
- Pedestrian signals within the Core area – We observed a number of these signals not to be working. We also noted that various signals operated at counter-intuitive times. That is, walk indications did not operate in conjunction with green signals, but only when all approaches were red. This combination of non-functioning signals and oddly-timed signals led pedestrians to walk whenever they saw fit. Again, the volume of vehicles and pedestrians often did not pose a great conflict, though the potential for danger exists.

- America's Center plaza – The off-street taxi stand is poorly defined and conflicts with the pedestrian crossing on the 8th Street alignment. We did not see great numbers of taxis or pedestrians, but were puzzled by the apparent use of pedestrian space for taxis.

- Wide crossings – Market and Tucker in particular suggest potential conflicts between pedestrians and vehicles given their wide crossing distances, with little or no refuge in the middle. Though we have no documentation of safety problems, these streets are intimidating for pedestrians.

Transit Circulation

- Northwest Bus Routes - Local
- North Area Bus Routes
- Southwest Bus Routes - Local
- Southwest Bus Routes - Express
- Streets Traveled by Buses
- Metrolink Route
- Metrolink Station



Note:
Basemap and base data provided by SLDC and Bi-State.

Downtown Now!

E. Transit Circulation

Bus Routing

Bi-State operates 22 local and 31 express routes on a number of streets in Downtown. There are four routing sets that carry the bulk of Missouri bus routes. By region, these are:

- Local buses from the south and west Metro area, use 14th Street, inbound on Market to 4th, outbound on Locust to 14th, south on 14th.
- South/west a.m. express routes enter town via Tucker to Olive to Broadway, terminating at Market. P.M. express buses start at 4th and Market, north to Locust to Tucker, south on Tucker.
- Northwest local routes use Washington, 14th and Olive inbound, 4th and Washington outbound.
- North area buses enter town via 10th, turn left at Washington to 8th, south as far as Market. Outbound trips start at 9th and Market and proceed north out of town on 9th.

Bus Stops

Stops are typically located at the "near side" of intersections. Sidewalks serve as the waiting area with little or no shelter from the weather other than that afforded by adjacent building canopies or doorways. Although dedicated transit shelters are provided in select areas (and others are planned), many stop locations have insufficient sidewalk space for both a shelter and pedestrian walkway.

Stops are so poorly marked as to be nearly invisible. Only a small (12" x 18") sign mounted above "No Parking" signs identifies the stop. These tend to be oriented more to vehicle traffic than to pedestrians or potential passengers.

Stops have virtually no passenger amenities such as trash cans, benches, route maps, system schedules, newspaper boxes or other useful items.

MetroLink Stations

There are six light rail stations in the primary study area. All are below street level.

- Union Station is an open-air station at 18th and Clark. The station platform extends partially under the 18th Street viaduct.
- Kiel Civic Center Station is also an open-air station adjacent to 14th Street at Spruce. A pocket park has recently been constructed (Kiel Triangle Park) between the station and Clark Avenue.
- Busch Stadium Station is at 8th Street between Spruce and Clark with surface connections at Spruce and Clark.
- The 8th and Pine Station has portals the four corners of the 8th and Pine intersection.

- The Convention Center Station is below Washington Street at Sixth with portals along the Dillards building (westbound) and the St. Louis Center plaza. (eastbound).
- The Laclede's Landing Station is an elevated station below the deck of the historic Eads Bridge structure at 2nd. Surface connections are at 1st Street and 2nd Street.

Most of the Downtown Core is within a five-minute walk of one of these stations. Exceptions are the Arch Grounds and Riverfront south of Pine Street and the sector north and west of the 10th and Washington Street intersection.

Transit Ridership

There are 18,000 bus boardings each day downtown on 2,200 weekday bus trips.

This past winter, MetroLink averaged 12,000 weekday boardings at the six stations. On Saturday, the count average was 9,000 and on Sunday about 4,500 boardings (excludes special event ridership on MetroLink).

The Convention Center MetroLink Station is the busiest with about one-third of the downtown weekday boardings. Boardings at Union Station (21%) rank behind the Convention Center and are higher on Saturdays than on weekdays.

Demographics

The differences between bus and MetroLink riders are notable.

Bus

- *Residence* - 61% live in the City of St. Louis, 25% live in St. Louis County
- *Auto Ownership* - 38% of bus riders have no auto
- *Income* - 59% of riders earn less than $25,000 per year, 8% earn $55,000 or more.
- *Trip Purpose* - 57% travel to work, 20% shop/school

MetroLink

- *Residence* - 25% live in the City of St. Louis, nearly 50% live in St. Louis County
- *Auto Ownership* - less than 10% have no auto and over 55% live in multiple-auto households
- *Income* - 32% earn $55,000 or more
- *Trip Purpose* - 69% travel to work

Signage and Wayfinding

In general, there is very little in the way of distinct public transit identity in downtown. Bus stops signs in downtown consist of a generic black on white international Bus Logo plus a side panel displaying route numbers of buses serving the particular stop. The sign is arranged in a landscape format. The signs are often mounted above the "No Parking" signs that define the bus stop zone. At entry to MetroLink stations, the MetroLink logo is the sole indicator of a station

entrance portal other than "Eastbound" or "Westbound " displays. The rather small understated logo tends to fade into the urban streetscape.

Buses themselves contribute little to a positive transit identity. The mix of vehicles, some quite old, reflects a necessary turnover in the fleet yet suggests varying quality among vehicles and routes. Noise, smoke and uneven cleanliness further detract from developing a consistent, positive identity.

Connections

Most buses coming into downtown from Missouri or Illinois terminate in the downtown area. There is no provision for recovery for those routes that revert to outbound service as no street space has been designated for schedule recovery. Common recovery would facilitate bus to bus transfer. There is also no downtown transit center where passengers traveling beyond downtown could readily transfer from one route to another. Routes from each of the suburban sectors do cross each other at a number of locations in downtown. The block bound by 8th/9th and Olive/Locust is common to the greatest number of downtown buses. Recovery locations if provided near MetroLink stations would also facilitate transfer between buses and light rail.

Shuttles

In the 1980's and early 1990's, Bi-State Transit Authority provided a number of shuttle routes connecting downtown to outlying attractions. Some were fare free. These were discontinued due to cost and some redundancy with the advent of MetroLink. MetroLink is fare free during the noontime period for trips within the Laclede's and Union Station zone. The specially outfitted Shuttlebug buses that connect the Forest Park MetroLink station with the Zoo and other attractions appears to be an example of a successful Bi-State shuttle service.

Travel Characteristics

For the 88,000 people working downtown, the mode of travel to and from work is:

Mode	%
Drive alone	60%
Carpool or Vanpool	16%
Bus	13%
MetroLink	9%
Walk/bike	2%
TOTAL	**100%**

F. Vehicular and Transit Survey Results Summaries

Passenger Transit Survey

Bus service received an overall rating of B-/C+. Bus riders surveyed rated the early hours of operation, telephone operators and bus operators the best features of Bi-State's service. Riders were least happy with the frequency of service, lack of late hours of operation and personal security at the stops and on the bus.

MetroLink service received an overall rating of B/B+. Riders surveyed rated the on-time performance, service frequency, early hours of operation and vehicle cleanliness the best features of MetroLink. Riders were most dissatisfied with lack of late hours of operation, transfer connections and personal security at the station and on the vehicle.

Employee Surveys

Employee surveys were completed in June, 1998. A total of 2,010 written survey forms were distributed to employers throughout downtown, of which 449 were completed and returned, a response rate of 22.3%. Comprehensive results are described in a memorandum "Employee Survey Results", TDA Inc., July 28, 1998. Key findings include:

- Mode of travel similar to the downtown as a whole:

Mode	% of Employees
Drove Alone	66%
MetroLink	15%
Carpool or Vanpool	7%
Bus	7%
Dropped Off	4%
Walk/Bike	1%
TOTAL	**100%**

Note: The higher MetroLink usage may reflect responses from work sites proximate to the MetroLink line.

- An average car occupancy of 1.15 persons for the drive to work.
- Employees walk an average of only 1 block from transit or parking to their work site. Only 10% walk more than 3 blocks.
- Employees pay an average of $3 per day to park.
- Free parking was provided to 39% of workers by their employers.
- Only 15% of employees have a transit pass. Of those employees with a pass, less than half (46%) have a reduced-price pass.
- Only about 25% of employees make a mid-day trip for either personal or work reasons. Most walk or drive when making mid-day trips. The bus was the least used mode for mid-day trips.
- Employees travel 16 miles on average from home to work. Trip time averages 30 minutes, for an average travel speed of 31 miles per hour. This performance closely matches national averages for journeys to work. Little difference (about 2 minutes) was evident in average morning and afternoon commute times, indicative of a reliable transportation system with minimal congestion.
- Employees were positive about downtown with typically 60-70% agreeing that downtown is walkable, safe and a good place for locating businesses, shops,

housing and entertainment. They were split over whether downtown is attractive and well maintained.

- The overall profile of employees is this:
  - 54% are married
  - A majority (56%) have children at home, with an average of 1.93 children.
  - Average age of employees is 40 years.
  - 64% of respondents were female.

Visitor Surveys

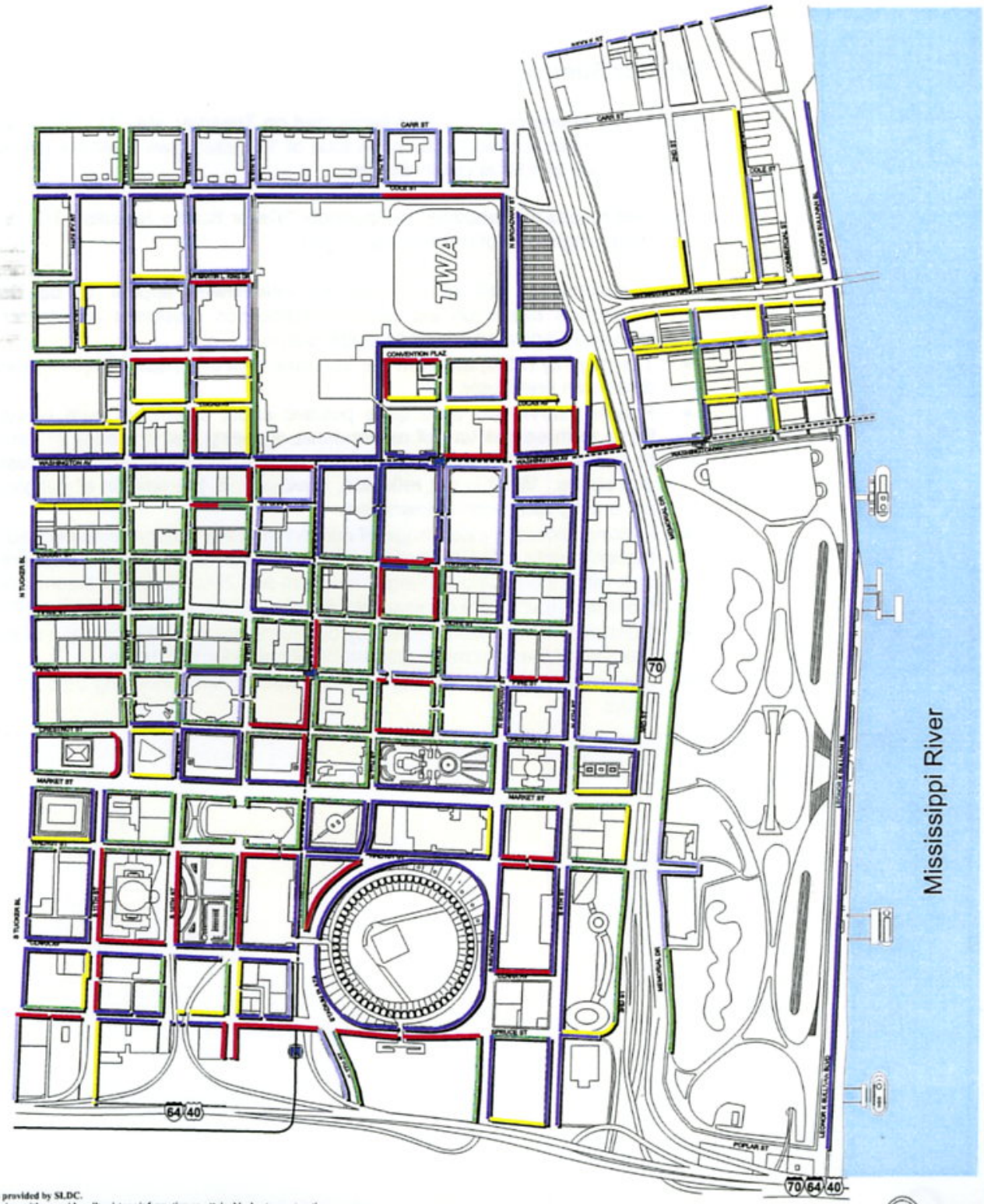
The visitor intercept survey was conducted on Tuesday, May 19, 1998, at Adam's Mark Hotel and at Union Station. A total of 111 interviews were completed, 43 at Adam's Mark and 68 at Union Station.

Detailed results are tabulated in Appendix "Visitor Survey Results", TDA Inc., May 31, 1998. Highlights of the findings include:

- Approximately half of the persons interviewed appear to be downtown employees based on trip purpose responses (business and "other" which frequently indicated 8 hour or longer stays).
- The majority (75%) are from the St. Louis area and nearly all (94%) had visited downtown previously.
- People interviewed were quite positive about downtown, with typically two-thirds to three-quarters of respondents agreeing that it is easy to get to, easy to get around, that it is well maintained and that it has adequate restaurants and shops. What is not reflected, obviously, is the opinion of people who do not or only rarely come downtown.
- Parking elicited a wider range of opinion than any other qualitative issue. Even though nearly half (46%) of respondents had no opinion, others were evenly split with 28% finding parking convenient and 26% thinking it inconvenient.
- More than half (55%) of respondents have children and are married (71%).
- Most people interviewed travel by car no matter what the purpose of their visit. Taxis were the next most used mode of travel for this group.
- People interviewed had long stays downtown, with shopping trips averaging 4 hours.

Pedestrian Circulation: Existing Sidewalk Dimensions

- <8' Sidewalks
- 8-10' Sidewalks
- 10-12' Sidewalks
- 12-14' Sidewalks
- >14' Sidewalks



Notes:
Basemap and base data provided by SLDC.
Where information not given either no sidewalk exists or information un-attainable due to construction.

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G. Pedestrian Circulation

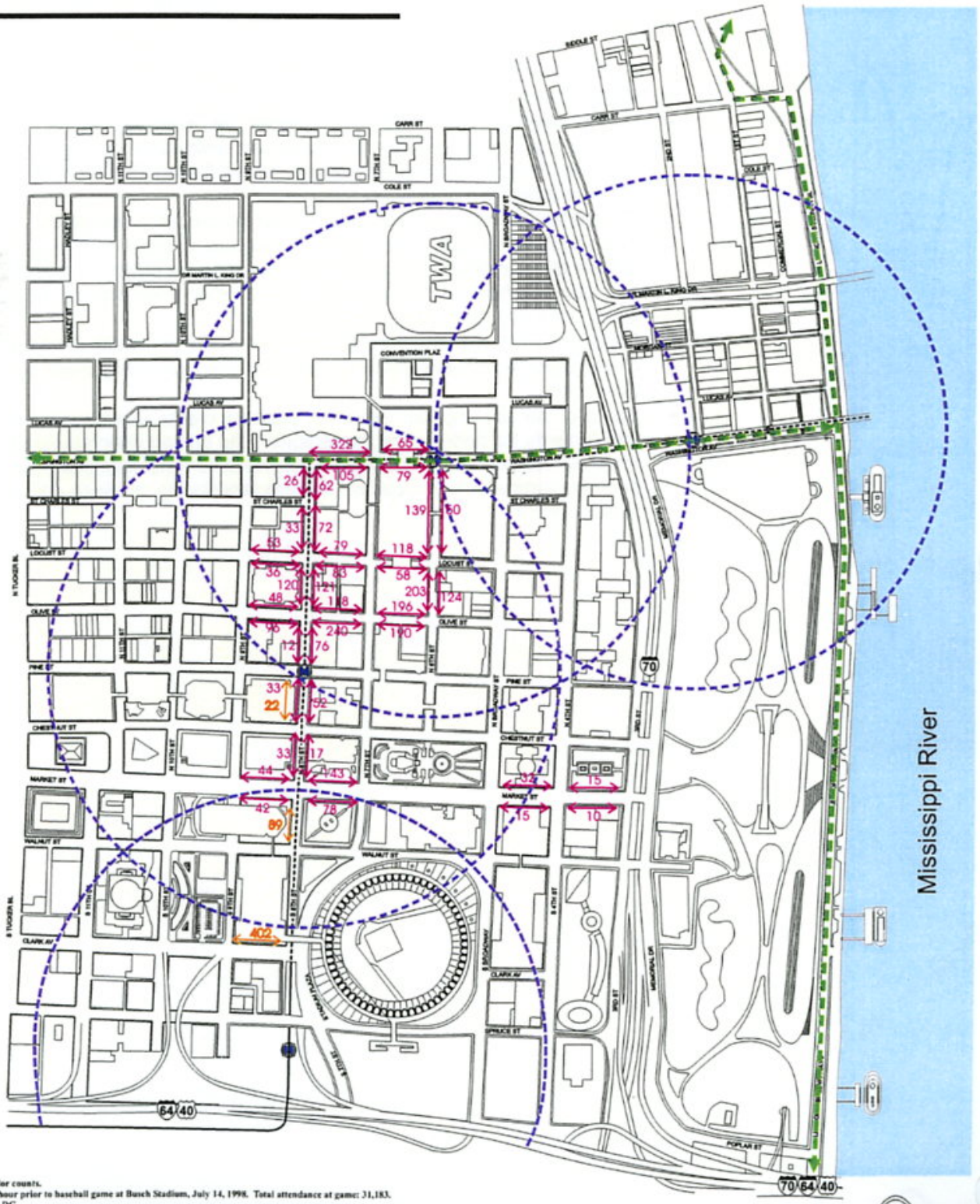
Sidewalks

The facing map provides an inventory of sidewalk widths. While sidewalk capacity appears to be sufficient for current and most future needs, sidewalk condition is a problem. The current condition of sidewalks in downtown can be characterized as follows:

- Condition is good to poor with cracks and displacement in many locations.
- Wheelchair ramps are incomplete.
- Storm sever drains frequently placed at corners create hazards for pedestrians. Their openings are large with awkwardly sloping pavement, and they are often without proper grates to shield them. The potential to trip or fall at these drains is frighteningly high.
- Pedestrian indications at some signalized intersections are poorly maintained.
- The sequence of traffic and pedestrian signals is often confusing, since many but not all intersection signals provide an exclusive phase for pedestrian walks that occurs when all signals are red. At other intersections, however, walk lights show simultaneously with green lights.
- Fences around abandoned buildings interrupt the continuity of pedestrian flow.
- Some signs within the sidewalks are too low, providing inadequate vertical clearance.
- Some of the openings for trees and planters create unnecessary obstructions and hazards for pedestrians. In particular, the curved concrete lip used around trees on the 500 block of Washington Avenue (and elsewhere) is difficult to see and surprising to encounter. People tend to trip on these and could easily twist an ankle.

Pedestrian Circulation: Pedestrian Activity

- 5 Minute Walk from MetroLink
- 15 Minute Pedestrian Counts Taken At Mid-day
- 15 Minute Pedestrian Counts Taken Prior to Event
- Existing Bikeways



Notes:
Counts are sample corridor counts.
Event counts occurred 1 hour prior to baseball game at Busch Stadium, July 14, 1998. Total attendance at game: 31,183.
Base map provided by SLDC.

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Pedestrian Activity

Mid-day pedestrian counts in expected high-activity locations are shown on the facing map. In general, these volumes are modest for the size of sidewalk. For example, the highest observations of 322 pedestrians on Washington adjacent to America's Center would flow freely in as little as 4 feet of unobstructed sidewalk width.

Experience

The core area is imminently walkable in terms of distance. The adjacent map shows "rings" that illustrate a walk of approximately 5 minutes from a MetroLink station located in the Downtown Core. In addition, the Core's center at 8th and Pine lies within a half-mile, or roughly a 10-minute walk, of any other point in the core. However, the sidewalk conditions detract from a good walking experience. Good maintenance and management would do much to improve the pedestrian experience. What is more challenging is the walk between the core and the riverfront where pedestrians have few crossing options and must traverse a distinctly harsh highway environment. Also, streets west of Tucker tend to be very wide (up to 81 feet), exposing pedestrians to a long crossing and many lanes of traffic.

Bikeways, Bike Route and Bike Storage

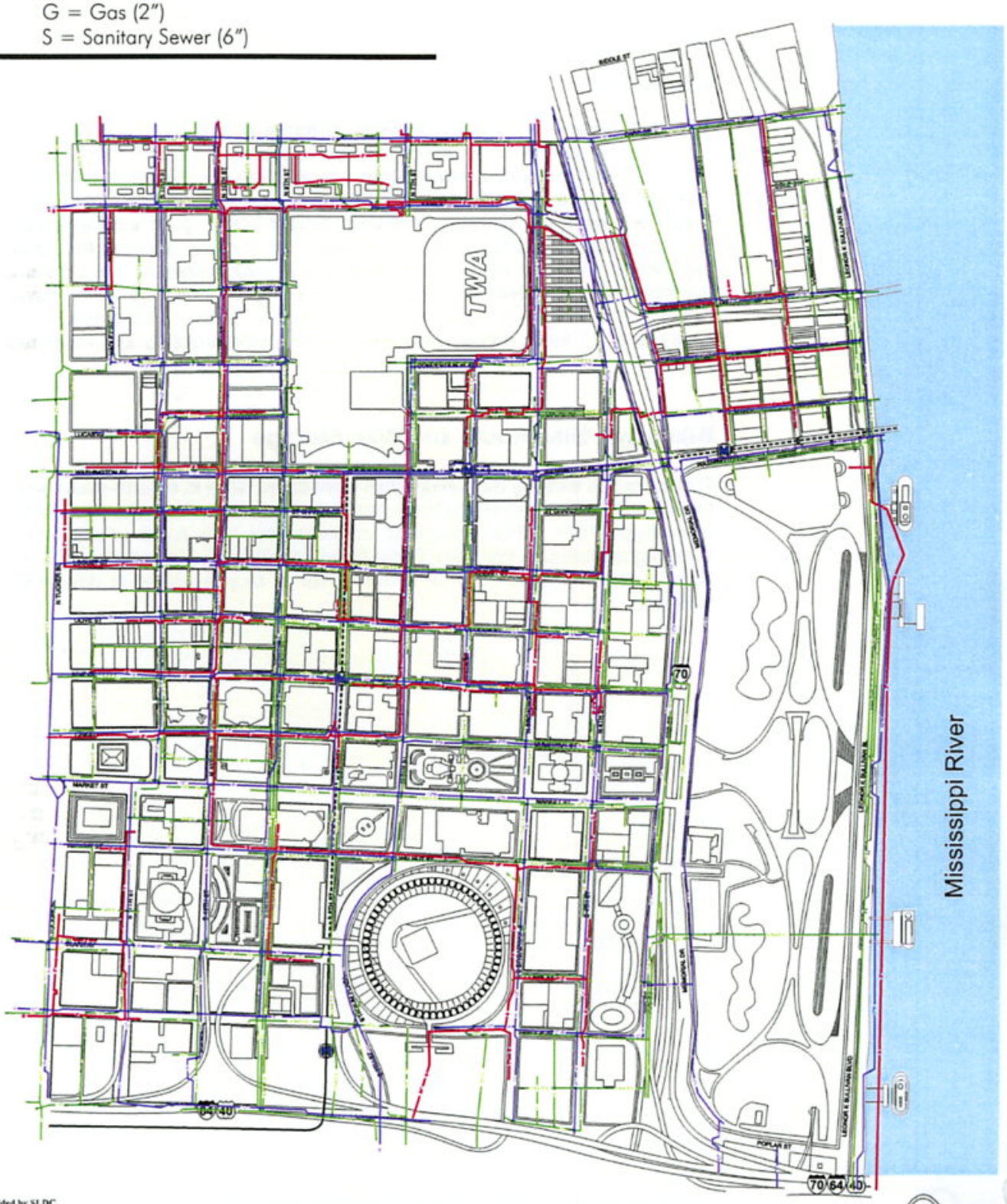
There are two existing bikeways within downtown. One is a north-south bike path, the Riverfront Trail, which extends into the Study Area from the north along the Mississippi River. The second is an east-west bike route which runs along Washington Avenue from the Eads Bridge to Tucker, and then shifts to Olive Street. No information on the current level of bicycle usage in downtown was available.

Infrastructure: Water, Sewer, and Gas

Existing Water Main
Existing Gas
Existing Sanitary Sewer

Note: Utilities shown include the following (with minimum sizes noted):

W = Water (6")
G = Gas (2")
S = Sanitary Sewer (6")



Note:
Basemap provided by SLDC.

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H. Infrastructure

Utility Infrastructure

The City of St. Louis Downtown study area has an aging infrastructure, but one with generally sufficient capacities for development/redevelopment projects. Construction of the infrastructure began near the turn of the century, and continued to support a City of St. Louis population of over 800,000 people in the 1960's. Today, with a population of 350,000 people, the infrastructure continues to age with much unused capacity. The historic population trends and utility conditions of the Downtown area are similar in nature to the overall City – loss of population, aging infrastructure, and available capacity for new development.

Nearly all City blocks have access to all utility services - sewer, water, gas, electric and telephone. Steam service is also available to some areas of the Downtown. Utility taps for new or redeveloped buildings are typically obtained through the local permit processes. Opportunities for development/redevelopment in the St. Louis Downtown area are seldom impeded by utility service access. However, special conditions and criteria are at times created by particular projects.

The capacity of many existing utility lines requires detailed analysis by specific location for pipe size, slope, materials, and condition. Proposed developments and redevelopments must be evaluated by business type and use for service load requirements. Proposed developments with significant changes in size and use from previous developments can require some utility service modifications.

Following is a brief description of the individual utility services in the Downtown area.

Sewers
The sewers are combined sanitary and storm water facilities under the jurisdiction of the Metropolitan St. Louis Sewer District. The sewer collection system is quite old but generally has capacities for existing and proposed developments and redevelopments. Sewer service is available along nearly all streets. The area is served by one of several regional wastewater treatment plants - also with adequate capacity.

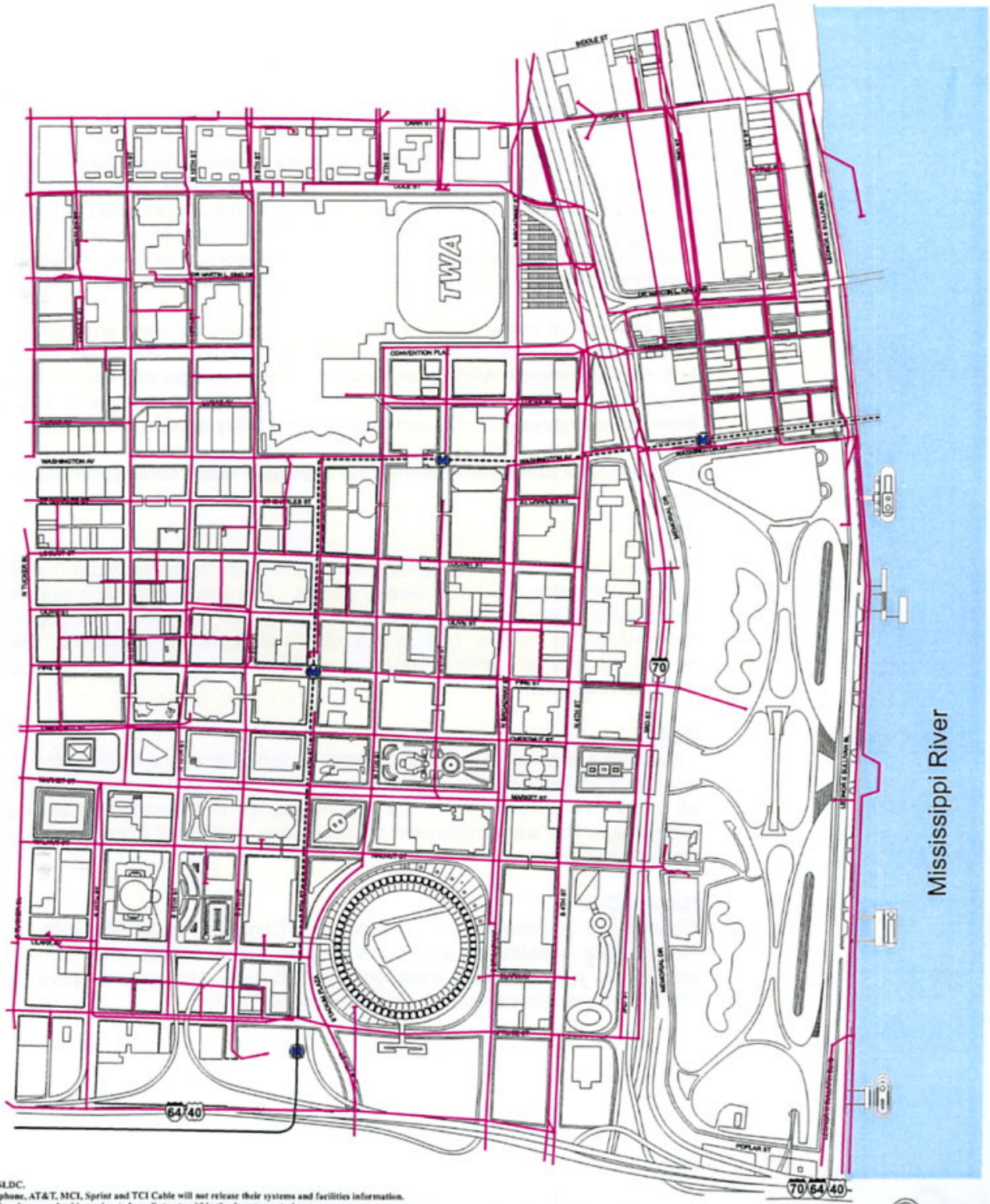
Water
The water system and treatment facility is owned and operated by the City of St. Louis Water Division. Water quality flow and pressures are generally adequate for all users. Water lines/mains are located along most streets and available to all properties. The water treatment facilities have significant excess capacity for the demand and use.

Natural Gas
Natural gas is provided by Laclede Gas Company, a private utility company. Natural gas lines/mains are located along most streets and available to all properties, with adequate pressures and flows. Historically, there has been reliable natural gas service by Laclede Gas Company.

Primary Electric Service
(All Underground)

North

Communications and Other Cabling: Electric, Telephone, Fiber Optics



Notes:
Basemap provided by SLDC.
Southwestern Bell Telephone, AT&T, MCI, Sprint and TCI Cable will not release their systems and facilities information.
Street light fixtures and underground cable are located on all streets within the downtown study area.

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construction. They have adopted design and construction standards for compliance by engineers and contractors for new development, and include detailed manuals for design of facilities, and extensive construction details for their standard facilities. These procedures generally apply to City Water, City Lighting and MSD Sewers.

Construction standards include specific standards for street lights (conventional street lighting and multiple pre-approved ornamental/decorative lighting standards), handholes/pull boxes, conduits, wiring, circuitry, etc. MSD standards include specific standards for the configuration and location of sewer manholes, storm water inlets, and grates; pipe materials and installation; and related connection methods.

Deviations from the utility companies/agencies standards require justification and approval from the responsible company. Their policy of utilizing standards and minimizing deviations is dictated primarily by maintenance and operations procedures and costs for special facilities.

Technology Infrastructure

Fiber Optic Network

There are over 386,000 feet of fiber optic cable within the St. Louis City limits. Almost every major street in the Downtown has access to fiber optic. A map of general locations of these cable locations is available for review in the City of St. Louis Communication Division. The main questions which remain unanswered are: does this fiber network serve the locations that the redevelopment plan will be concentrating on; are the size and quality of the installed fibers adequate for the job which the redevelopment plan will require; and are the costs/rates for these circuits reasonable and competitive for the business uses to which they would be put?

Experience with other cities and telephone companies across North America indicates that considerable extension to the existing infrastructure would be needed to meet all of the requirements needed for additional office, retail and residential use in the Downtown. Local providers will undoubtedly install additional communications facilities as required but the issues of timing and cost are areas that cannot be addressed at this time.

Abandoned Water Pipes

In many older cities across North America there exists a complex of old, abandoned water utility pipes that can be renovated at low cost and utilized as in-ground conduit for installing new fiber optic cabling. It would appear that St. Louis either has no such infrastructure or that all records of such facilities have been lost.

This approach does, however, indicate potential ways in which an established City resource may be utilized to bring the benefits of new technology to the area.

Cable Companies

The leading cable service provider in the St. Louis area, TCI Cablevision, currently only provides residential service in the area, utilizing slow-speed analog technology. They are planing an upgrade to faster, digital service in 1999 but will again be concentrating on predominately residential areas, with Downtown St. Louis scheduled for later completion.

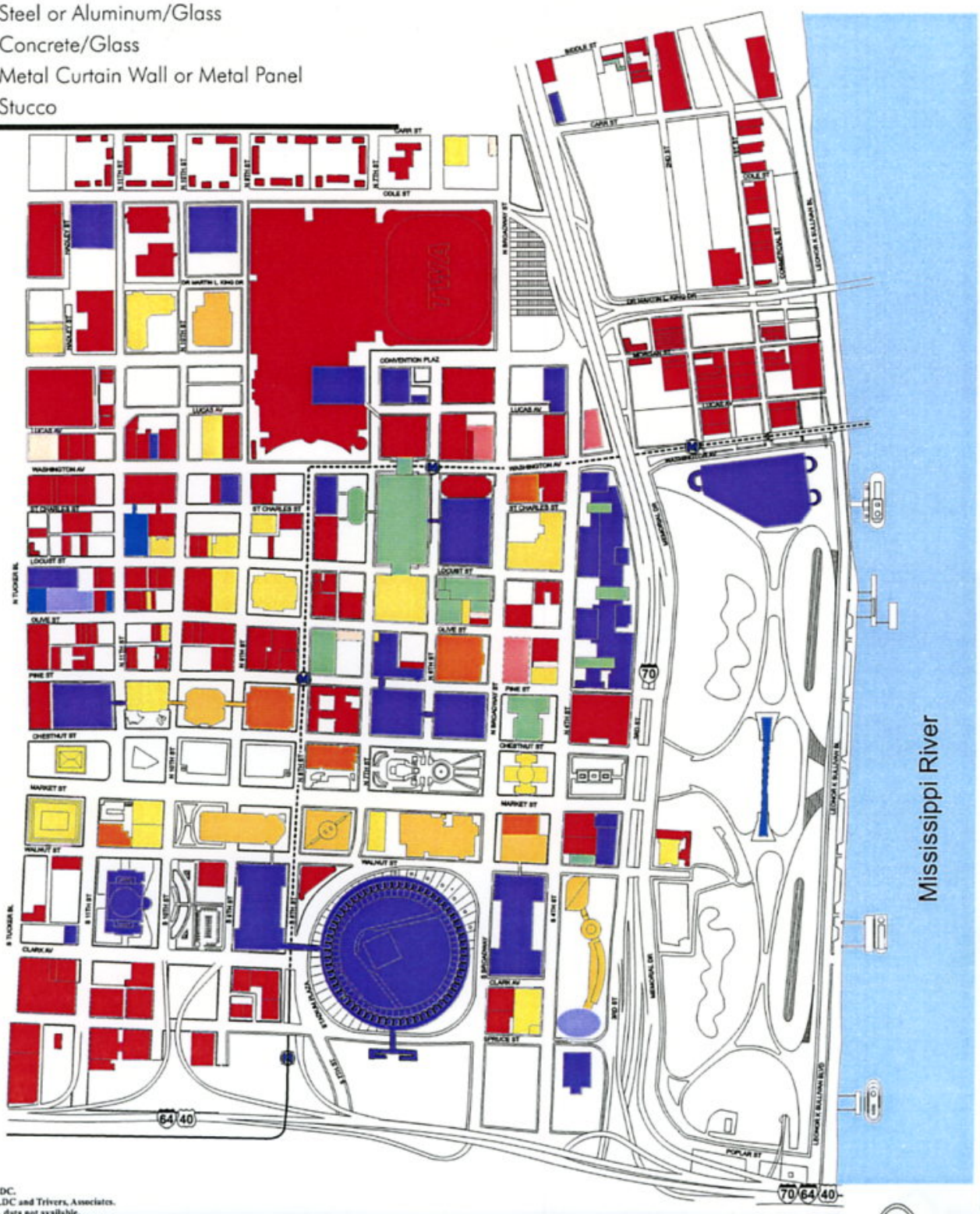
City Services

While no details have been provided, it is our understanding that the City of St. Louis is currently planning an extensive upgrade to the City traffic signal system. This will include the installation of new fiber optic cabling along many of the City streets in existing underground structures.

Depending upon the exact location of this planned infrastructure extension it may be prudent to install additional fiber strands that can be utilized to serve the business redevelopment needs of the St. Louis Downtown areas.

Building Conditions Analysis: Exterior Building Materials

- Brick
- Concrete
- Stone
- Glass
- Brick/Glass
- Stone/Glass
- Steel or Aluminum/Glass
- Concrete/Glass
- Metal Curtain Wall or Metal Panel
- Stucco



Electric
Electric service is provided by AmerenUE, a private utility company. Electric service is located along most streets with service available to all properties. Electric mains and distribution lines are generally underground, including transformer and switchgear in vaults throughout the Downtown area. Service capacity by AmerenUE has historically been positive.

Steam
Steam service is provided by Trigen - St. Louis from its plant north of Laclede's Landing. There are about 22 miles of steam pipe under the Downtown streets that service about 135 customers.

Telephone
Local telephone service is primarily provided by Southwestern Bell Telephone Company in the Downtown area and throughout much of the region. There are five competitive access providers in addition to Southwestern Bell, including Teleport Communication Group, Digital Teleport Inc., Metropolitan Fiber Systems, Fiber Net and MCI Metro Access. Telephone lines are generally underground in the Downtown area. Maps of the underground telephone line locations are not available from Southwestern Bell Telephone Company due to proprietary and security policies.

Long distance carriers in the City of St. Louis include AT&T, Sprint, MCI and World Com. Some local facilities of Sprint and MCI are reported to exist in the area. However, maps of their facilities will not be provided by them due to proprietary and security policies.

Cable Television
Cable television is provided by TCI Cable Company in the Downtown area. Cable television distribution lines are generally underground. Maps of the underground cable lines will not be provided by TCI due to proprietary and security policies.

Street Lighting
Street lighting is owned and maintained by the City of St. Louis Street Lighting Division. Most street light fixtures are standard cobra-heads. The City Street Lighting Division has several ornamental and decorative pole and luminaire light standard models that are pre-approved as City Standards. Other models can be submitted and requested for approval and use. The Lighting Division does have adopted standards and specifications for design and construction of street lighting facilities.

Standards
The replacement and extension of utility distribution facilities are under the control and responsibility of the individual utility companies/agencies. Replacements of utility distribution facilities are generally a function of capacity needs and demands, emergency repairs, and operation-maintenance procedures and policies.

Design and construction standards have been developed by the various utility companies and agencies. Several of the utility companies provide their own design and construction within street right of ways and to the building development. These procedures generally apply to Laclede Gas, Union Electric, steam, telephone and cable television.

Other utility companies and agencies provide limited design and construction assistance for distribution facilities replacement or extensions related to new

I. Building Conditions Analysis

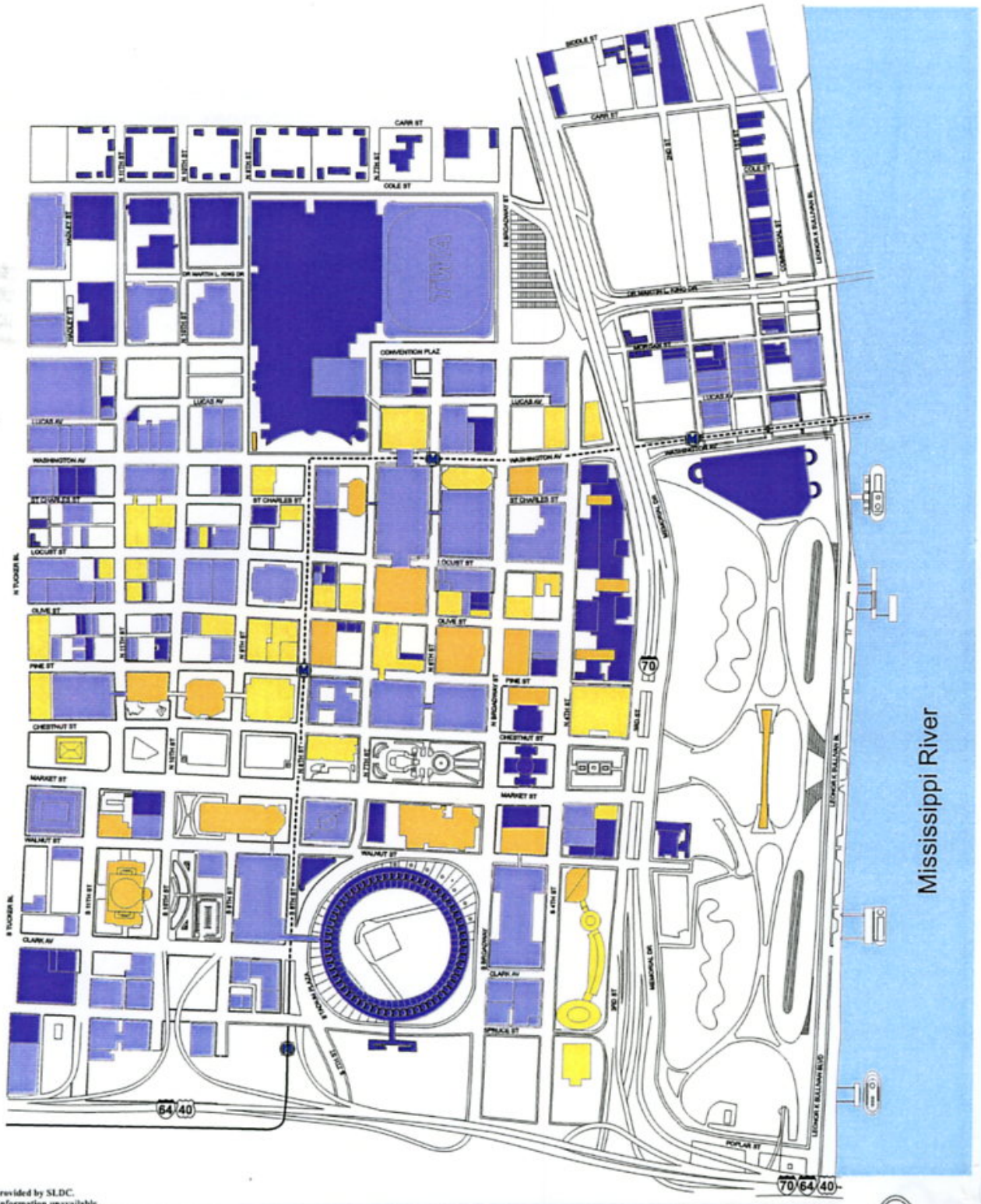
Exterior Building Materials

The predominant exterior material of existing buildings is indicated on the facing map. In cases where glass is 50% of the exterior, both materials are listed. The majority of buildings have brick as the predominate exterior material, with most of these buildings constructed before 1950. Stone, granite, and terracotta were also widely used. Many new buildings are sensitive to this and reflect the predominance of these materials, including the America's Center and the Edison Brothers Building. A much smaller portion of the buildings in the Downtown Core are clad in steel, aluminum or stucco. Glass as a predominate exterior material is evident in newer buildings in the Core.

Building Conditions Analysis: Building Height

- 1 - 3 Stories
- 4 - 9 Stories
- 10 - 19 Stories
- 20 - 52 Stories

North



Notes:
Basemap and base data provided by SLDC.
Where data not mapped information unavailable.

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Building Height

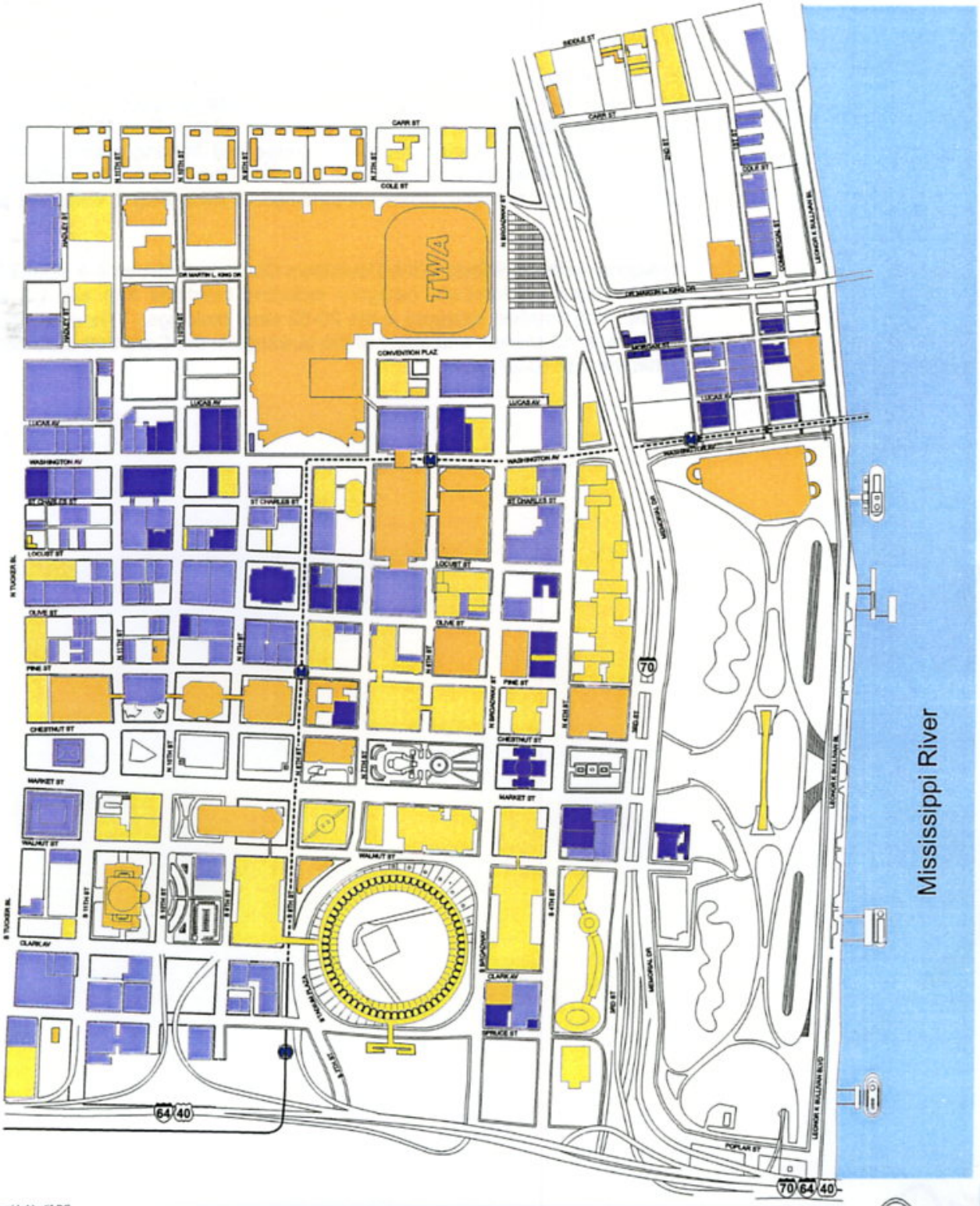
While the Arch is in itself a dominant skyline feature throughout Downtown, the experience of the place is also determined by a secondary skyline. This skyline is composed of such buildings as the Old Post Office, the 7-9 story buildings along Washington Avenue, and the consistent 15-17 story historic buildings in the 'old Core' bounded by Chestnut, Tucker, Washington and 3rd Street. The secondary skyline is a datum for the Arch in that it does not compete with the Arch's strong formality.

In contrast are a number of modern buildings such as the Sverdrup headquarters and the Quality Inn on the riverfront, which in their "uniqueness" are not effective background buildings. The taller buildings along the Mall, such as the Southwestern Bell complex, provide an edge and framing element of this grand public space. Buildings within the Mall punctuate the space. The profile of the new Courts Building, currently under construction, is becoming a dominant feature in the skyline.

A majority of the buildings in the Downtown Core are between 4-9 stories in height, with the next predominate category including buildings that are 1-3 stories in height. The smallest category is the 20-52 story buildings. This category includes the Arch, at 52 stories, and many of the buildings in the Core that were constructed within the last 10-20 years.

Building Conditions Analysis: Building Age Survey

- Pre - 1900
- 1900 - 1950
- 1951 - 1980
- 1981 - Present



Notes:
Basemap and base data provided by SLDC.

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Building Age

Some districts within the Downtown Core include late turn of the century and early 20th century building stock. Other areas have predominately been redeveloped through 1950's and later reconstruction, and occasionally included a consolidation of blocks and ultimate destruction of a continuous grid system. The lands east of Broadway Street and south of Market Street include a larger block structure due to the historic industrial nature of these areas.

The existing urban fabric of the City, particularly in the upper west side and Washington Avenue areas, is relatively intact. The primary holes in the urban fabric occur in the Mill Creek area, and in the northwest quadrant of the prime study area. These holes are due to historic use of the lands (i.e. railyards), and more so to abandonment and eventual demolition of buildings.

A key next step will be the identification of specific buildings to retain, particularly those at defining locations, such as the Old Post Office area, the Tucker-Washington area and Cupples Station.

Retention of this historic character with the selective retention of defining buildings is essential in maintaining the distinctive identity of the aforementioned districts.

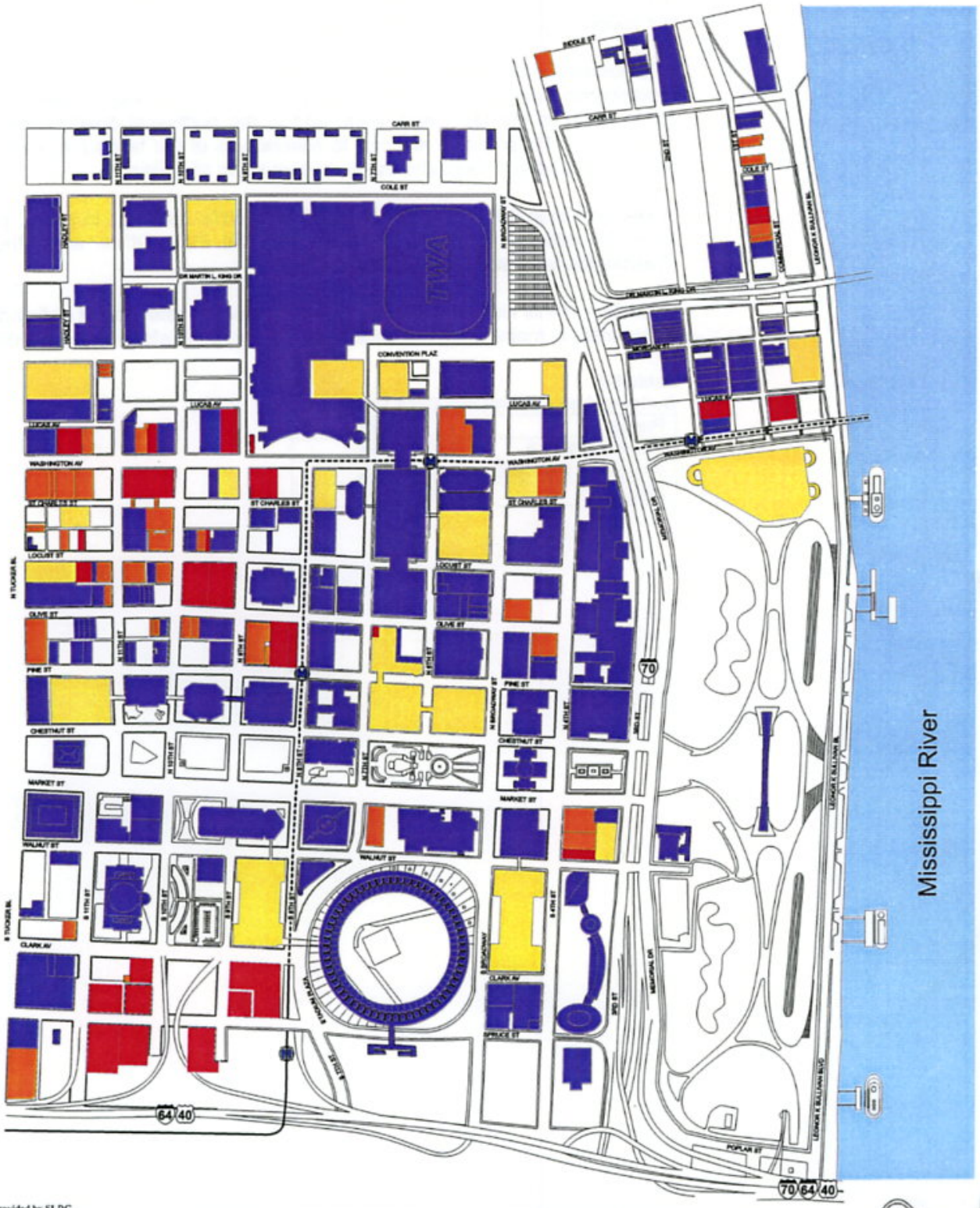
Table II-8
Building Age – Downtown Core Totals

Pre 1900	7 Blocks
Pre-World War II	28 Blocks
World War II to 1980	32 Blocks
Post 1980	50 Blocks

Building Conditions Analysis: Building Usage and Occupancy

- Vacant
- Underutilized
- Occupied / Utilized
- Parking Structure

North



Building Use and Occupancy

Building usage is a key indicator of the overall health of the Downtown building fabric.

Over 50% of the area between 8th and Tucker, Washington and Pine is comprised of vacant lots and underutilized buildings. Conversely, the area east of 8th is nearly 90% occupied with the exception being four historic buildings in the Broadway/4th area.

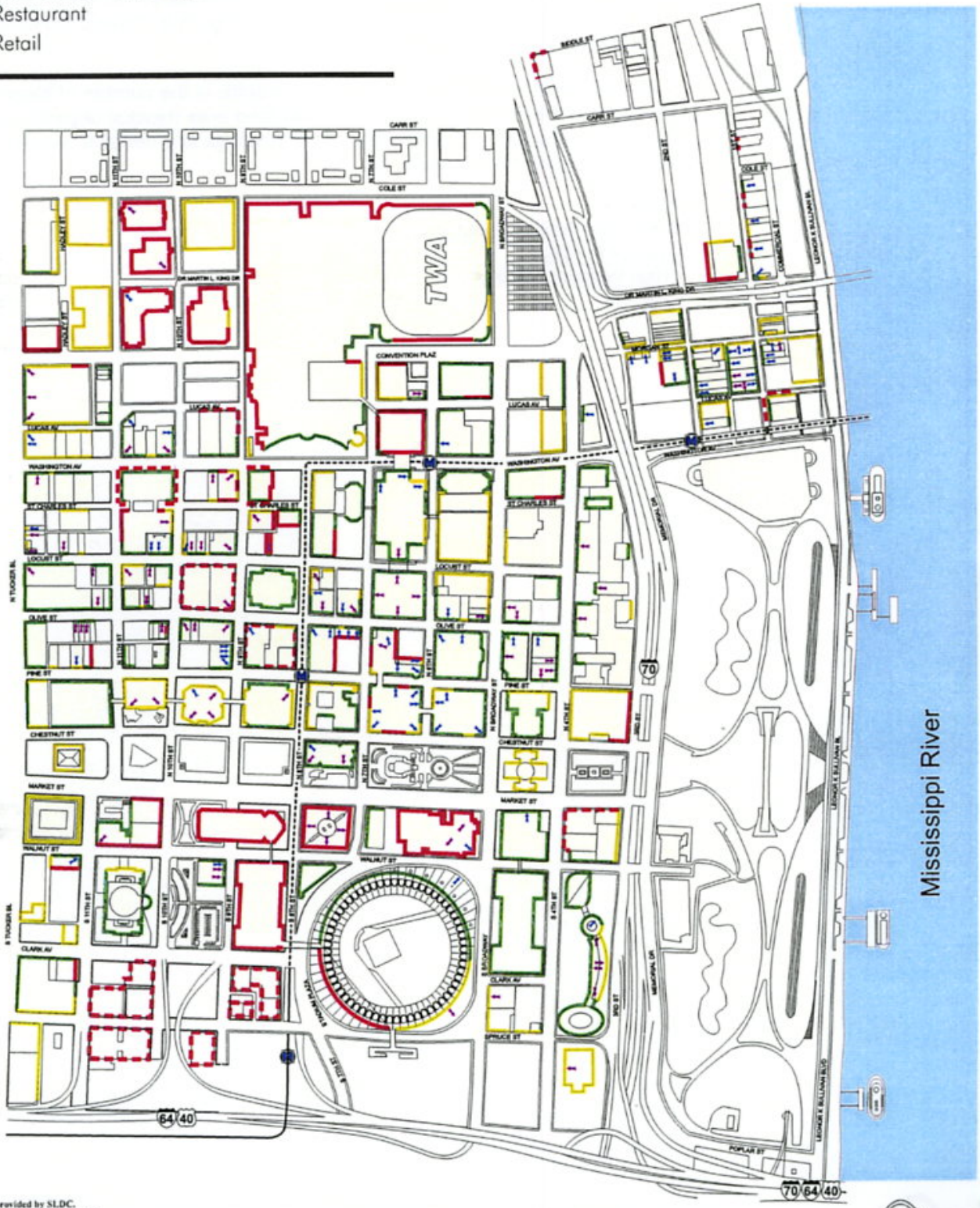
A negative feature visible on the adjacent graphic is the number of blocks devoted to parking within the Downtown Core. This land area (blocks) of parking structures approaches the total land area in modern buildings and certainly exceeds the land area in occupied historic buildings.

Table II-9
Downtown Totals – Building Use

Vacant Buildings	10 Blocks
High Vacancy Buildings	10 Blocks
Parking	55 Blocks

User Framework: Street Level Transparency Conditions with Restaurants and Retail

- Boarded Up or Bricked-in Windows
- Solid Facade
- Less Than 50% Facade and Window Openings
- More Than 50% Facade and Window Openings
- Restaurant
- Retail



Notes:
Basemap and base data provided by SLDC.
Where data not mapped information unattainable.

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J. User Framework

Overview

The user framework refers to some general urban design perceptions about Downtown St. Louis. What is it like to walk on a Downtown street? Where do we go to eat, shop, sit, or take a photo? Where do we go at night or congregate during the day? What memories persist and shape our present day experiences? And, how does the physical environment contribute to or hinder the functioning of a Downtown for people?

Building Street Level Transparency

The level of ground floor transparency is often a good indicator of the quality of the pedestrian experience in a downtown. Buildings that meet the street, are inviting, and present activity, enliven the street experience and create visual interest. Opaque buildings, particularly those that are not designed at a pedestrian scale, deaden the street and make walking around Downtown less attractive. Often, a four block walk on an interesting street passes in a flash and is viewed as pleasurable by even the most car-dedicated among us, while the same walk on a street with blank, overscaled walls seems quite long to many and is usually avoided, regardless of the quality of streetscape.

Transparency, though, is more than just glazing for a good pedestrian street is one that is marked by a combination of activity, visual access to buildings, and pedestrian scale. A close examination of historic buildings in Downtown, such as the Wainwright, the Arcade, and the Syndicate, offer clear examples of this combination of retail frontage, clear entries, finely scaled details, and a distinction between the base and the shaft of the building. Similarly, buildings such as the Civil Courts and the old Federal Building at Tucker and Market, while not literally transparent, present prominent entries with welcoming stairs combined with well scaled and detailed street frontages that signify their civic importance.

A general overview of street frontages suggests considerable opportunities for potential street activity on core streets within the Downtown. Indeed within the core area on Olive and Locust from Tucker to 4th Street, most buildings are at least 50% transparent (with many approaching 100%) with a consistently built street frontage containing storefronts, building lobbies, and significant glazing. On Olive Street, existing retail frontage is surprisingly consistent from Tucker to 4th, with the section from 10th to 4th fairly well leased, although that leasing is more sporadic from 6th to 4th.

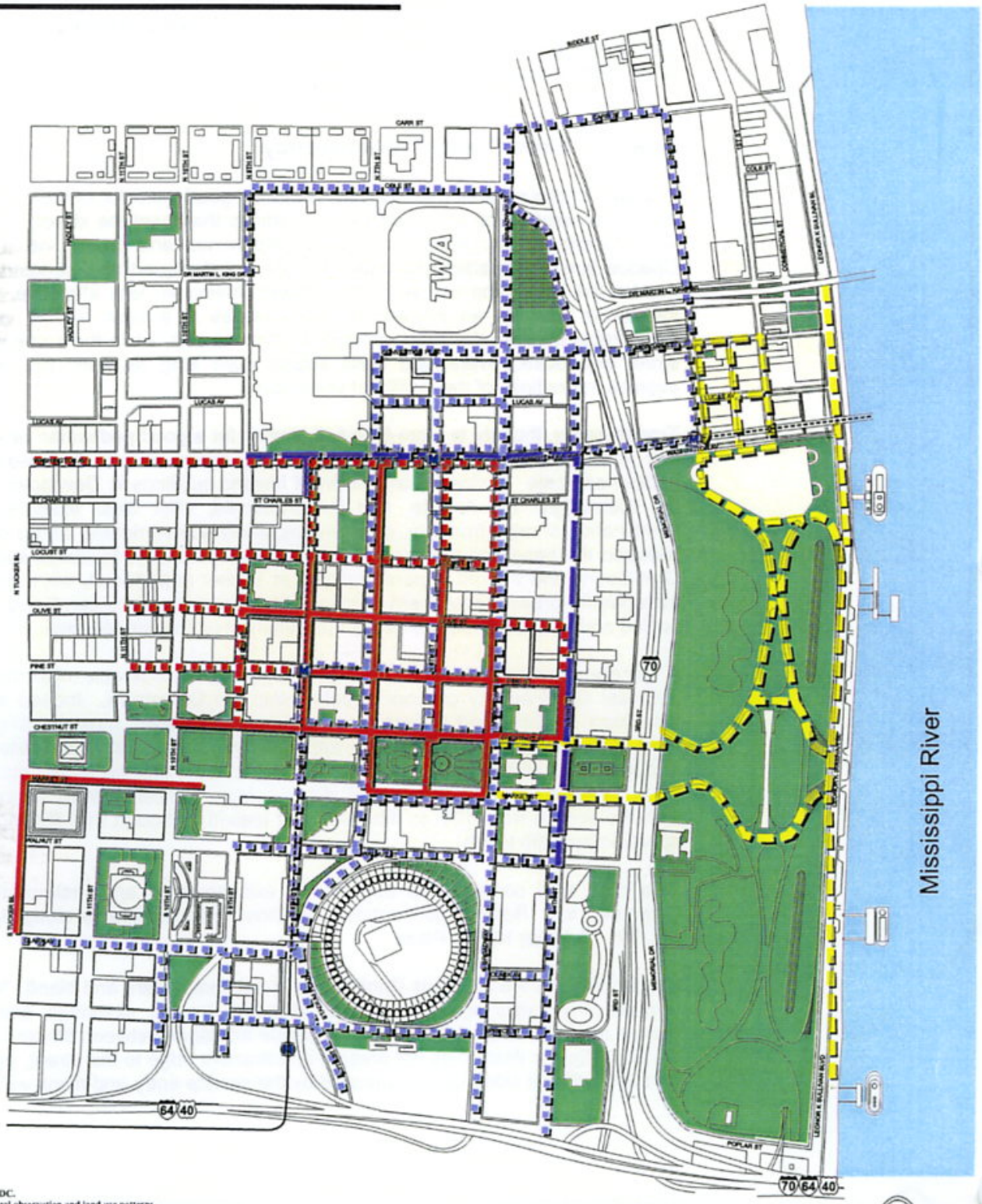
This core area contains the bulk of the existing retail and restaurants in the Downtown too. Retail is concentrated on Olive, with restaurants along Broadway, 6th, 7th, and near Kiener Plaza.

Locust Street in the St. Louis Center area is noticeably dark and bland. Whatever transparency exists is overshadowed (literally) by the skybridge and parking garage near 6th, and a series of more opaque frontages between 6th and 4th. The St. Louis Center itself does not present an attractive edge to the street, particularly on the 7th Street side that is dominated by the service entry and blank walls.

User Framework: Pedestrian Corridors and Open Space

- 9-5 (Typical Workday, High Volume)
- 9-5 (Typical Workday)
- Sporting Events
- Convention Events
- Tourist Circulation
- Open Space

North



Notes:
Basemap provided by SLDC.
Information based on visual observation and land use patterns.

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The Washington Avenue area also offers a pedestrian scaled, consistently transparent, finely detailed street frontage as is befitting what once was an active wholesaling and retailing area. Although, the street has a overall appearance of vacancy, many of the frontages have some form type of activity, often behind many years of facade neglect.

The north-south streets in the core are inconsistent with generally the older buildings built to the property line with retail frontage and prominent lobbies, and newer buildings setback with landscaping, arcades, and parking garage entrances. Particularly problematic are the parking garage on 7th at Pine and the garage entry near the MetroLink stop on 8th Street south of Pine.

Fourth Street has an interesting array of older buildings with offices at the ground floor which are very transparent while on the east side of the Street, the Mansion House complex alternates between active retail frontages and parking entries, punctuated by setback building entrances.

Newer buildings near the Mall, tend toward a less consistent street frontage as befitting their more object-like designs. Buildings are setback with retail usually in the setback areas. As a result, although the buildings are "transparent" they are remote from the sidewalk and don't enliven the mall. Buildings to the north of the Mall are more responsive to the street, particularly the ground level of the parking garages between Broadway and 7th, which contain a number of restaurants. To the south of the Mall, though, the object buildings are very inward-focused with podiums and architectural statements taking precedence over the pedestrian experience. In certain instances, this experience is mitigated by excellent landscaping, such as on 10th and 11th at the Mall, but this landscaping is tempered by the rather dreary pedestrian passage that occurs on 9th Street under the Nations Bank building.

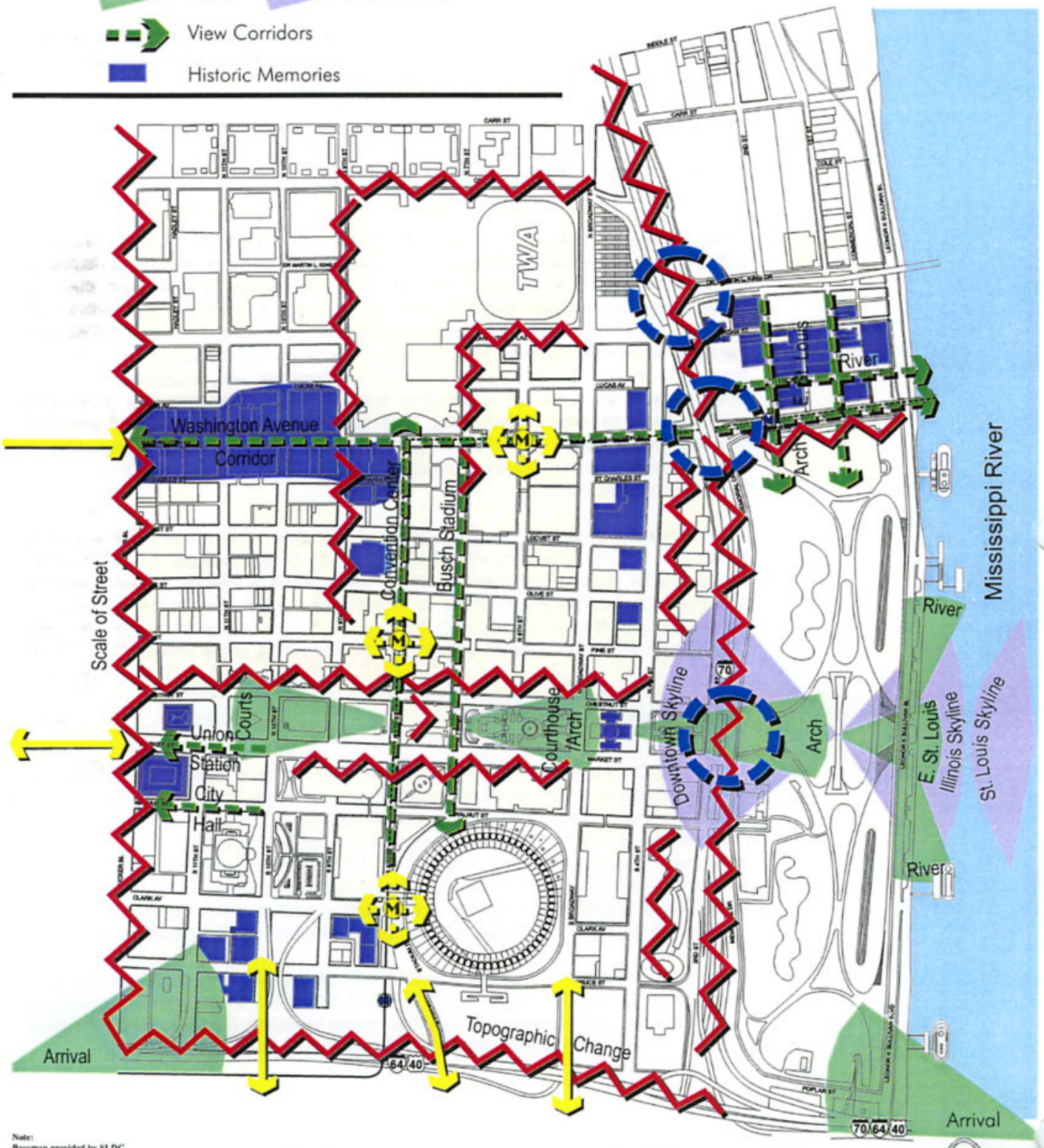
The consistent challenge through much of the core is to enliven the excellent building frontages that already exist on most of the streets north of Pine. Transparency is rendered meaningless if the building is empty. Indeed, in such instances the transparency serves to exacerbate the vacancy of the building. A more difficult challenge is to activate the ground floors of the newer buildings in the Mall area, many of which were designed with their backs to the street.

Pedestrian Corridors

Pedestrian Circulation within the Downtown Core includes a clear path of daytime employee circulation versus tourist and visitor circulation. The primary paths of 8-6 circulation occur north to south along Broadway, 6th, 7th and 8th Streets, with connections to surface parking lots in Mill Creek continuing the north-south movement along Broadway and 8th. East-west movement for Downtown employees occurs primarily along Washington, Locust, Olive, Pine, Chestnut and Market from Broadway to 8th, with some further west movements along Chestnut and Market for traffic traveling to Union Station and also along Locust and Pine.

Pedestrian circulation for sporting events will vary depending on which venue is being used. Primarily, pedestrian traffic will flow from those parking structures within the core north to America's Center, south to Busch Stadium, and southwest to Kiel Center. America's Center also pulls pedestrian traffic along Cole as

User Framework: Linkages/Barriers/Views/ Historic Memories



Note:
Basemap provided by SLDC.

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additional parking structures west of the Center and surface parking lots east of I-70 north of Laclede's Landing.

Convention Center activity will likewise flow from surrounding parking structures, and as well from each of the hotels within the Downtown. As some of the larger hotels are located on Broadway, a significant amount of this foot traffic may occur along Broadway to Washington.

Tourism circulation occurs primarily from the designated Jefferson Memorial Expansion Grounds structure located east of I-70 and south of Washington to the Arch and north to Laclede's. Some of this traffic will flow east-west between the Arch grounds and Downtown west of I-70, however most tourists currently are probably not taking advantage of venturing into the Downtown area.

Some of these pedestrian activity corridors do not take place along very pedestrian friendly environments and/or open space. There is a good deal of movement east to west along both sides and through the mall, however the experience, especially along Market, is not ideal due to have traffic movement, lack of adequate landscaping and building location, massing and street level architectural quality. Tourist travel within the grounds may be a pleasant experience, but once those tourists leave the Arch grounds and try to either go north to Laclede's or west into Downtown, there is a definite breakdown in the quality of the pedestrian environment that tourists are exposed to.

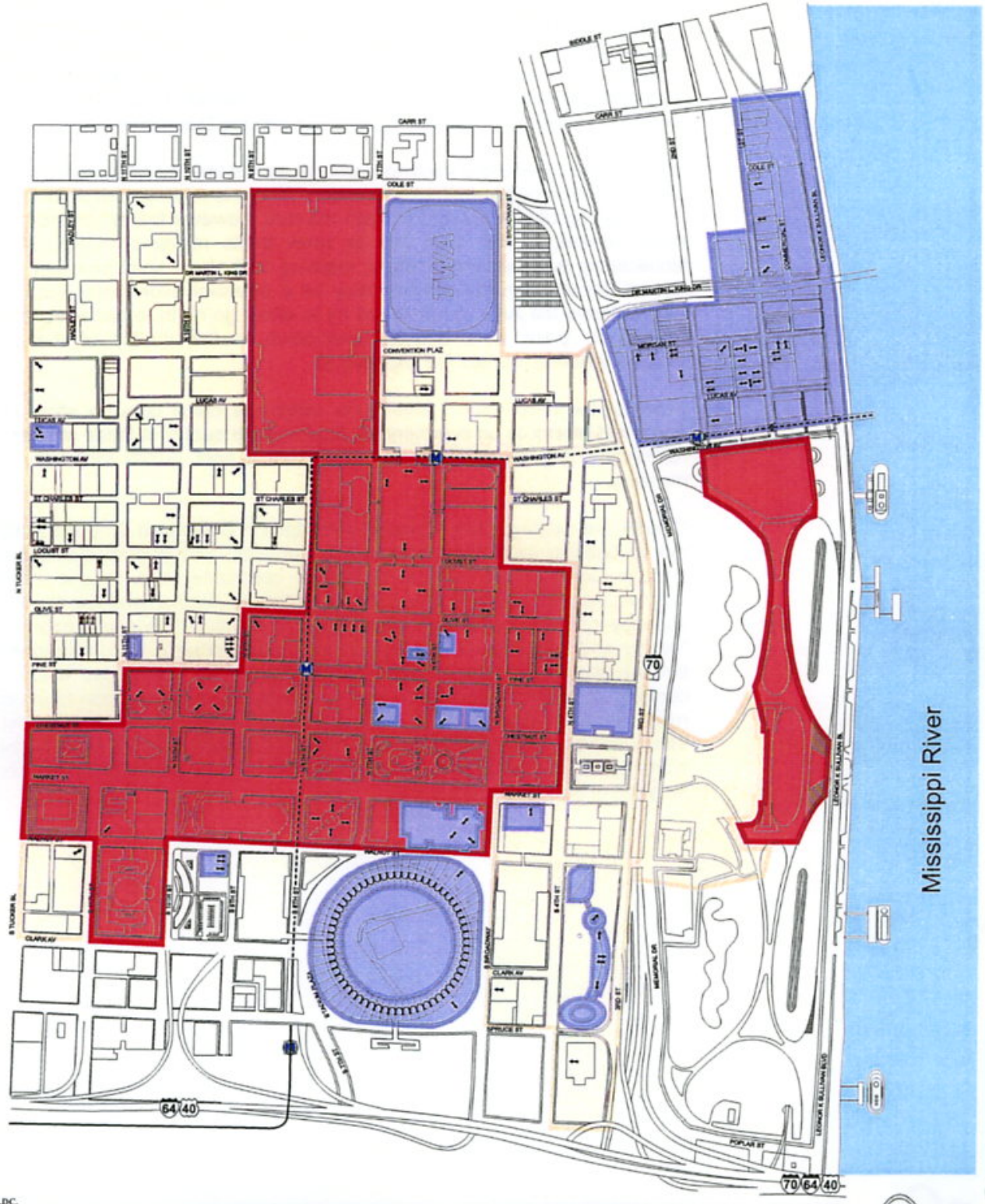
Some of the north-south movements within the office core do allow for pocket parks and plazas to be experienced, however the quality of these spaces does not necessarily provide an adequate relief from a poor quality street level building massing.

Overall, the existing districts and streetscapes in Downtown St. Louis suffer from a mix of building styles and setbacks, pavements, and vertical elements such as signage, lighting and bus stops that all contribute to a chaotic environment. Further, the lack of street trees and other 'green' elements along streets and the absence of clear pedestrian crosswalks contribute to the perception of a non-friendly and unhealthy user environment. Improvements in connections into and through the Downtown for tourists as well as for day-to-day users must be completed on a comprehensive level to return the existing urban fabric back to a more livable environment for those users for whom it has the greatest impact. These improvements can include redesign of existing spaces but also includes a comprehensive streetscaping effort to allow a linear experience that is pleasant for all types of pedestrians.

Primary Daytime Activity Zone
Secondary Daytime Activity Zone
Daytime and Nighttime Activity Zone
Individual Uses: Restaurants, Bars, and Retail

North

User Framework: Existing Daytime and Nighttime Activity Zones and Uses



Note:
Basemap provided by SLDC.

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Existing Daytime and Nighttime Activity Zones

Daytime activity is concentrated in the office core area and the Arch grounds reflecting the two primary daytime users: office workers and tourists.

Within the office core area, the Mall and adjacent blocks near Olive, Pine, 6th, 7th, and 8th Streets, is a focal point of activity, especially during the lunch hours. This activity is due to the concentration of restaurants, services and office buildings in this area. St. Louis Center also draws a good lunch crowd, primarily through the 6th and Locust entrance. Similarly, the Mall area near Tucker is a hub of activity due to the proximity of government offices and courts. With the imminent opening of the new Federal building, this area will see increasing activity.

Tourist and visitor activity is concentrated in the Arch Grounds, particularly between the Arch and the parking garage, Laclede's Landing and around America's Center. Before and after daytime baseball games, the area in and around the Mall sees considerably more activity as well.

The remaining areas of the core are secondary daytime activity zones. There are uses west of 8th Street, but they are not consistent. As a result, activity is concentrated near occupied buildings and the connections to more active services east of 8th Street.

Nighttime activity is concentrated in Laclede's Landing and around the few restaurants and bars that are open in the evening. They include the Adams Mark, the Marriott, and the restaurants along the Mall.

On nights with sports events, the restaurants and bars have increased patronage before, during and after the games, and there is noticeable activity in adjacent parking garages. The increased vehicular traffic on freeway access streets also adds considerable liveliness to the downtown.