



Location. Connectivity. Opportunity.



For more information contact:

Rob Orr

St. Louis Development Corporation

(314) 622-3400, ext. 330

OrrR@stlouiscity.com

www.stlouis-mo.gov

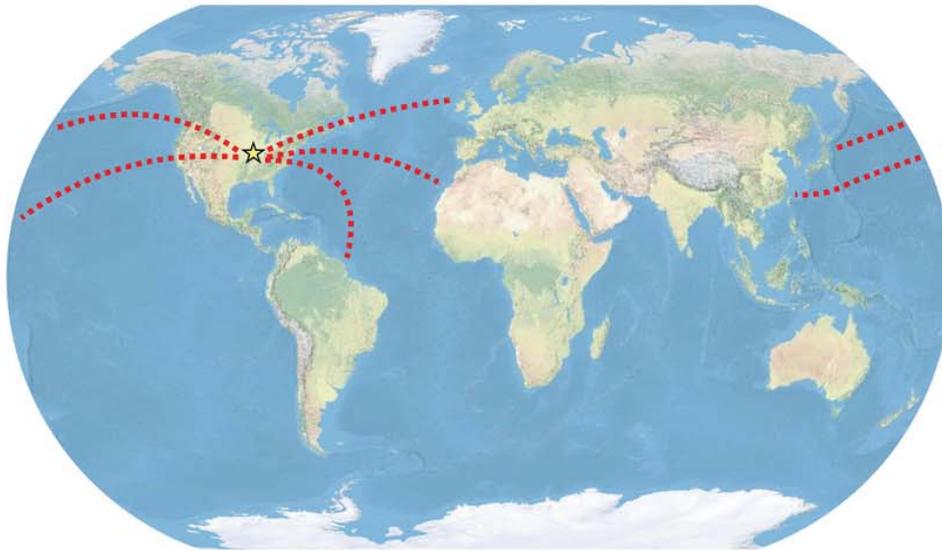


NORTH
RIVERFRONT

COMMERCE CORRIDOR

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CENTERED AND CONNECTED: NORTH RIVERFRONT COMMERCE CORRIDOR IS POSITIONED FOR BUSINESS AND INDUSTRY GROWTH

St. Louis is near the geographic heart of the continental United States, located in close proximity to major metropolitan areas: Kansas City (250 miles), Chicago (300 miles), Indianapolis (250 miles), and Memphis (300 miles).

St. Louis is within 500 miles of one-third of the U.S. population and within 1,500 miles of 90 percent of the people in North America. The City is a centrally located transportation hub of national importance. Key advantages of the region include:

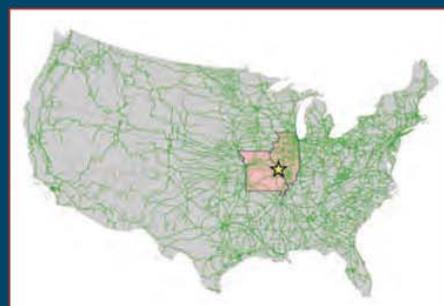
- Six Class I railroads handling thousands of rail cars daily.

- Over 120 docks and terminal facilities connecting St. Louis to industrial centers in 15 states and worldwide. The Port of Metropolitan St. Louis is the second largest inland port.
- Four interstate highways and four interstate linkages.
- Two major full service airports and three regional airports and major Foreign Trade Zones.
- Numerous multimodal facilities served by railroad companies and other carriers.
- Eleven rail and vehicular Mississippi River crossings.

CONNECTIONS BY AIR



CONNECTIONS BY RAIL



DISCOVER A LOCATION SUITED FOR OPPORTUNITY

The North Riverfront Commerce Corridor (NRCC) is a 3,000-acre multimodal logistics and business district located on the north end of downtown St. Louis. The NRCC provides direct access to: I-70; six Class I railroads through the Terminal Railroad Association of St. Louis, BNSF and Norfolk Southern; the Mississippi River through the Municipal River Terminal (MRT); and improved regional connections through the new Mississippi River Bridge. The NRCC offers locational and infrastructure advantages, positioning it as the ideal location to make and move product nationally and internationally. Currently, the NRCC is home to:

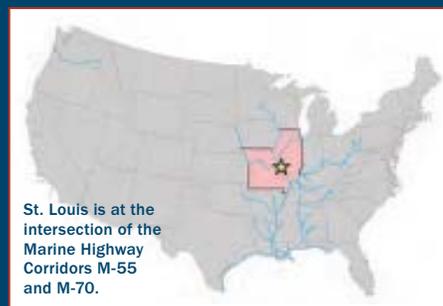
- **A Strong Fabric of Existing Businesses and Industries** including Procter & Gamble, Dial Corporation, Covidien, Produce Row, Performance Food Group and ADM.
- **River Commerce** including the MRT (a public, general-purpose dock), as well as multiple private river terminals and facilities.
- **Distribution, Logistics and Manufacturing**, the results of direct access to multiple interstates and railroads, provide strong infrastructure for existing and new businesses.
- **Development Districts** that provide a long-term land use vision to accommodate a range of businesses and uses.
- **Recreational Amenities**, including the Riverfront Trail, McKinley Bridge Bikeway, the Mary Meachum Freedom Crossing, and the future Iron Horse Trestle, provide quality of life benefits and ecotourism opportunities. Also, the world renowned Gateway Arch is a short bike ride away.



CONNECTIONS BY INTERSTATE



CONNECTIONS BY WATER



NORTH RIVERFRONT COMMERCE CORRIDOR AT A GLANCE

NRCC AREA

- 3,000 acres along the North Riverfront, from the north edge of downtown to Maline Creek, and west to I-70 and North Broadway
- City's best location for industrial growth
- 800-1,000 acres of vacant/underutilized land
- Available industrial space
- Density of existing trucking terminals

PORT OF METROPOLITAN ST. LOUIS (PMSL)

- As defined by the Army Corps of Engineers, stretches along 70 miles of the Mississippi River, and includes over 130 Missouri and Illinois facilities
- America's second largest inland port by trip-ton miles, and third by tonnage
- Northernmost lock- and ice-free port on the Mississippi
- Handles approximately 33 million tons of freight annually
- Includes the 19-mile City of St. Louis Riverfront
- St. Louis Port Authority manages 49 lease agreements with various users, including 27-acre Municipal River Terminal

MUNICIPAL RIVER TERMINAL (MRT)

- Intermodal facility which will procure a long term lease in 2013
- 670-foot North Dock, and 800-foot South Dock
- Construction is underway to connect the North and South Docks, resulting in one 2,000 foot dock
- Covers 27 acres, with 90,000 square feet of warehouse space
- Has capacity for 4M-6M tons annually
- Major throughput includes coal, salt, grain, chemicals, steel, and scrap metal

BUSINESS/INDUSTRIAL COMPANY PROFILE

- Estimated 10,000 jobs in the area
- Approximately 560 existing businesses
- Major Businesses include: Procter & Gamble, The Dial Corporation, Covidien, St. Louis Produce Market, Performance Food Group and ADM
- Freight and railroad facilities
- Major commercial and industrial companies
- Warehouses and distribution centers
- Specialty (scrap metal, mom-and-pop businesses, restaurants, service stations)

MULTIPLE TRANSPORTATION INFRASTRUCTURE SYSTEMS

- Water – MRT provides access to inland waterway system and the Gulf
- Highway – Interstates 70, 55, 44, 64, 270, 255 and 170
- Railroads – Six Class I railroads
- Air – Close Proximity to Lambert-St. Louis International Airport and MidAmerica Airport in Illinois

SIX CLASS I RAILROAD FACILITIES

- BNSF Railway, CN, CSX, Kansas City Southern, Norfolk Southern, and Union Pacific
- Connected by two regional short lines
- Two railroad bridges, MacArthur and Merchants

RECREATIONAL SITES

- Branch Street Trestle and Iron Horse Trestle
- The McKinley Bridge Bikeway
- St. Louis Riverfront Trail

FUTURE ATTRACTIONS IN PROXIMITY

- New Mississippi River Bridge (MRB)
- Arch Grounds design project
- Private investment and development
- Public infrastructure including Adelaide and Carrie Street improvements
- Mary Meachum Freedom Crossing

SURROUNDING NEIGHBORHOODS

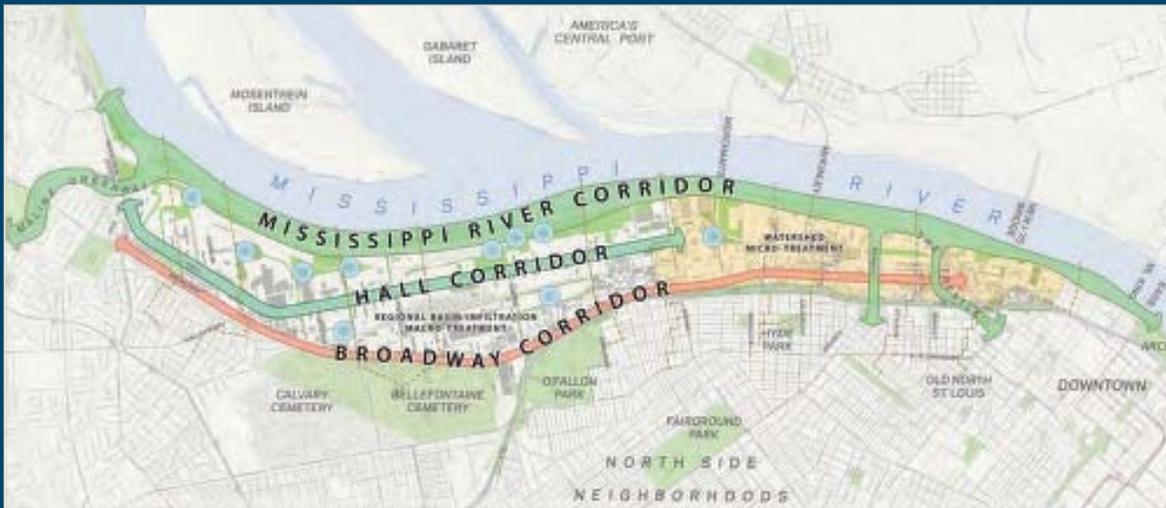
- Downtown
- Old North St. Louis
- Hyde Park
- Baden
- Laclede's Landing and Lumiere Place



Existing Municipal River Terminal



Future Municipal River Terminal



NRCC CORRIDORS

The NRCC's three defining features are the Mississippi River, North Broadway and Hall Streets. These corridors provide the framework for major investments within the NRCC and have the following key objectives:

- Enhance NRCC's image through aesthetic improvements to provide a positive first and last impression
- Fully leverage key transportation assets (river, road and rail) through strategic infrastructure investments to transform the NRCC into a multimodal hub
- Target key industries and businesses based on NRCC assets





NRCC DEVELOPMENT DISTRICTS

The NRCC corridors are subdivided into six distinct Districts. These Districts are delineated based on variations in urban character, types of businesses, uses and infrastructure needs within each corridor. Each corridor is reviewed through the identification of targeted and secondary uses, key transportation and infrastructure investments, and amenities. While current physical conditions influence future land use planning, development trends, and market preferences, the North Riverfront Commerce Corridor Land Use Plan is the vision to create a premier multimodal hub for the central region in the United States.

- **Mississippi River Corridor**
 - Working Riverfront District
 - Natural Riverfront District
- **North Broadway Corridor**
 - Market District
 - Carrie District
 - Baden District
- **Hall Corridor**
 - Hall District



St. Louis is one of the "Best Cities for Business" according to MarketWatch magazine, October 18, 2011.

MARKET DISTRICT



The Market District is attractive due to its unique urban-industrial environment. It encourages compatible mixed-use development that complements and enhances the existing historic character, buildings and structures – all while providing economically viable opportunities for business amenities and services for the North Riverfront. This district defines the logical area border, and is a major part of the North Riverfront’s identity and character. Visibility is high, so businesses in this district have an opportunity to provide a first and last impression of the area.

The NRCC Land Use Plan calls for investments in existing commercial areas

through redevelopment and enhancement to existing structures, as well as building additions and new structures that are consistent with scale and market purpose of the area. Opportunities exist for the modernization of infill activities associated with keeping commercial districts current and market-driven in their appeal to the public.

TARGETED USES

- Wholesale food distribution and sales
- Business incubator space
- Medium-scale retail/services
 - restaurant
 - art gallery
 - commercial bakery
 - commercial nursery
 - industrial laundry services
- Small-scale manufacturing, processing and assembly with ancillary retail
 - bakery/candy/confectionery
 - woodworking/cabinetry
 - fabrication/welding/machine shops
 - appliance and electronics repair





SECONDARY USES

- Upper floor live/work residential

KEY TRANSPORTATION AND INFRASTRUCTURE INVESTMENTS

(see diagram on page 27)

- Promote a complete street approach along North Broadway Street by accommodating vehicles, pedestrians and bicycles through greenway and streetscape enhancements
- Enhanced site-specific stormwater solutions
 - Green roof retrofits
 - Pervious paving for on-street parking
 - Infiltration planters
 - Rain gardens
 - Stormwater curb extensions

AMENITIES

- Wide sidewalks and streetscape amenities promote street-level retail
- On-street parallel parking to support street-front businesses
- Street trees to create a pedestrian-friendly environment

- Enhanced pedestrian and street lighting for safety
- Improved crosswalks at intersections to facilitate pedestrian crossings
- Site furnishings with an urban character to complement and celebrate the history and function of the surrounding built environment



BADEN DISTRICT



The Baden District is comprised of a wide variety of neighborhood businesses. The buildings are urban-residential in character and scale, and are oriented to North Broadway. The district is intended for neighborhood-scale, mixed-use development that complements and enhances the area neighborhoods. Opportunities exist for infill development and new development that is consistent with established size, scale and character of established buildings.

Development along North Broadway will be part of a “Main Street” for the Baden Neighborhood and provide a gateway to the

North Riverfront. Opportunities for storefront businesses exist, providing local visibility in keeping with orientation to North Broadway. Parking will be screened through decorative walls and/or landscaping. “Complete street” guidelines will be followed demonstrating best practices in design, and the value of landscaping, lighting, and pedestrian safety.

TARGETED USES

- Neighborhood scale retail, office and professional services such as restaurants, coffee/donut/bakery shop, grocery store, banks, drug stores, dry cleaning, flower shop, card store or small professional offices
- Institutional uses such as library, post office, police and fire station, park or school
- Incubator business space

SECONDARY USES

- Upper-floor residential
- Service station/convenience store





KEY TRANSPORTATION AND INFRASTRUCTURE INVESTMENTS

- Promote a complete street by accommodating vehicles, pedestrians and bicycles
- Enhanced site-specific stormwater solutions
 - Stormwater curb extensions
 - Rain gardens
 - Pervious paving surface parking

AMENITIES

- Wide sidewalks to encourage retail and pedestrian activities including outdoor cafes
- Parallel on-street parking to support retail and service businesses
- Off-street parking located in rear of retail and support businesses where needed
- Upright, columnar street trees to complement the neighborhood’s mixed-use character, ornamental trees clustered at the intersection of North Broadway Street and Riverview Drive to act as a gateway to the District

- Enhanced pedestrian and street lighting for safety
- Site furnishings at intersections and mid-block with a neighborhood character
- Site furnishings to complement the commercial portion of the Baden Neighborhood



CARRIE DISTRICT



The Carrie District is industrial in nature, catering to manufacturing and processing of high-value goods. It is primarily intended for value-added manufacturing and support businesses. Value-added manufacturing focuses on converting raw commodities into finished, high-value products for sale to subsequent processors.

Several factors make this area ideal for these types of businesses, such

as: the North Riverfront's access to a variety of raw commodities; barge, rail, and truck networks; available sites with direct access to several Class I railroads; the Terminal Railroad line; and frontage along I-70.

The district is St. Louis city's best location for industrial growth. Industrial space is available, and the area has a density of



The state of Missouri ranked the best state in the country for manufacturing and logistics, according to Ball State University's Bureau of Business Research, July 29, 2008.



existing trucking terminals. It includes many historic buildings with traditional “old-style” St. Louis architecture that provide an attractive “front door” impression.

TARGETED USES

- Value-added manufacturing, processing and assembly

SECONDARY USES

- High-value warehouse and distribution with rail access
- Industrial flex space with ancillary office and limited retail
- Service station/convenience store

KEY TRANSPORTATION AND INFRASTRUCTURE INVESTMENTS

(see diagram on page 28)

- ITS signage to direct traffic to avoid delays
- Enhanced site-specific stormwater solutions
 - Green roof systems
 - Bioretention
 - Bioswale infiltration

- Extended detention
- Infiltration

AMENITIES

- Directional wayfinding signage
- Standard sidewalks to promote pedestrian connections between businesses
- Improved street lighting for safety
- Native landscape enhancements on the east side of North Broadway Street adjacent to the Bellefontaine and Calvary Cemeteries and O’Fallon Park



HALL DISTRICT



Ideal large-scale warehouse and distribution facilities are found in the Hall District. An improved Hall Street provides excellent access to I-70 and its improved future connection to I-270. This area has convenient access to several Class I rail lines, as well as short lines and spurs through individual sites. The Hall District is characterized by high-volume truck traffic moving a variety of freight to and from the North Riverfront.

Within this district, architectural form follows function. Working industrial buildings are typically single-story with large floor plates and few windows or articulated features.



Visibility for commercial and flex space fronting Hall Street is preferred.

TARGETED USES

- Large-scale warehouse and distribution centers

SECONDARY USES

- Flex industrial space
- Ancillary office

KEY TRANSPORTATION AND INFRASTRUCTURE INVESTMENTS

(see diagram on page 27)

- ITS signage along Hall Street near the Grand Avenue intersection and north of the Carrie Avenue intersection to direct traffic to avoid delays.
- Upgraded stormwater infrastructure along Hall Street between East Grand to Blase Avenue to improve drainage and limit localized flooding during a rain event
 - Curb and gutter section for new development



- Engineered swales for infill development or redevelopment areas
- Install grated side-intake inlets at approximately 200-foot intervals
- New separate storm sewers and shoulder swales leading to site-specific stormwater facilities (i.e. rain gardens, etc.)
- New Parkway with upgraded stormwater infrastructure and landscaped median between Blase Avenue to Riverview Drive that will provide an aesthetic enhancement and gateway to this portion of the Hall District
 - Curb and gutter on the east side of the road, storm drainage inlets and an enclosed storm sewer pipe system
 - Engineered swales along the west side the road
 - Landscaped median with breaks at major intersections and entrances to the St. Louis Business Center and other major developments
- “Macro-scale” stormwater enhancements
 - Permanent open space
 - Bioretention
 - Extended detention
- Site-specific stormwater enhancements
 - Pervious paving for employee/visitor parking
 - Green roof
 - Rooftop disconnection
 - Bioswale infiltration

AMENITIES

- Directional wayfinding signage
- Consistent landscaping for Hall Street



WORKING RIVERFRONT DISTRICT



The Working Riverfront District is the gateway to the Missouri River Terminal and Mississippi River. The North Riverfront has a long history as an urban commerce core focused on river, rail and highway distribution along with manufacturing, wholesaling and

other business. There are existing conditions that have helped sustain the local market and set this area apart from surrounding commercial areas within the City of St. Louis.

The complex make-up of the Working Riverfront District is the result of individual business investments within this commercial corridor primed for revitalization. Considerable investments in the City's Municipal River Terminal (MRT), an intermodal facility within this district, include a new dock and associated facilities.

Approximately two million tons of freight cross the MRT annually. Major throughput includes coal, salt, grain, chemicals, steel, and scrap materials. Future area-wide investment of public and private financing will be enhanced through implementation planning and development strategies designed to capture market-driven investment.





TARGETED USES

- Intermodal businesses with a river focus
- Warehouse and distribution for bulk commodities
- Outdoor storage for bulk commodities
- Recreational trails and habitat restoration areas

SECONDARY USES

- Ancillary industrial and office flex for river businesses/operations

KEY TRANSPORTATION AND INFRASTRUCTURE INVESTMENTS

- Maintain and restore vegetated river edge or bank along the public/private margin, between the river and rail corridor/bike path/flood walls; aesthetic and visual buffer/screen located between industrial development and the river
- Wayfinding signage for the Municipal River Terminal and Working Riverfront businesses
- Green open space tracts for larger scale stormwater detention areas

AMENITIES

- Upgraded Municipal River Terminal
 - New 2,000 linear foot dock
 - 90,000 square foot south warehouse adjacent to the dock
 - Active TRAA rail spur
- Enhanced Riverfront Trail and designated “Greenway” area
- Historical/ecological interpretive signage

LAND ASSEMBLY STRATEGY

- Assemble sites suitable for businesses and operations that support Municipal River Terminal and other river-oriented development
- Utilize Community Improvement District (CID), Port Improvement District (PD) or other local re-development authority to proactively acquire infill sites with priority given to: expansion of the MRT or supportive industries; existing river oriented “anchor” industries; and parcels with access to levee gates and rail

NATURAL RIVERFRONT DISTRICT



The Natural Riverfront District is intended to preserve undeveloped areas of the Mississippi Riverfront that are naturally constrained. The area is a window to the past of the Mississippi River prior to urbanization.

Improvements are focused on enhancing the North Riverfront's native river vegetation and natural habitats. The NRCC Land Use Plan outlines a land assembly strategy that includes work with local partners to acquire land for trails and preservation of open space. Supporting the park, recreation and conservation efforts and initiatives are groups such as Great Rivers Greenway, Confluence Greenway, Trailnet, Grace Hill,

Mary Meachum Freedom Crossing, Bike St. Louis, and the City of St. Louis Parks Department, Missouri Department of Natural Resources and the Missouri Department of Conservation.

Enhancing the North Riverfront's environmental quality while providing a more dynamic, healthy and attractive place for business owners, employees, visitors, and nearby residents are natural benefits of the area. Bicycle, pedestrian and other park facilities are consistent with the goals for expanding employment in the North Riverfront area.





TARGETED USES

- Riverfront Trail and amenities
- Natural habitat restoration (in conjunction with the 2009 Riverfront Habitat Restoration Master Plan)
- Bird sanctuary
- Stormwater detention area and/or open space setback for adjacent development

SECONDARY USES

- Natural open space setback areas for adjacent development

KEY TRANSPORTATION AND INFRASTRUCTURE INVESTMENTS

- Enhanced river's edge through bank stabilization and erosion control – here the edge is typically deeper than in the Working Riverfront District with adjacent restoration planting areas and greenway/trail extending the green swath width as the railway and industrial yards run farther to the west of the river
- Utilize green open space tracts for larger scale stormwater detention areas through

the following applications:

- Natural infiltration
- Limit impervious surfaces
- Native vegetation cover

AMENITIES

- Restoration of the area's natural habitat through implementation of the 2009 Riverfront Habitat Restoration Plan
- Enhanced Riverfront Trail and designated "Greenway" area
- Ecological interpretive signage



NRCC: AN INTERMODAL HUB AREA TRANSPORTATION AMENITIES

The NRCC is the central opportunity hub for multimodal manufacturing and distribution in the United States. From a national perspective, St. Louis is situated to service the Midwest and coast regions. The NRCC's central location in the St. Louis region provides direct access to highway, river, and rail. It connects businesses to their suppliers and markets through convenient access to multiple transportation networks. The NRCC is adjacent to I-70 which provides convenient access to the regional interstate network of I-55, I-64, I-44, I-270, I-255, and I-170. The New Mississippi River Bridge, scheduled to open in 2014, will further strengthen the trucking connection to the region. The NRCC is transected by six Class I railroads and provides direct access to each carrier through the TRRA short line.



Getting a rail car through the TRAA can typically be done in a day. The NRCC provides access to the 14,500-mile inland waterway system of the Mississippi River basin through the Municipal River Terminal.

The NRCC is minutes away from Lambert-St. Louis International Airport and MidAmerica St. Louis Airport, both of which have capacity to ship freight worldwide. To facilitate and improve these connections, a number of transportation enhancements and improvements are planned.

WAYFINDING SIGNAGE: A system of wayfinding signs will be implemented to effectively and efficiently guide traffic to businesses and destinations throughout the NRCC.

INTELLIGENT TRANSPORTATION SYSTEM (ITS) SIGNAGE: A system of dynamic message signs will provide a warning when at-grade crossings are blocked by trains.

IMPROVED DESIGNATED FREIGHT ROUTES: Transportation investments are targeted to improve circulation and connectivity as well as upgrades to existing stormwater infrastructure along Hall Street and designated freight routes.

UPGRADE MISSISSIPPI RIVER BRIDGES: Two rail bridges cross the river. The MacArthur Bridge is at 90 percent capacity; a regional planning effort has begun for an adjacent span to keep pace with future demand. The Merchants Bridge is being upgraded but further repairs are needed to meet current demand.

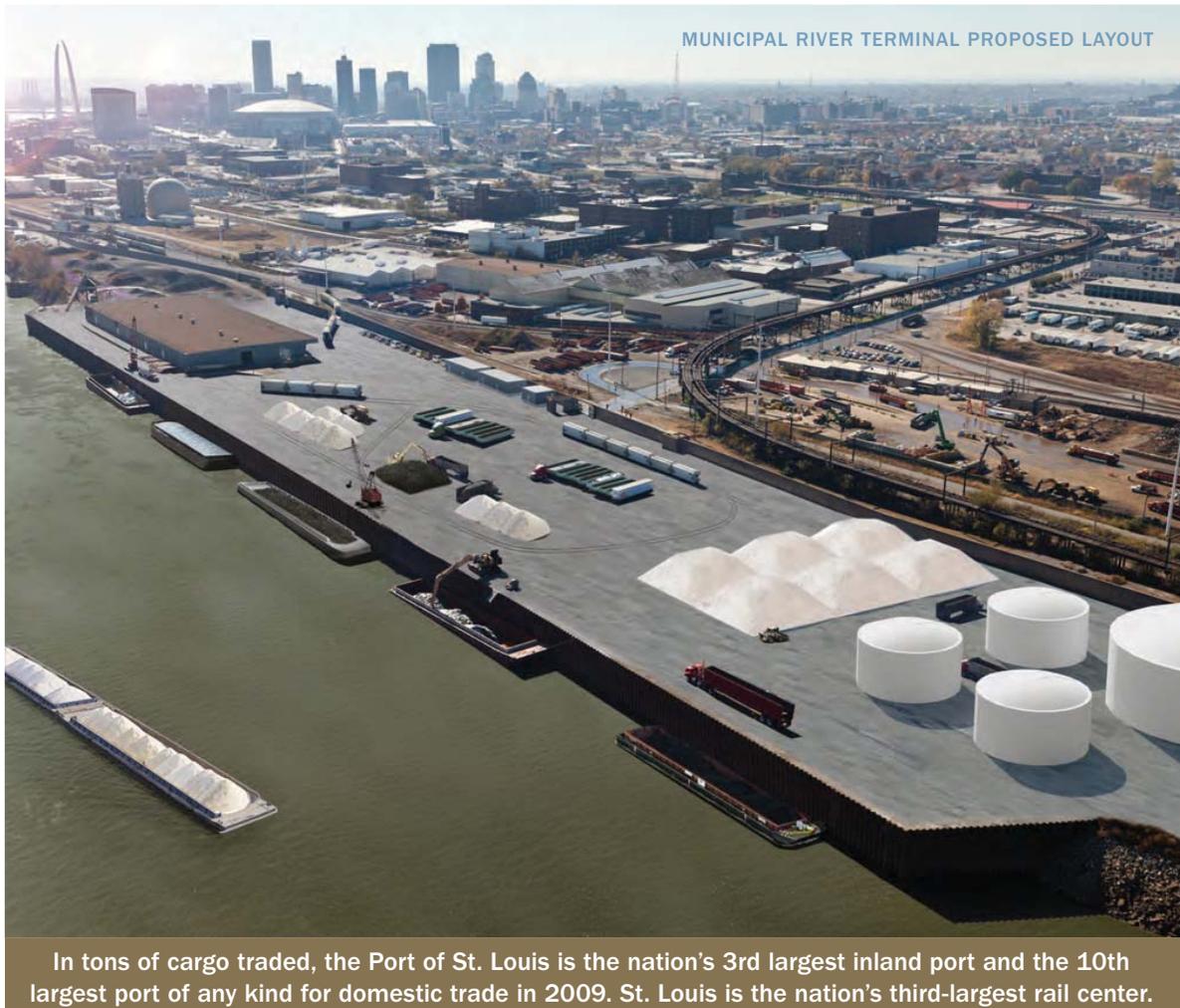


NRCC TRANSPORTATION FACT: Expansion Management magazine names St. Louis as a “Five-Star Logistics Metro” including “5th Best Interstate Highway Connectivity” and the “5th Best Railroad Service,” the highest possible rating (August 2007). The future Mississippi River Bridge, scheduled to open in 2014, will continue to bring unparalleled transportation access to the North Riverfront Commerce Corridor.

ST. LOUIS MUNICIPAL RIVER TERMINAL

Throughput at the MRT is expected to grow significantly with renovations that will expand the dock to 2,000 linear feet. A 90,000 square foot warehouse runs parallel to the dock. The terminal is also served by an active rail spur along the western side of the warehouse. The rail spurs within the facility are served by the Terminal Railroad. Currently, major commodities passing through the MRT include but are not limited to coal, salt, grain, chemicals, steel and scrap metal.

The Port of Metropolitan St. Louis (PMSL) encompasses 70 miles of the Mississippi River and includes both Missouri and Illinois ports. It is the northernmost lock-free and ice-free port on the Mississippi River, and is the second-largest inland water port by trip-ton miles, and third-largest by tonnage.



The St. Louis Port District includes 19 miles of riverfront on the Missouri side of the Mississippi River. Within the St. Louis Port District, the MRT comprises a 27-acre site located within the NRCC. The western boundary of the MRT is approximately 3,700 feet long and is defined by a concrete floodwall which runs most of the facility's length. The facility narrows to the north and south, and is on average approximately 225 feet wide at the southern portion, and 135 feet wide at the northern portion.

There are a total of five entrances to the MRT. Four are through floodgates, and the fifth is over an existing floodwall.

The entrances to the site (from south to north) include:

- Truck entrance at Madison Street
- Rail entrance between Clinton and Madison Streets (floodgate)
- Truck entrance at North Market Street (floodgate)
- Truck entrance parallel to the northern portion of the Grossman site over the top of the floodwall
- Entrance at Branch Street (floodgate)



SUSTAINABILITY

The NRCC is committed to clean, inviting, environmentally sustainable development. This commitment is demonstrated through initiatives targeted at the triple bottom line: the economic, environmental and social value they bring to the local area and St. Louis region. The following categories are included in the initiative.

ENERGY: Reduce energy consumption and potentially generate renewable, clean energy throughout the NRCC to gradually reduce energy dependence on “the grid.”

TRANSPORTATION: Reposition the NRCC as a large scale, transit-oriented development for the movement of employees, visitors and residents.

MATERIALS: Reduce the amount of waste district-wide while promoting the NRCC as a regional leader in material reuse and recycling. Historically, the area has been home to large and small scale material salvage operations. With these activities likely to remain for the foreseeable future, capitalize upon their environmental benefits to the St. Louis region.

STORMWATER: Partner with the St. Louis Metropolitan Sewer District (MSD), the City and local property owners to implement a collective stormwater management strategy



to improve water quality and to reduce localized flooding.

ECOLOGY AND HABITAT: Efforts to restore habitat areas and improve ecological health along the Mississippi River have the potential to greatly improve environmental quality for area businesses. Riverfront ecological restoration is a high priority, particularly in the Natural Riverfront District.

BROWNFIELD REMEDIATION: The NRCC has been developed for well over a century, and many of the past activities of commercial and industrial operations have resulted in contaminated soil and ground water, in addition to obsolete, dilapidated and abandoned structures. Sustainable design strategies for the NRCC recognize the significant differences between greenfield development and redevelopment of brown-field and greyfield sites.

COMMUNITY: The NRCC is a mixed-use area that provides a variety of retail, institutional and recreational services for nearby residential neighborhoods. It is a vital, multimodal hub that supports vibrant, healthy adjacent neighborhoods, as well as a daytime community of its own employees and visitors.

AREA ATTRACTIONS AND RECREATION FEATURES

Recreational facilities along the NRCC enjoy popular support from the public as well as influential organizations. Bicycle, pedestrian and other park facilities benefit local businesses and nearby residents.

There are many initiatives in the area to support parks, recreation and conservation efforts. Backed by groups such as Great Rivers Greenway, Confluence Greenway, Trailnet, Grace Hill, Mary Meachum Freedom Crossing, Bike St. Louis, the City of St. Louis Parks Department, Missouri Department of Natural Resources and Missouri Department of Conservation, these efforts will enhance the NRCC's environmental quality. This

will provide a more dynamic, healthy and attractive place for business owners, employees, visitors and nearby residents.

Major existing and planned NRCC Attractions:

- Riverfront Trail
- Mounds Heritage Trail
- Mary Meachum Freedom Crossing
- Confluence Greenway
- Maline Greenway
- McKinley Bridge and Branch Street Trestle
- Mississippi River Trail and Millennium Trail



Branch Street Trestle



Riverfront Trail near Mary Meachum Freedom Crossing



Riverfront Trail

FINANCIAL AND DEVELOPMENT INCENTIVES

FINANCIAL INCENTIVES are structured to provide low-cost financing for capital projects and other expenditures. The availability of low-cost financing encourages development, business growth, and infrastructure improvements.

Tax Exempt Financing: Provides long-term capital financing for major projects.

Chapter 100 Bond Financing: Provides long-term capital financing for major projects.

Chapter 100 Sales Tax Exemption: Used in conjunction with Chapter 100 Bonds; reduces costs of purchasing non-manufacturing equipment.

Export Finance Program: Assists companies in attaining export financing in order to increase international sales.

Private Activity Bond Allocations: Created to assist small manufacturers and provide funding for some infrastructure improvements; may be marketed to other businesses in all districts as a means of raising funds for infrastructure improvements.

The Small Business Associate 7(A) Loan Guaranty: Provides financing to small businesses with reasonable terms.

DEVELOPMENT INCENTIVES are provided by the federal government, state of Missouri, and City of St. Louis. The following programs offer developers specific vehicles to fund improvements by levying additional real property and/or sales taxes.

Tax-Increment Financing Districts (TIF): Collects a portion of net new real property, earnings and sales taxes; used to finance development and other improvements within the TIF district.

Transportation Development Districts (TDD): Funded through special assessment, real property tax, or sales tax; used to support transportation improvement projects like signage, road conditions, or other needs.

Community Improvement Districts (CID): Can levy real property and/or additional sales taxes to be used for certain improvements or services within the boundaries of the CID.

Other programs offer developers tax credits that can be leveraged to secure funds for construction or reduce tax liabilities.

New Markets Tax Credits (NMTC): Used to attract investments to low-income areas and offer tax credits for a portion of the investment; used for large redevelopment areas to increase return.

Historic Tax Credits: Program to preserve and adapt existing buildings for contemporary uses.

Land Assemblage Tax Credit: Used to assemble large parcels of land for development.

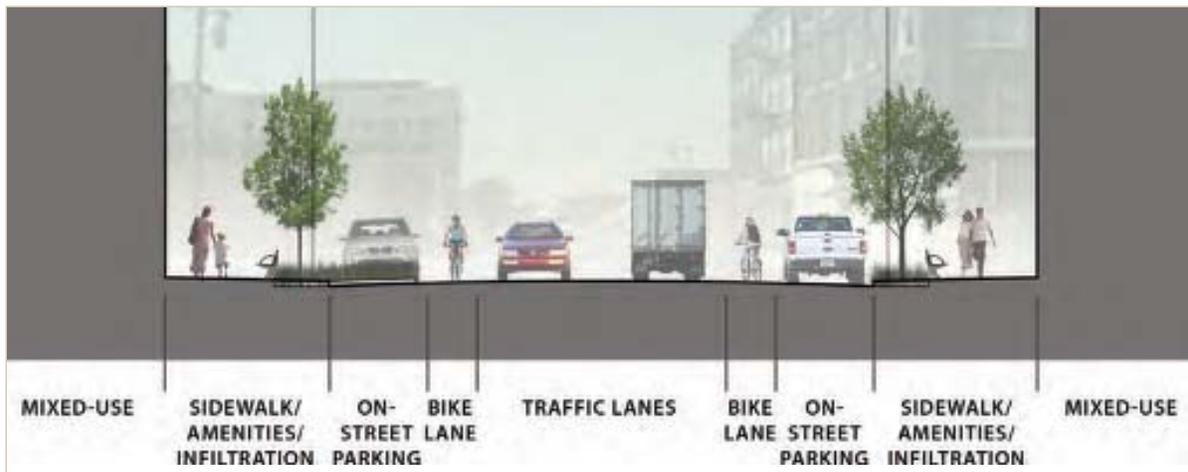
The following programs exist to ensure the marketability of properties within a market area. These programs include:

Brownfields Revolving Loan Fund: Many parcels throughout the NRCC could use this credit to make formerly contaminated properties attractive to developers.

Certified Sites: Provides developers with specific guidelines and standards regarding the availability and development potential of commercial and industrial sites; could be applied to all areas of the North Riverfront.

APPENDIX OF NRCC DISTRICT STREET CROSS SECTION DIAGRAMS

The diagrams shown here illustrate recommended improvements that will enhance transportation and infrastructure in the Market and Hall Districts. Careful attention has been given to street planning, including improvements such as sidewalk amenities, infiltration, on-street parking, bike lanes, bioswale and landscaped buffers. All have the potential to make a significant positive impact to business and residential life in the North Riverfront Commerce Corridor.



MARKET DISTRICT CROSS SECTION



HALL DISTRICT CROSS SECTION



Location. Connectivity. Opportunity.

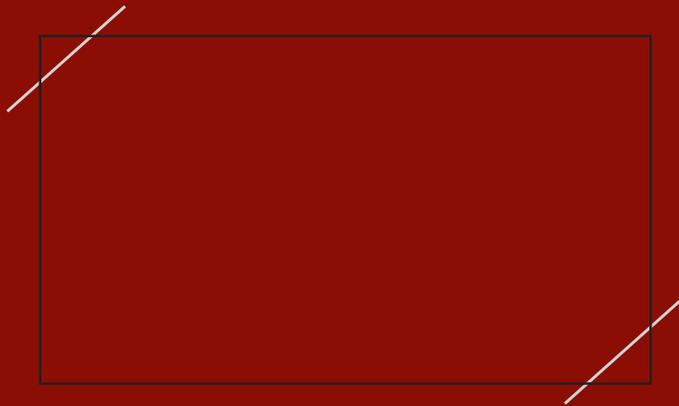
The North Riverfront Commerce Corridor is gaining momentum. St. Louis leadership has committed to support and promote this promising area by developing strategies and recommendations designed to spur sustainable economic growth and generate jobs.

By emphasizing emerging businesses and industries that support quality employment opportunities for the City of St. Louis and the surrounding region, leadership organizations and City supporters are optimistic about NRCC's opportunity to generate an additional 1,200 to 2,500 jobs over 25 years.

There is also growing excitement about the sustainable revitalization of the area that will enhance the life experiences of business owners, employees and residents living and working there.

**For more information about the
North Riverfront Commerce Corridor, please contact:**

**Rob Orr
Major Project Manager
St. Louis Development Corporation
(314) 622-3400, ext. 330, e-mail: OrrR@stlouiscity.com**





Location. Connectivity. Opportunity.