

G&R

DATA AND ANALYSIS OF CONDITIONS  
REPRESENTING A "BLIGHTED AREA"  
FOR THE

**ST. LOUIS INNOVATION DISTRICT  
REDEVELOPMENT AREA**

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TAX INCREMENT FINANCING (TIF)  
REDEVELOPMENT AREA  
ST. LOUIS, MISSOURI

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October 15, 2012





## DEVELOPMENT STRATEGIES®

guiding effective decisions in  
real estate, community, and economic development

October 15, 2012

To Whom It May Concern:

Reference is made to the accompanying "Data and Analysis of Conditions Representing a 'Blighted Area' for the St. Louis Innovation District Tax Increment Financing (TIF) Redevelopment Area in St. Louis, Missouri" prepared by the undersigned.

Please be advised that, based upon the results of the above referenced study, the undersigned has determined that the area described in the study is a "blighted area" as such term is defined in Section 99.805 (1) of the Missouri Revised Statutes, as amended (the "Act").

This report describes and documents those conditions that, without TIF will further erode the Redevelopment Area's economic viability and continue its economic liability for the City of St. Louis, its residents, and the taxing districts that depend upon it as a revenue source.

The Redevelopment Area suffers from a multitude of physical and economic deficiencies including a predominance of defective or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, excessive vacant land and buildings, conditions which endanger life or property by fire or other causes, which constitutes an economic and social liability and a menace to the public health, safety, morals, or welfare in its present condition and use.

DEVELOPMENT STRATEGIES, INC.

Real Estate, Community and Economic Development Consultants

by:

Larry Marks, AIA, AICP  
Principal

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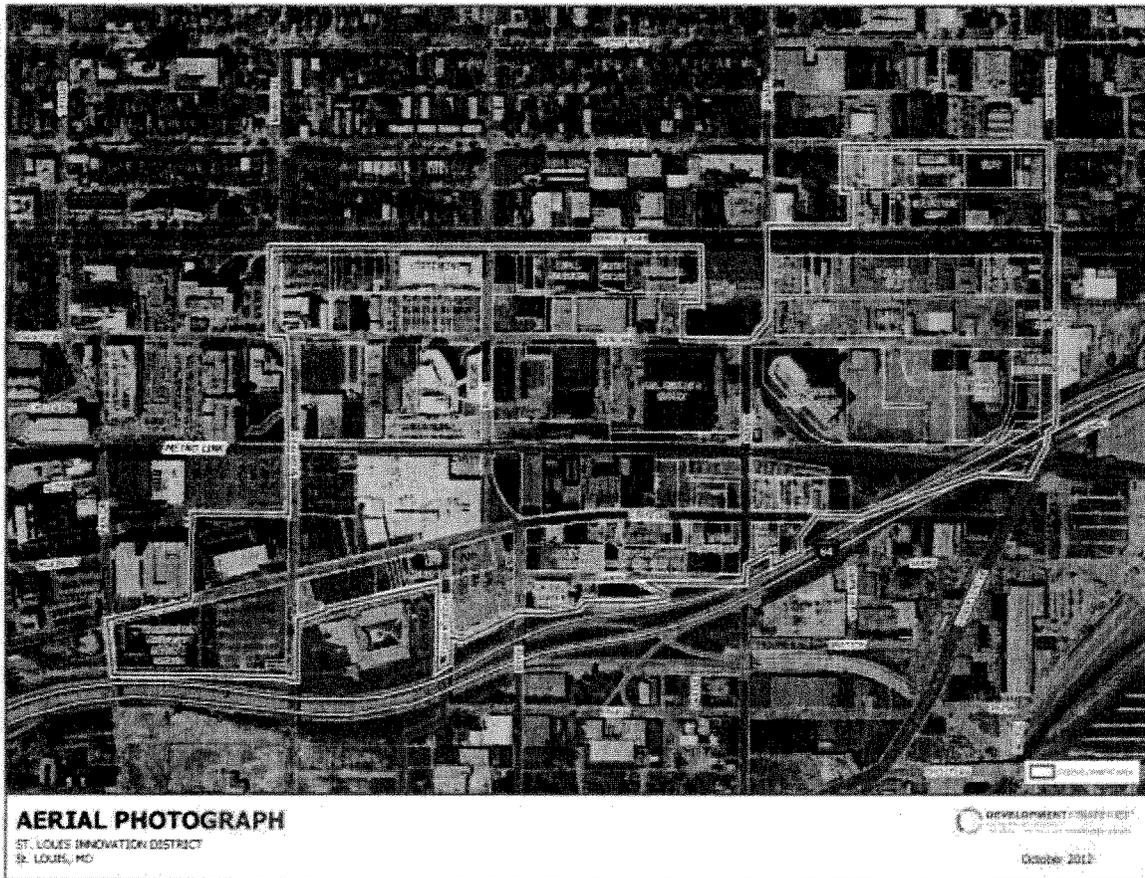
- A Legal Description
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## 1.0 INTRODUCTION

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### Study Area

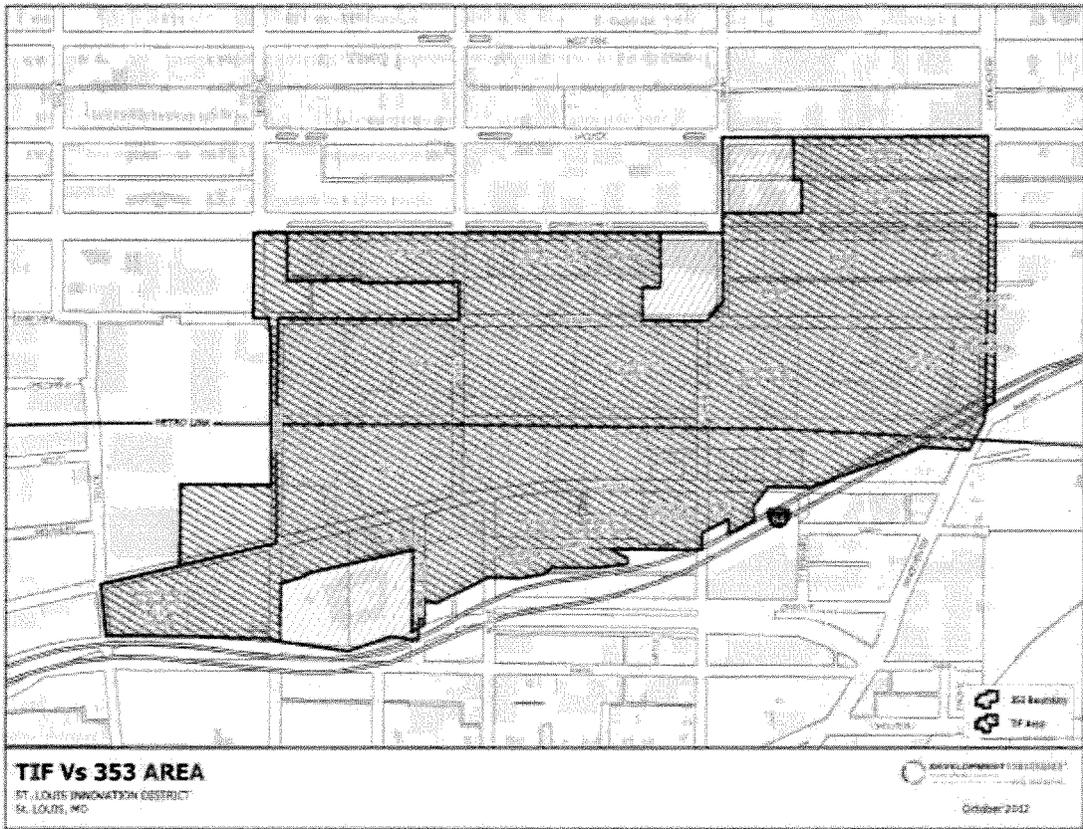
The subject area of this blight study, referred to as the St. Louis Innovation District Redevelopment Area (the "Redevelopment Area" or "Area"), contains 160 parcels comprising approximately 128 acres of land (excluding rights-of-way) generally located between the Washington University Medical Center campus and St. Louis University in the Central West End and Midtown neighborhoods of St. Louis. If rights-of way are included the Area contains approximately 168 acres. The area is generally bounded by Taylor Avenue and Newstead Avenue to the west, Forest Park Avenue and Laclede Avenue to the north, Vandeventer Avenue to the east, and Interstate 64/Highway 40 to the south (see Appendix A for legal description of the Redevelopment Area).



Chapter development

The Redevelopment Area has experienced significant disinvestment for many decades. As a result, the Redevelopment Area, or portions of the Redevelopment Area, was found to be blighted under a number of previous redevelopment plans. The area to the south of Duncan Avenue was declared blighted (Ordinance 56388 – 1/2/73) as part of the planning effort that produced the 353 plan for the “Manchester Chouteau Redevelopment Area.” The same area was declared blighted (Ordinance 56687 – 3/8/74) as part of the planning effort for the Chapter 100 Manchester Chouteau Redevelopment Area). In addition, the Forest Park Avenue frontage between Boyle Avenue and Newstead Avenue was declared blighted (Ordinance 56759 – 6/13/74) as part of planning for the Chapter 353 “Forty-Three Hundred Forest Park Redevelopment Area.” Then in July of 2005 the Board of Aldermen found the Redevelopment Area to be to be blighted (Ordinance 66847 – 7/08/05). This finding was reaffirmed in February of 2006 (66985). Then in October 2010, the Redevelopment Area was again reaffirmed to be blighted (Ordinance 68754).

Ordinance  
date?  
start



Despite the former eligibility of these portions of the Redevelopment Area for application of state-enabled redevelopment powers, conditions persist in the Area that contribute to blight, including those evidencing extensive economic underutilization. The earlier intended and needed levels of reinvestment in new construction and rehabilitation did not occur and the Area continues to manifest an array of blighted conditions. This picture of economic underperformance and lack of competitiveness prevails throughout the Redevelopment Area despite being strategically located within the City and region and adjacent to two of the largest concentrations of employment and capital investment within the City and region – the Washington University and BJC Medical Center and the Frost campus of Saint Louis University.

## Historical Development

In 1874 a new line of the St. Louis, Kansas City and Northern Railway was constructed through the center of the Redevelopment Area along what is now the alignment for the main line of the region's light rail transit system, ~~or~~ MetroLink. The "UD" line, as it was initially known, ran northwest from the Union Depot (the predecessor to Union Station) located near 12<sup>th</sup> and Market Streets to the suburban City of Ferguson. At that point it joined the original line of the St L KC & N extending west across Missouri to Kansas City and Omaha. A roundhouse, turntable and yard were constructed south of the line east of Sarah Street, along with a passenger station at Vandeventer Avenue.

The presence of the railroad had significant impact on the early development of the Redevelopment Area. When the railroad was constructed, the area was primarily occupied by large farms and country estates, although there were small concentrations of residential development along Clayton Avenue. The city limits of St. Louis were expanded in 1876 from Grand Avenue to Skinker Avenue and by 1900 the entire Redevelopment Area was subdivided. The Area was slow to develop, as new residential construction tended to follow the expanded streetcar lines to the north along Maryland and Laclede Avenues, and to the south along Chouteau Avenue. A 1909 Sanborn map of the area shows that roughly half of the Redevelopment Area remained undeveloped. The development which had occurred was primarily non-residential and included a wide variety of businesses - a dairy, a wire company, a paint manufacturing company, a brass foundry, a shovel company, zinc and lead refineries, a lumber company, a paving firm, a brewery, a machine manufacturer, an ice cream plant and a bakery. Additionally, a carriage manufacturer and two automobile companies foreshadowed future expansion of this type of development in the area – the Ford plant in the current Goodwill facilities on Forest Park Avenue west of Sarah Street and the Studebaker plant on the southwest corner of Forest Park Avenue and Boyle Avenue. None of these industrial uses are present today. The Washington University Medical Center, forming the western edge of the Area, was formally opened in 1915 centered on the recently opened Barnes and Children's Hospitals. The Jewish Hospital of St. Louis moved to the current location in 1927.

As more intensive manufacturing expanded, railroad spurs were extended to reach most of the blocks in the Redevelopment Area south of Forest Park Avenue. The pattern of rail supported businesses continued until well after the close of the Second World War. The Ford Motor Company plant closed in 1946 and replaced by a new facility in suburban Hazelwood and ended the era of auto manufacturing in the Area. This closure signaled the beginning of a decline in rail usage by businesses in the area. This shift had been further reinforced by the construction in 1939 of the Red Feather Express Highway (the predecessor to today's I-64/US 40). By the 1970's the use of the rail line continued to decline and the line was downgraded by its operator, the Norfolk & Western Railroad. MetroLink began operating along the vacated rail corridor in 1993.

Freight rail service is no longer provided for the remaining industrial uses. The Sarah Street rail yard and engine terminal have been abandoned, although several of the rail spurs are occasionally used by Metro. U.S. Metals & Supply and Grain Elevator D, both located at the intersection of Duncan Avenue and Sarah Street currently receive freight shipments by truck.

Recently, several important new buildings have been constructed in the western portion of the Area -- the 160,000 square foot CORTEX One office and laboratory building was constructed in 2006 and the 182,000 square foot Solae building was completed in 2008. As of this writing, the Washington University Medical Center Genome data center is under construction at the northeast corner of Duncan and Newstead Avenues.

## Existing Development

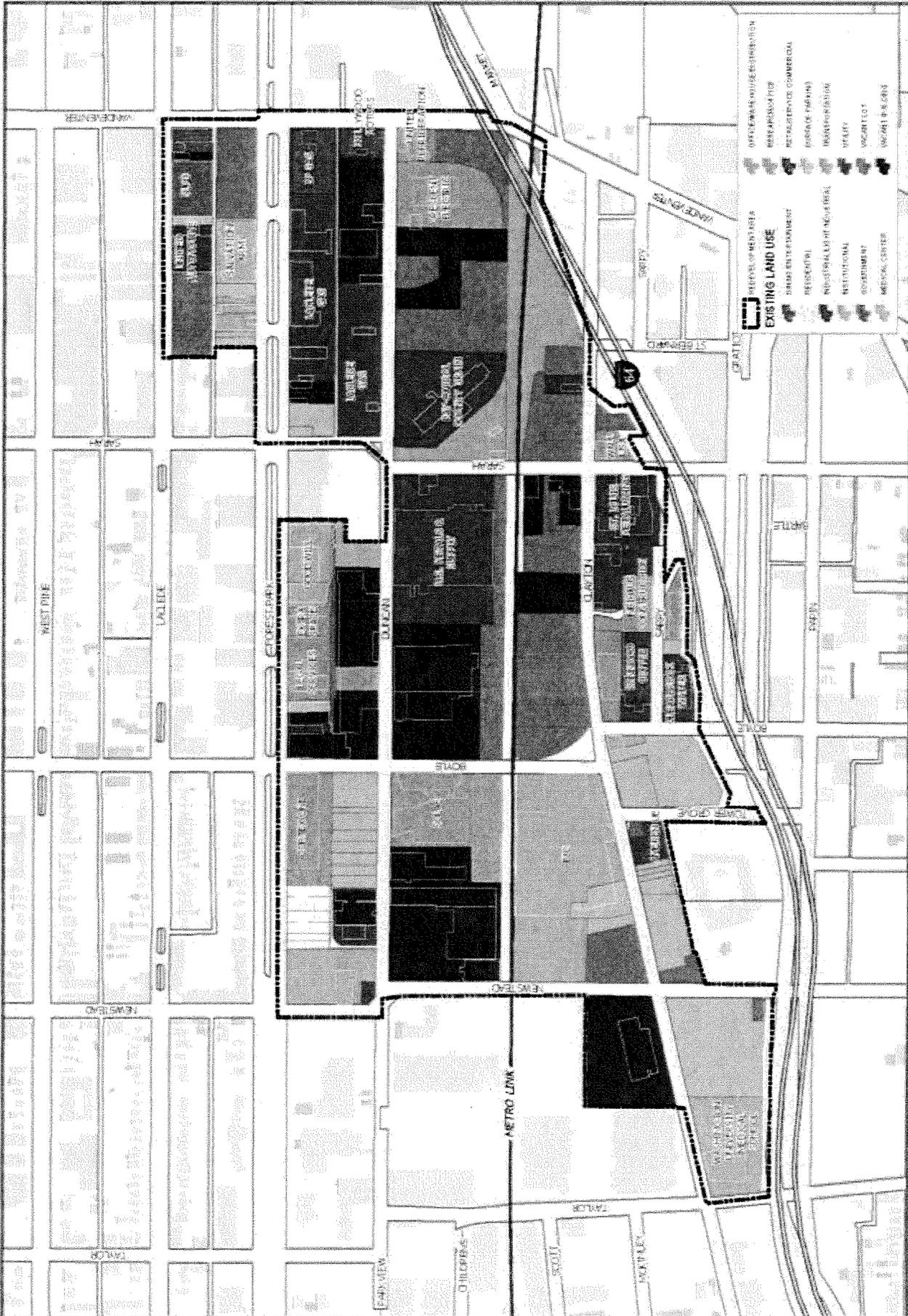
The Redevelopment Area contains a total of approximately 128 acres, excluding rights-of-way (approximately 164 acres including rights-of-way). Thirty-eight percent (38.3%) of the area contains vacant land or is land occupied by a vacant building (see *EXISTING LAND USE* map). This is a significant increase over the 2005 blight findings, which indicated that vacant land and buildings comprised nearly 15% of the Redevelopment Area. In addition, 10.3% of the land area is utilized for surface parking. Thus, almost half (48.6%) of the Redevelopment Area is either vacant or occupied by low intensity surface parking.

The primary active uses in the area include industrial activities, medical center, office/warehouse/distribution uses, and research/office which collectively occupy 33% of the Area. The balance of the area is comprised of a significant variety of uses as summarized in the following table and map.

**EXISTING LAND USE  
IN ST. LOUIS INNOVATION DISTRICT  
REDEVELOPMENT AREA**

<b>Land Use</b>	<b>Acres</b>	<b>% of Total</b>
Vacant (Building/Land)	49.2	38.3
Industrial/Light Industrial	17.3	13.5
Surface Parking	13.2	10.3
Medical Center	11.5	8.9
Utility	7.8	6.0
Office/Warehouse/Distribution	7.5	5.8
Transportation	6.6	5.1
Research/Office	6.5	5.1
Institution	4.3	3.4
Retail/Service/Commercial	2.0	1.6
Residential	1.3	1.0
Government	0.9	0.7
Dining/Entertainment	0.4	0.3
<b>TOTAL</b>	<b>128.5<sup>(1)</sup></b>	<b>100%</b>
1) Excludes rights-of way		

Source: Development Strategies, field inspection, August 2012



**EXISTING LAND USE**  
 ST. LOUIS INNOVATION DISTRICT  
 ST. LOUIS, MO



October 2012

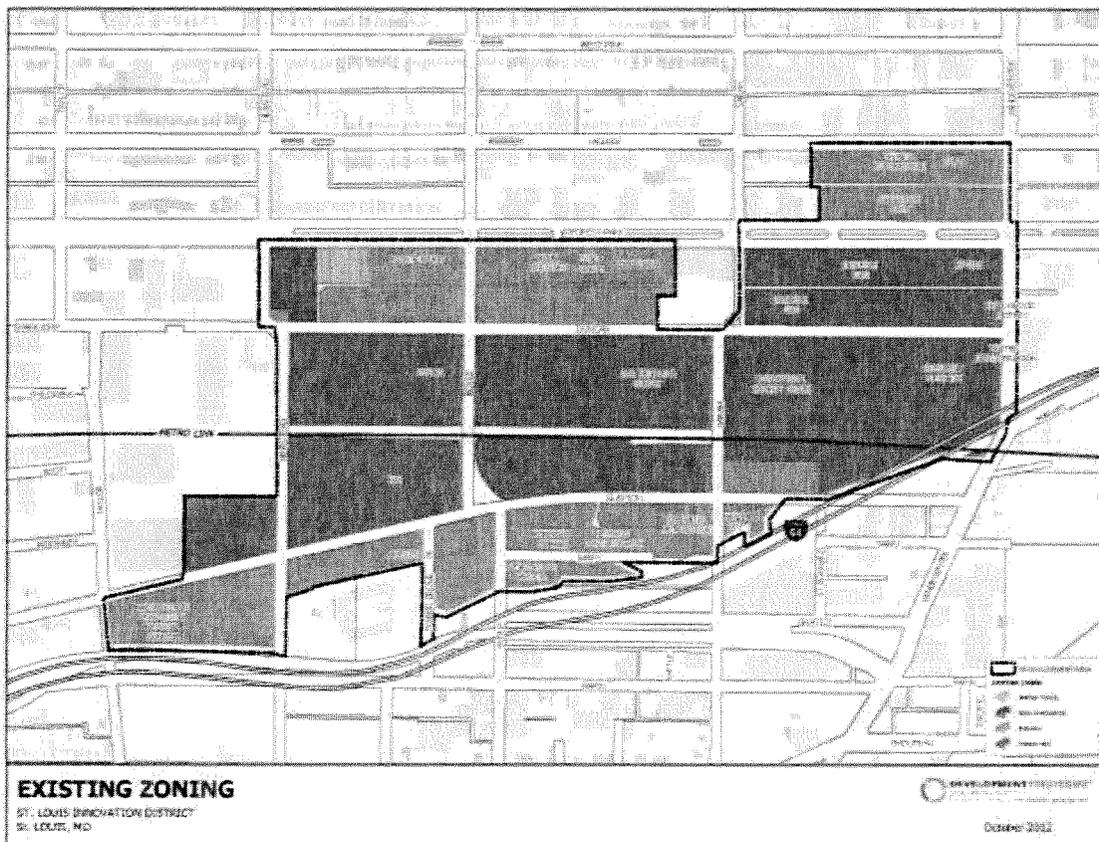
## Existing Zoning

The Redevelopment Area has a variety of zoning designations, ranging from E Multiple Family to K Unrestricted. The vast majority (98%) of the land in the Redevelopment Area is zoned J Industrial or K Unrestricted (see *EXISTING ZONING* map). The K Unrestricted zoning is concentrated along the Metro alignment, the location of the former Wabash, later Norfolk & Western, railroad line and the portion of the Area east of Vandeventer Avenue. The J Industrial zoning is located along Forest Park Avenue and I-64/US 40.

The limited E Multiple Family and H Area Commercial districts are concentrated along the south side of Forest Park Avenue, to the west of Boyle Avenue.

EXISTING ZONING ST. LOUIS INNOVATION DISTRICT REDEVELOPMENT AREA		
ZONING CLASSIFICATION	ACRES	PERCENTAGE OF TOTAL
E Multiple Family	1.2	1%
H Area Commercial	0.4	1%
J Industrial	46.6	36%
K Unrestricted	80.3	62%
<b>TOTAL</b>	<b>128.5</b>	

Source: City of St. Louis



## Neighboring Development

The Area is surrounded by a variety of uses (see *Neighboring Development* map). To the south lies the largely residential Forest Park Southeast Neighborhood, with the Manchester Avenue dining and commercial corridor, now known as The Grove, running through the center of the neighborhood. To the west is the Washington University Medical Center and Forest Park. To the north is the mixed use Central West End Neighborhood with its high density residential, institutional and commercial spine centered on Lindell Boulevard. To the east lies the campus of St. Louis University and commercial and industrial development of the Midtown Neighborhood.



## **Data Gathering Methodology**

This study has been designed and conducted to comply with the specific requirements of Section 99.805 (1) RSMo. The study and the requisite fieldwork were performed in September 2012. Each parcel and building was inspected and rated by personnel experienced in such evaluations. The occupancy of all buildings and land was catalogued. Also, a visual inspection was made of all streets, curbs, and sidewalks in the Area. In addition, data regarding ownership, parcel size, building square feet, and date of construction were obtained from information available from the City of St. Louis. Appendix B contains information regarding each parcel.

Real estate tax assessments for 2012 and 2007 were obtained from the records of the Assessor's Office of the City of St Louis. This allowed individual tax assessment changes to be calculated for each of the parcels in the Area.

Finally, photographs were taken of representative blighting conditions in the Redevelopment Area (see Appendix C).

## 2.0 SUMMARY AND CONCLUSION

Existing conditions within the St. Louis Innovation District TIF Redevelopment Area clearly exhibit conditions that meet the definition of a “Blighted Area” as outlined in Section 99.810(1), RSMo.

805  
“Blighted area”—*an area which, by reason of the predominance of defective or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, morals, or welfare in its present condition and use;*

Under this definition, the Redevelopment Area is a blighted area because of a predominance of factors which, in combination, constitute an economic and social liability and a menace to the public health, safety, morals, and welfare. Examples of these blighting factors are summarized below:

- 1) Defective or inadequate street layout
- 2) Unsanitary and unsafe conditions resulting from:
  - Lack of accessible sidewalks
  - Trash dumping and overgrown vegetation
  - Environmental contamination problems
  - Lack of accessible entries to buildings
- 3) Deteriorated or Inadequate Site Improvements resulting from:
  - Poor condition of structures
  - Age of structures
  - Deterioration of streets, curbs and gutters
  - Deterioration of sidewalks
  - Deteriorated site improvements
- 4) Improper Subdivision or Obsolete Platting
- 5) Conditions Which Endanger Life or Property by Fire or Other Causes
  - Vacant and unsecured property
  - Potential fire hazard
  - Hazardous building materials
  - Inadequate stormwater drainage

### 3.0 BLIGHTING FACTORS

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As described below, the Redevelopment Area suffers from a variety of blighting factors including defective or inadequate street layout, unsanitary and unsafe conditions, deteriorated and inadequate site improvements, improper subdivision and obsolete platting, and conditions that endanger life or property by fire and other causes. Appendix C provides photographs of typical blighting conditions in the Redevelopment Area.

#### DEFECTIVE OR INADEQUATE STREET LAYOUT

**Functionally Outmoded and Inadequate Design of Sarah Street and Duncan Avenue Intersection** - For many years, a railroad viaduct crossed diagonally above the intersection of Sarah Street and Duncan Avenue. The viaduct facilitated rail service to the Ford plant and other industries located in City block 3917. The construction of the viaduct necessitated large structural supports placed in the middle of the intersection on an angle. As a result, traffic traveling along Sarah Street had to make a rather sharp jog to avoid the supports. As business uses changed in City Block 3917, the need for rail service was eliminated and the deteriorating viaduct was taken down in the 1980's. However, the awkward jog of Sarah at this intersection still remains. This creates a particularly difficult movement, hampered by inadequate sight lines, for motorists travelling north or south on Sarah Street.

#### UNSANITARY OR UNSAFE CONDITIONS

**Lack of Adequate Sidewalks and ADA Compliance** – There are no sidewalks along portions of Duncan Avenue between Vandeventer Avenue and Sarah Street and along the east side of Newstead Avenue south of Forest Park Avenue. Where sidewalks do exist, they generally have not been well maintained, particularly east of Boyle Avenue. The majority of the city blocks in the Redevelopment Area contain some portion of public sidewalks that are in “poor” condition. In addition, there is only a single sidewalk curb ramp (out of a potential four) at the intersection of Sarah Street and Duncan Avenue. Five of the curb ramps in the Area do not meet the requirements of the Americans with Disabilities Act (ADA) regarding slope or approach and another five curb ramps are significantly damaged and create a barrier to full accessibility. Therefore, with over 38% of all curb ramp locations somehow rendered inaccessible, individuals are not provided a ~~through~~ accessible pedestrian route <sup>throughout</sup> within the Area.

**Environmental Contamination Problems** – A general area of concern in the Area is the status of the property on which the former structures have been demolished. Typically, demolition activities in similar urban areas involved the use of demolition material as fill in basement or crawl space voids to level the parcels. Some of the materials likely contain significant quantities of asbestos, based on the dates of construction. This practice results in engineering concerns associated with compromised geotechnical qualities of the sites, as well as potentially contaminated soils requiring special handling and disposal during excavation and redevelopment activities.

Additionally, existing structures throughout the Area, constructed prior to 1980, have the likely potential to contain significant quantities of lead-based paint. Eighty percent of the buildings within the Area were constructed before 1980. Structures built prior to 1960 are likely to contain asbestos in some form and 68% of the structures in the Area are likely contaminated due to their age.

Investigation of city reverse directories from 1921 through 1973 and Sanborn fire insurance maps updated in 1992 revealed a number of former land uses in the Redevelopment Area that could have consequences for the future development of various sites. Included in this category are uses such as auto repair and filling stations, paint manufacturing, foundries, fuel distributors, printing operations, railroad facilities and meat packing. Of the 160 parcels comprising the Area, 63 (39%) of the parcels are potentially contaminated due to these former uses.

**Lack of ADA Accessibility for Buildings** – Based on an exterior survey of all the buildings in the Redevelopment Area, 67% were found to be non-compliant with ADA requirements for accessibility to building entries from public sidewalks and parking areas. Given the age and condition of the buildings in the Area, it is also likely that a majority of the structures would not meet the ADA requirements for interior circulation and use.

current

**Dangerous Vehicular Curb Cuts** – The Forest Park Avenue and Vandeventer Avenue intersection is by far the busiest in the Redevelopment Area. A service station is located on the southwest corner of this intersection. The station has curb cuts on both Forest Park Avenue and Vandeventer Avenue that are located within 25 feet of the intersection, creating dangerous traffic movements at this very busy intersection.

## **DETERIORATION OF SITE IMPROVEMENTS**

The buildings, sites, streets, and sidewalks in the Redevelopment Area all exhibit various levels of physical deterioration. Taken together, they contribute to conditions that are both unsafe and unattractive and thereby constitute a deterrent to attracting and retaining new quality businesses in the Area.

**Poor Condition of Buildings** -- Of the Redevelopment Area's 79 buildings 96% were found to have some level of deterioration and 62% required major rehabilitation or rehabilitation that would most likely be prohibitively expensive. The condition of all structures in the Redevelopment Area is summarized on the following table and the *Condition of Buildings* map.

**CONDITION OF EXISTING BUILDINGS IN  
ST. LOUIS INNOVATION DISTRICT  
REDEVELOPMENT AREA**

Building Condition	Number of Buildings	% of Total Buildings	Cumulative % of Total
Major Deterioration (1)	11	14%	14%
Moderate Deterioration (2)	38	48%	62%
Minor Deterioration (3)	27	34%	96%
Excellent (4)	3	4%	100%
<b>TOTAL</b>	<b>79 →</b>		

- (1) Numerous critical structural and/or secondary building component deficiencies apparent which could only be corrected with major building renovation, rehabilitation, or repairs, making the building potentially infeasible to rehabilitate.
- (2) Multiple deficiencies in secondary building components or problem with a structural building component that would be corrected with major repair work.
- (3) Defects in one or more secondary building components that would be corrected with moderate Repair work.
- (4) All structural building components (foundation, walls, roof, etc.) in good condition; secondary building components (windows, doors, trim, porches, gutters, etc.) in good condition.

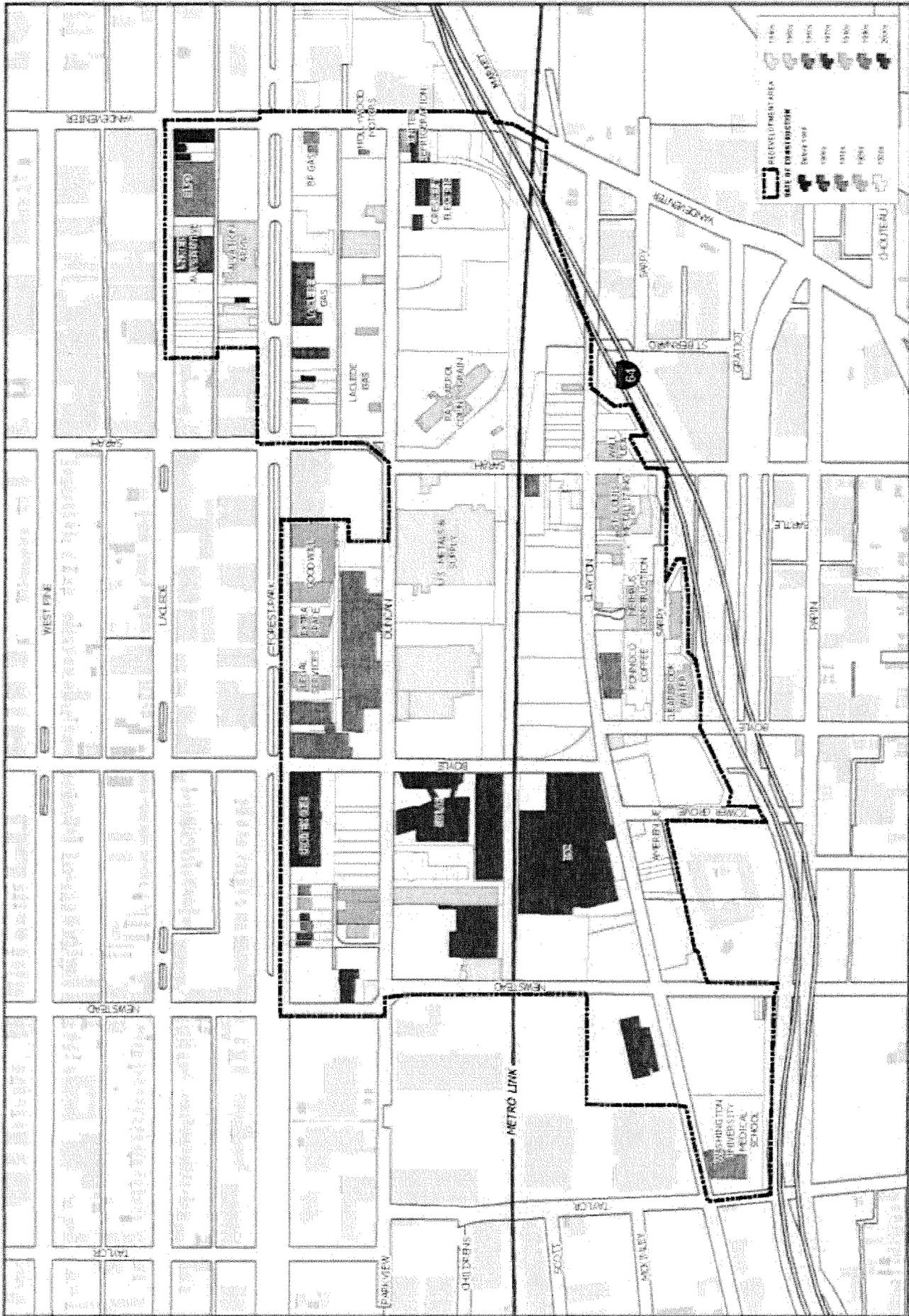
Source: Development Strategies, field inspection, September 2012



**Age of Buildings** - Older structures, unless well maintained and updated regularly, tend to have problems with their electrical and mechanical systems, as well as a tendency to suffer from deferred maintenance, functional obsolescence, and gradual overall deterioration. Such is the case with many of the buildings in the Redevelopment Area, which range in age from over 120 years old to the newest structure that was constructed in 2012 (The ages of existing buildings are summarized below on the Age of Existing Buildings table and illustrated on the *Date of Construction* map). On the whole, the stock of buildings in the Redevelopment Area is quite old. Thirty-seven percent of the buildings in the Area were constructed prior to 1930 and almost half (47%) of the buildings were constructed prior to World War II. In addition, 78% of the buildings and 79% of the square footage are at least 35 years old, which is recognized as the age when significant rehabilitation of structures is required to bring them up to modern standards.

<b>AGE OF EXISTING BUILDINGS IN ST. LOUIS INNOVATION DISTRICT REDEVELOPMENT AREA</b>			
<b>Date Built</b>	<b>Number of Buildings</b>	<b>% of Total Buildings</b>	<b>Cumulative % of Total Buildings</b>
1890s	4	5%	5%
1900s	6	8%	13%
1910s	10	13%	26%
1920s	9	11%	37%
1930s	5	6%	43%
1940s	11	14%	57%
1950s	9	11%	68%
1960s	3	4%	72%
1970s	6	8%	80%
1980s	8	10%	90%
1990s	5	6%	96%
2000s	2	3%	99%
2010s	1	1%	100%
<b>TOTAL</b>	<b>79</b>	<b>100%</b>	

Source: Development Strategies, records of the City of St. Louis, August 2012



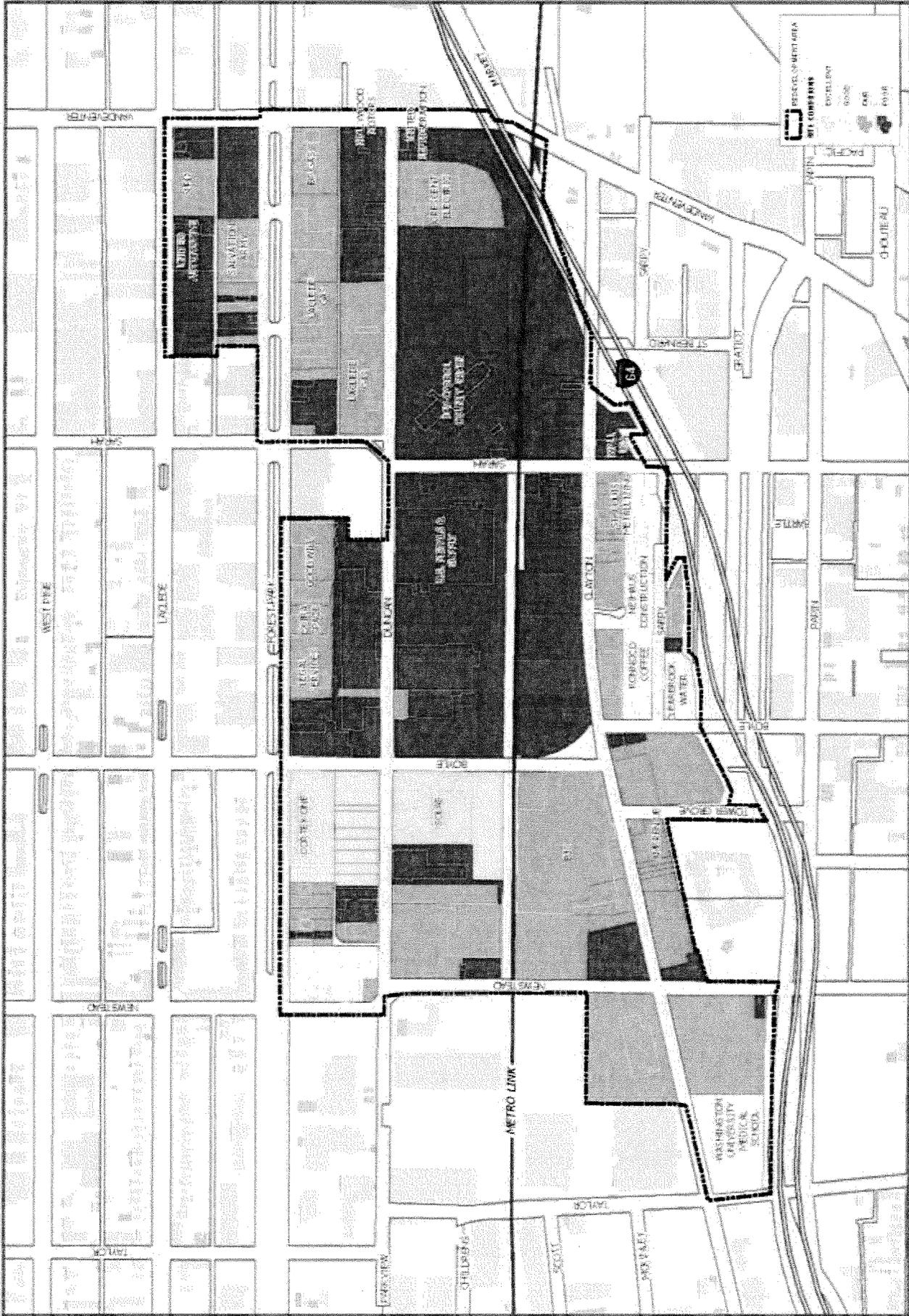
**DATE OF CONSTRUCTION**  
 ST. LOUIS INNOVATION DISTRICT  
 ST. LOUIS, MO

**Site Improvements** – The Redevelopment Area suffers from a variety of deteriorated site improvements that significantly detract from the safety and appearance of the area and the ability to attract and retain new investment. The problem areas include:

- Poorly maintained parking lots throughout the area. Many of the lots have only a gravel surface and do not comply with present day City standards.
- Lack of, or deteriorated, fences and screening around outdoor storage areas.
- Poor landscaping.
- Deterioration of private walks.

<b>CONDITION OF EXISTING SITE IMPROVEMENTS IN ST. LOUIS INNOVATION DISTRICT REDEVELOPMENT AREA</b>						
<b>Condition</b>	<b>Parcels</b>	<b>% of Total</b>	<b>Cumulative %</b>	<b>SF of Land</b>	<b>% of Total</b>	<b>Cumulative %</b>
Major Deterioration (1)	91	57%	57%	2,787,875	50%	50%
Moderate Deterioration (2)	52	33%	90%	2,081,081	37%	87%
Minor Deterioration (3)	7	4%	94%	344,714	6%	93%
Excellent (4)	10	6%	100%	383,246	7%	100%
<b>Total</b>	<b>160</b>			<b>5,596,919</b>		
1) Extensive defects multiple site improvements requiring significant cost to repair 2) Moderate defects in multiple site improvements 3) Minor defects in one or two existing site improvements 4) No defects in existing site improvements						

Source: Development Strategies field inspection – August 2012



**SITE CONDITIONS**  
 ST. LOUIS INNOVATION DISTRICT  
 ST. LOUIS, MO



October 2012

**Condition of Streets** – The condition of the existing streets in the Redevelopment Area also has a blighting influence on the Area. Seventeen percent (17%) are currently classified as being in “poor” condition, a decrease from the 24% that were classified as being in poor condition in 2010. In addition, 48% of the streets are currently classified as being in “fair” condition, an increase over the 44% classified as being in “fair” condition in 2010. In total, almost two-thirds (65%) of the streets are currently classified as being in poor or fair condition. The condition of a street relates to the street surface and adjacent curbs and gutters. It does not consider issues of age or functional obsolescence, per se.

Streets found to be in poor condition include:

- Boyle Avenue between Forest Park Avenue and the Metro tracks, and between Clayton Avenue and I-64/US 40.
- Sarah Street between Forest Park Avenue and Duncan Avenue and south of the Metro tracks.
- Clayton Avenue between Newstead Avenue and Tower Grove Avenue.

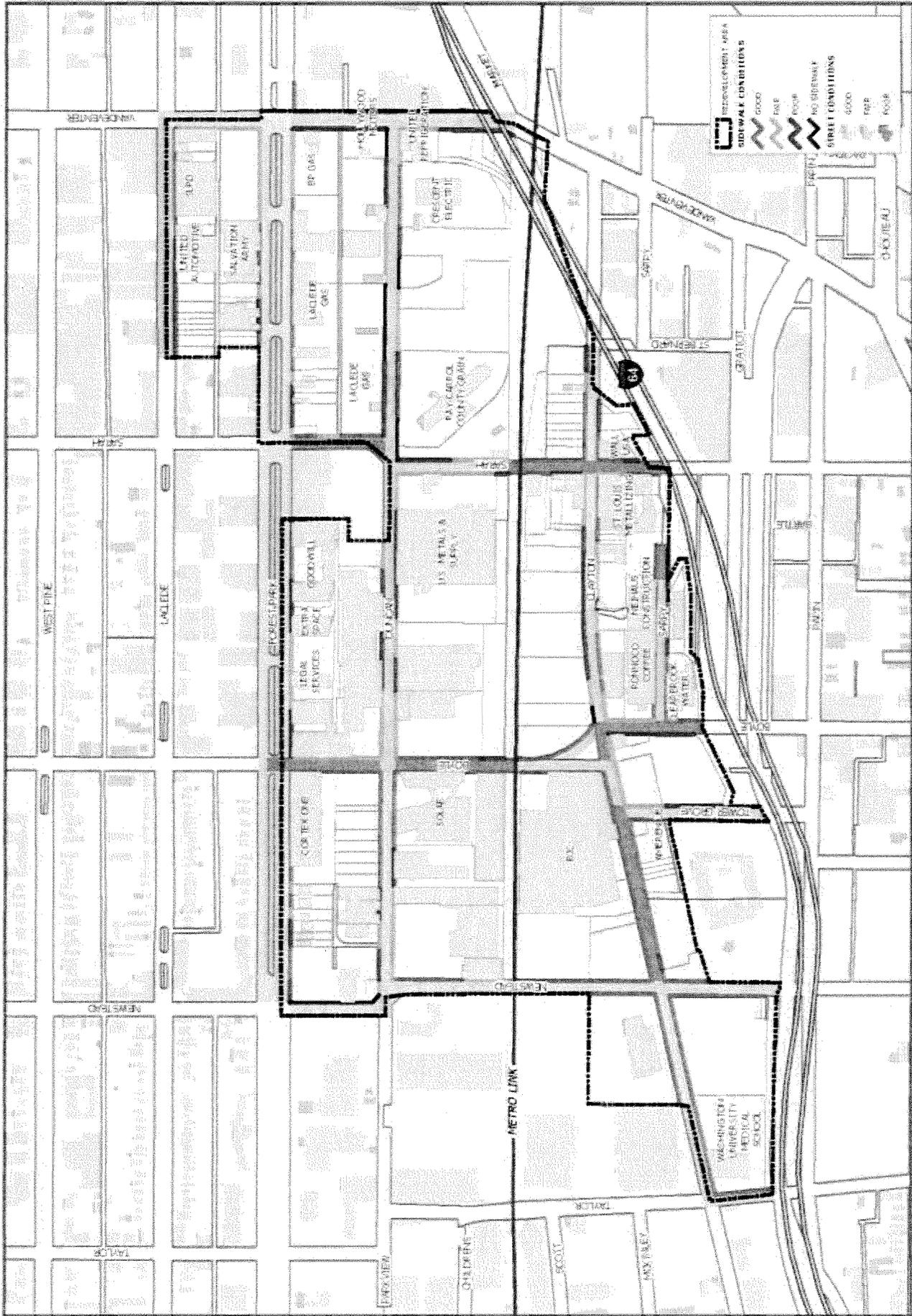
Streets considered to be in fair condition include:

- Vandeventer Avenue between Laclede Avenue and I-64/US 40.
- Duncan Avenue between Newstead Avenue and Sarah Street.
- Sarah Street between Duncan Avenue and the Metro tracks.
- Boyle Avenue between the Metro tracks and Clayton Avenue.
- Tower Grove Avenue between Clayton Avenue and I-64/US 40.
- Newstead Avenue between Forest Park Avenue and I-64/US 40.
- Portions of Clayton Avenue between Boyle Avenue and I-64/US 40.
- Sarpy Avenue to the east of Boyle Avenue.

The overall condition of the streets in the Redevelopment Area is summarized in the following table and detailed on the *Street and Sidewalk Conditions* map.

<b>CONDITION OF EXISTING STREETS IN ST. LOUIS INNOVATION DISTRICT REDEVELOPMENT AREA</b>			
Condition	Lineal Feet	% of Total	Cumulative %
Poor (1)	4,000	17%	17%
Fair (2)	11,030	48%	65%
Good (3)	8,220	35%	100%
<b>Total</b>	<b>23,250</b>		
(1) Potholes, uneven surface, lack of maintenance with former surface revealed, with broken or no curbing and inlets that are damaged, inoperable or not in place (2) Patched or cracked surface or rippled asphalt, with some damage to curbing and inlets. (3) Generally smooth surface with curbing in good condition.			

Source: Development Strategies August 2012



# STREET & SIDEWALK ASSESSMENT

ST. LOUIS INNOVATION DISTRICT  
ST. LOUIS, MO



DEVELOPMENT STRATEGIES, INC.  
1000 N. GARDEN CITY BLVD., SUITE 100  
ST. LOUIS, MO 63102

October 2012

**Condition of Sidewalks** – An issue in the Redevelopment Area is the lack of adequate sidewalks. The majority of the sidewalks are classified as being in “poor” (30%) or “fair” (28%) condition. In addition, as indicated on the *STREET AND SIDEWALK ASSESSMENT* map, at least some portion of every city block east of Newstead Avenue contains sidewalks that are in poor condition. Several blocks include lengthy stretches where no sidewalk is provided, including Duncan Avenue west of Vandeventer and Newstead Avenue north of Duncan. The overall condition of the sidewalks in the area is summarized on the following table.

CONDITIONS OF EXSITING SIDEWALKS IN ST. LOUIS INNOVATION DISTRICT REDEVELOPMENT AREA		
Sidewalk Condition	Lineal Feet	% of Total
Good (1)	13,390	42%
Fair (2)	9,140	28%
Poor (3)	9,660	30%
<b>TOTAL</b>	<b>32,190</b>	<b>100%</b>
1) Good – Generally smooth surface with minor maintenance required. 2) Fair – Some cracking with uneven surfaces. 3) Poor – Broken or uneven surface.		

Source: Development Strategies August 2012

## IMPROPER SUBDIVISION OR OBSOLETE PLATTING

**Landlocked Parcels** – All parcels are required to have direct access to a public right-of-way. There are parcels in the Redevelopment Area that do not meet this basic requirement. They include:

- Parcel 39170001800 located at 218 S. Boyle Av.
- Parcels 39530001600 (3924R Duncan Av.), 39530001660 (3920 Duncan Av.), 39530001718 (313R S. Vandeventer Av.), 39530002250 (349R S. Vandeventer Av.) and 39530002350 (3960 Duncan Av.).
- Parcel 39610000400 located at 4109R Clayton Av.
- Parcel 45860000700 located at 4249R Duncan Av.

**Small and Irregularly Shaped Parcels** – Modern commercial development requires relatively large and regularly shaped parcels. There are sixty-six parcels (41%) in the

Redevelopment Area that were platted over a hundred years ago when parcels tended to be narrow and more suited to residential development or limited commercial uses and under 10,000 square feet in size. Of these, 29 parcels are less than 6,000 square feet in size. In addition, the now abandoned rail spurs and the original construction and subsequent improvements of Highway 40/Interstate 64 has created a number of irregularly shaped parcels that are difficult and inefficient to utilize for modern commercial development.

## **CONDITIONS WHICH ENDANGER LIFE OR PROPERTY BY FIRE OR OTHER CAUSES**

**Vacant and Unsecured Property** - There are a total of 23 vacant structures in the Area, representing almost a third (29%) of all buildings. Many of the vacant structures are not adequately secured, which makes them susceptible to trespass, vandalism and fire. These structures are also an attractive nuisance, where individuals can be harmed by deteriorated building materials and falls.

In addition, dry vegetation and accumulated debris on vacant lots, which are generally not well maintained, are subject to fires from discarded cigarettes or other causes.

**Age of Structures** – Almost half (47%) of the buildings in the Area were constructed before World War II and 78% were constructed prior to 1977, more than 35 years ago, which is often used as a criteria for old buildings. The age of these structures significantly increases the likelihood of fires from old wiring and electrical and mechanical systems that do not meet modern standards for fire or personal safety.

**Presence of Hazardous Building Materials** - As previously noted, within the Redevelopment Area a variety of potentially hazardous building materials suspected of containing some quantity of asbestos (including floor tiles, drywall, roofing and pipe insulation) and lead-based paint could be encountered in the various structures, owing to their age and condition. Additionally, these same materials could be found in the fill material on vacant lots where the previous structure was demolished. These issues would have to be addressed prior to building renovation or site redevelopment.

**Inadequate Stormwater Drainage** – The existing stormwater drainage system is old, deteriorating and combined with sanitary waste, which creates treatment problems in large storm events.

## **4.0 ECONOMIC OR SOCIAL LIABILITY OR A MENACE TO THE PUBLIC HEALTH, SAFETY, MORALS, OR WELFARE**

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As a result of the blighting factors previously mentioned, the Redevelopment Area is an economic and social liability and a menace to the public health safety, morals, and welfare in its present condition and use.

### **Economic Liability**

As a result of the previously discussed blighting factors, the Redevelopment Area constitutes an economic liability.

The City of St. Louis is a mature city that is bordered by the Mississippi River and numerous other suburban municipalities and therefore has no opportunities to expand its corporate limits. Subsequently, the only opportunity for economic growth that is possible is through redevelopment of existing areas and buildings. Given the close proximity of the Redevelopment Area to the Washington University Medical Center (the largest employer in the City of St. Louis and state of Missouri), St. Louis University, and the ongoing revitalization efforts in adjacent neighborhoods, the Redevelopment Area represents one of the most important redevelopment opportunities for the City of St. Louis. Given the significant vacancy of the existing buildings and land, the Redevelopment Area is clearly underutilized and significantly short of the economic benefit it could provide for the City of St. Louis and other taxing jurisdictions.

The depressed economic character of the Area is illustrated by the fact that between 2007 and 2012 the assessed value of all taxable property in the Redevelopment Area decreased by 55% while the assessed value commercial property in the City of St. Louis increased by 7%.

### **Social Liability**

As a result of the previously discussed blighting factors, the Redevelopment Area is also a social liability, since the inability to produce needed taxes for the City of St Louis hampers the ability of the City to provide badly needed social services for its residents and businesses. This conclusion is supported by the following tables which reflect the decline in the Redevelopment Area relative to the overall City of St. Louis.

### **Menace to the Public Health, Safety, Morals and Welfare**

As a result of the previously discussed blighting factors, the Area is also a menace to public health, safety, morals and welfare. The vacancy and lack of sidewalks or sidewalks in poor condition, creates a safety problem for residents, employees and visitors to the Area.

The health and safety concerns are further exacerbated by the environmental concerns.