

Infrastructure

Stormwater

- The majority of the sewer lines within the NRCC have combined sanitary and stormwater lines. Within areas with combined sewer lines, the Plan recommends that a new sanitary sewer line be constructed reserving the existing line for stormwater. Although construction of new sanitary sewers are not an overall requirement, they are necessary to limit future combined sewer overflow discharges. Some of this construction will occur with new development and redevelopment. However, it is recommended that the NRCC business community proactively partner with the Municipal Sewer District, the City and others to fund larger-scale sewer separation projects.

Sanitary and Storm Sewer

- The Plan provides a comprehensive stormwater management strategy for the NRCC that identifies opportunities for shared stormwater facilities. This will create win-win scenario: for developers and land owners by reducing the impact of meeting stormwater requirements; for the City of St. Louis, it will help encourage investment and redevelopment of underutilized parcels; for Municipal Sewer District, it will help solve the stormwater challenges associated with the NRCC watersheds. For environmental and recreational groups, it will have the potential to create accessible green space.

Land Use/Zoning

- Target incentives to new development, infill development and redevelopment projects that are consistent with the identified preferred uses in the Land Use Plan and/or that help meet stated Plan goals.
- Work with local property owners and businesses to voluntarily meet the intent of the Land Use Plan and associated Design Guidelines.
- Proactively acquire and clean up problem properties. Once development sites are acquired, rezone the property to conform with the Land Use Plan.

Aesthetic Enhancements

- Upgrade North Broadway Street through streetscape and landscape enhancements to serve as an amenity to businesses and visitors and to provide a positive first and last impression of the NRCC.
- Improve street and pedestrian lighting to provide a safe, inviting and attractive environment for motorists and pedestrians.

Recreation

- Continue to improve and fully leverage the value of existing assets such as the Riverfront Trail and the on-street Bike St. Louis network as key amenities for the area.

Sustainable Strategies

- Support habitat restoration efforts along the Mississippi River edge, particularly in the northern end of the NRCC.
- Expand and enhance the open space greenway system to serve as a resource to the NRCC and to provide improved connections to adjacent neighborhoods.

Plan Use

This Plan provides a blueprint for future development, physical enhancements, infrastructure investments, marketing and branding, business support as well as funding and financing strategies for identified improvements. As such, the Plan is intended to be a resource for shippers, land owners, project applicants and other parties concerning land planning and community development objectives within the NRCC. The Plan should be consulted by the Board of Aldermen, the Planning Commission and City staff when considering incentives for development proposals, updating land use regulations, working on intergovernmental issues, outlining work programs, preparing annual budgets, and reviewing progress toward meeting identified goals.

What You Can Do

Take an active role! Property owners, business owners, and stakeholders with a direct interest in the NRCC should lead the effort to implement the Plan's goals. The City and local agencies will be an active participant in this effort, but the process of successfully implementing this Plan depends upon private leadership. We need your help. Specifically, you can:

- Participate in a Plan implementation leadership group.
- Engage St. Louis Development Corporation (SLDC) early in the process when you consider investment and expansion opportunities.
- Advocate Plan recommendations to property owners, business owners, stakeholders, and leaders.
- Incorporate the Plan's identified enhancements, design guidelines, and sustainable strategies into future development projects, expansions and improvements.
- Use the Plan as a marketing tool for your business.
- Share any concerns that you have about the NRCC, and communicate regularly with SLDC officials.

For More Information Contact:

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NORTH RIVERFRONT COMMERCE CORRIDOR PLAN Executive Summary



St. Louis Development Corporation
St. Louis, Missouri

www.stlouis-mo.gov

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Executive Summary

Plan Area

The North Riverfront Commerce Corridor (NRCC), is a 3,000-acre multi-modal logistics and business district located on the north end of downtown St. Louis.

- The NRCC limits are from Cass Avenue to Maline Creek, and I-70 and North Broadway Street to the Mississippi River.
- The NRCC includes the 27-acre Municipal River Terminal (MRT), the only publicly-owned port facility on the Missouri side of the Mississippi River within the Port of Metropolitan St. Louis (PMSL).
- The St. Louis Port Authority is modernizing and expanding the MRT's docks.

Plan Process

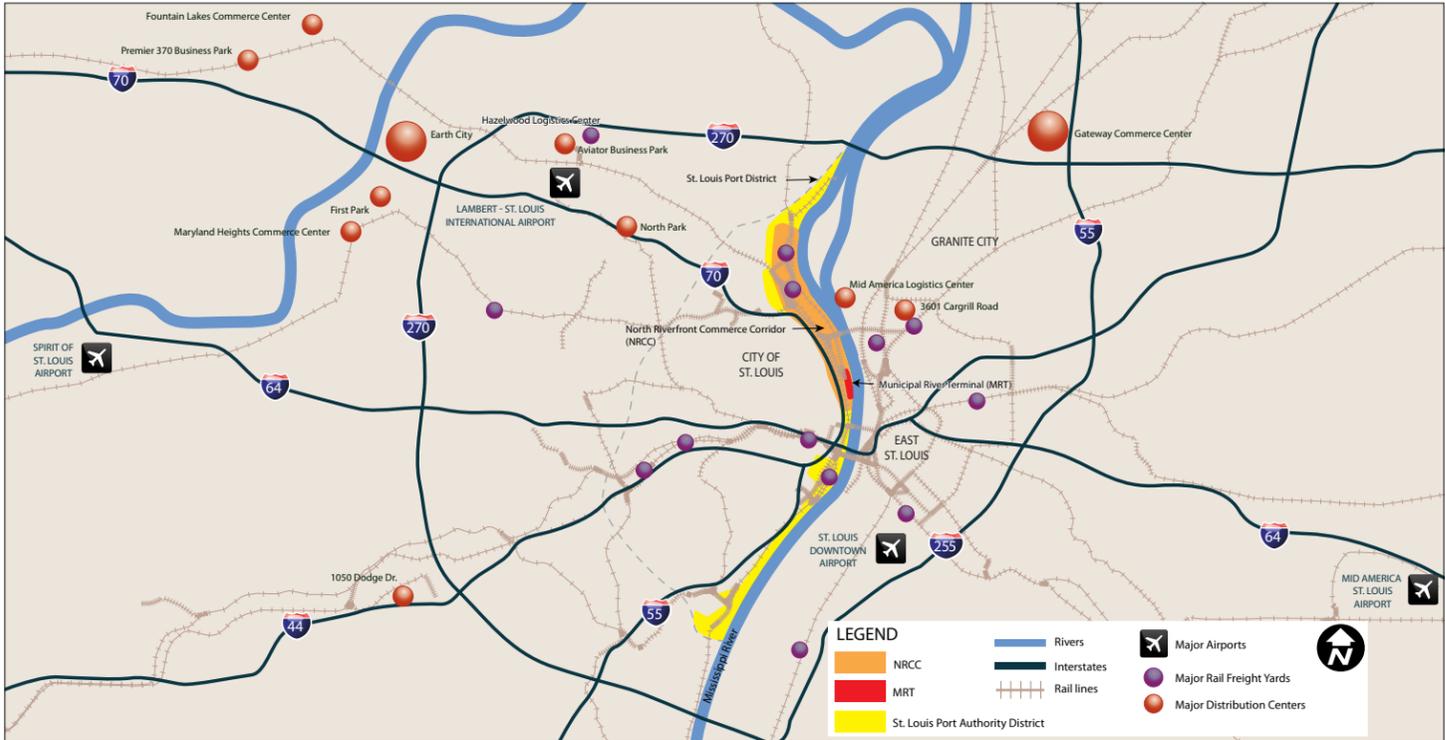
This Plan's recommendations are a result of an inclusive 12-month planning process that identified and addressed the NRCC's weaknesses, challenges, strengths and opportunities. The public process included extensive outreach that included:

- Over 35 private stakeholder meetings
 - North Riverfront businesses
 - Regional partners and agencies
 - Railroads
 - Developers
 - Shipping/river terminal operators
 - Utilities
- Three public workshops

Plan Goals

The Plan identifies strategies and recommendations intended to:

- Attract high-quality jobs by targeting emerging industries and innovative businesses.
- Fully leverage its central location in the region and access to river, rail and highway infrastructure.
- Significantly increase the quantity and diversity of products shipped through the area.
- Provide quality services and unique amenities to remain competitive with emerging inter-modal hubs.
- Leverage the environmental, and recreational assets of the Confluence Greenway Mississippi River corridor to add value for area businesses, improve conditions for employees and provide compatible uses for recreational users.
- Encourage a sustainable business community committed to improvements, programs and initiatives that meet both present and future needs.



Transportation Network

Shipping

- The St. Louis region is known as a shipping leader using various modes of transportation including rail, truck, water, and air freight. The NRCC is well-positioned to take advantage of the expanding shipping and distribution industry in the region due to the increased capacity of the MRT, improved regional mobility provided by the new Mississippi River Bridge, access to six Class 1 railroads and recent investments by a number of emerging businesses and industries.
- The Plan transportation network improvements are intended to allow shippers to expand existing operations and add/or add new operations that will significantly increase the quantity and diversity of products shipped through the area.

Mobility and Circulation

- Upgrade Hall Street to address localized flooding and to ensure efficient movement of freight traffic.
- Improve connection to I-270. Currently, Hall Street is recommended to be improved within the NRCC. However, to take full advantage of the regional connections, improvements should be considered along Riverview Drive to the interchange at I-270.
- Incorporate ITS signage at strategic locations to alert drivers with a notification when at-grade crossings are blocked by trains. The system will be able to detect the presence of a train blocking street crossings and will allow drivers adequate time to make decisions on an alternative route.
- Improve intersections with at-grade rail crossings. Intersection improvements include mitigating profile deficiencies, integrating ITS signage, upgrading active warning devices/signals and improving pedestrian crossing safety.
- Reconnect streets to improve circulation. Currently, a number of streets are disconnected throughout the NRCC, mainly due to numerous rail crossings and physical development over time. However, some crossings, such as Madison Street near the MRT, have been vacated but are not encumbered by active rail or development.
- Rehabilitate Merchants Bridge. Merchants Bridge, built in the 1889, is functionally deficient and needs repairs. Presently, the bridge can only accommodate one train at a time, for a total of about 25 trains per day. In the short-term, Merchants Bridge will need to be rehabilitated to keep pace with current demand.
- Study the potential for a new rail bridge crossing. Currently, there are two rail bridges that cross the Mississippi River: the MacArthur Bridge and the Merchants Bridge. According to the Terminal Railroad Association, the current owner and operator of both bridges, the MacArthur Bridge is at 80 to 90 percent capacity and Merchants Bridge is in need of significant repair. Repair of Merchants Bridge will meet current demand. However, in the long term, there may need to be a new bridge crossing to keep pace with future demand.

Signage

- Develop and incorporate a system of wayfinding signs to efficiently guide traffic to businesses and destinations throughout the NRCC.
- Partner with the Missouri Department of Transportation and the City Streets Department to develop and implement ITS signage at strategic locations to alert drivers with a notification when at-grade crossings are blocked by trains.

