

**RIVER DES PERES PLAN,
CONCERNING LARGELY THE
INDUSTRIAL AND RESIDENTIAL
EXPANSION AND ECONOMIC
WELFARE OF ST. LOUIS**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649197668

River des Peres plan, concerning largely the industrial and residential expansion and economic welfare of St. Louis by City Plan Commission

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CITY PLAN COMMISSION

RIVER DES PERES PLAN, CONCERNING LARGELY THE INDUSTRIAL AND RESIDENTIAL EXPANSION AND ECONOMIC WELFARE OF ST. LOUIS

RIVER DES PERES PLAN.

Concerning Largely the Industrial and Residential
Expansion and Economic Welfare of St. Louis.



Prepared by

THE CITY PLAN COMMISSION

in conjunction with

The Department of Public Utilities

The Department of the President—
Division of Design

The Department of Public Welfare—
Division of Parks

The Department of Streets and Sewers

BOARD OF PUBLIC SERVICE.

St. Louis, Mo.
A. R. Fleming Printing Co.
1916



NEW YORK
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OFFICE OF THE CITY PLAN COMMISSION

October Sixth,
Nineteen Sixteen.

TO THE HONORABLE
BOARD OF PUBLIC SERVICE,
CITY OF ST. LOUIS, MO.

Gentlemen:—

The danger from flood and pollution in the River des Peres Valley has caused, from time to time, a demand for relief from intolerable conditions. In addition to a proposed sewer and channel for this valley it has been suggested that a railroad be built to complete the belt line about the city, and also that a driveway be built through the unusually attractive scenic area.

Realizing that these and other local matters should be given simultaneous consideration, and realizing further that the mere elimination of flood and pollution troubles would not alone give to a vast idle but important section of the city the impetus to the early residential and industrial development which should come here, the City Plan Commission has caused to be prepared this River des Peres Plan as a basis for any contemplated action.

Included in the plan is a sewer and channel designed by the Division of Design, Department of the President, Board of Public Service; a railroad designed by the Department of Public Utilities, Board of Public Service; a driveway; a complete major street plan; and provision for the establishment of an industrial area of approximately 950 acres. The urgency for relief from present conditions in the River des Peres Valley has prompted the preparation of this report previous to a Comprehensive Plan for the city at large. With respect to the section under consideration, however, the plan is believed to be comprehensive and will be in absolute conformity to all city expansion.

While the detail of the plan has been carefully prepared, it is respectfully submitted to your Honorable Board for con-

sideration and such wise modification as may result from public hearings or other expression of public opinion.

The City Plan Commission indorses this plan as an unusual opportunity for the advancement of the best interests of St. Louis, the future benefit from which will be inestimable.

Respectfully submitted,

JAMES C. JONES, *Chairman;*
DWIGHT F. DAVIS, *Vice Chairman;*
DR. B. W. CLARKE,
CHAS. H. DIEL,
DR. W. H. FUCHS,
CLARENCE H. HOWARD,
LOUIS LABEAUME,
PROF. A. S. LANGSDORF,
GEORGE J. TANSEY,

Members of the City Plan Commission.

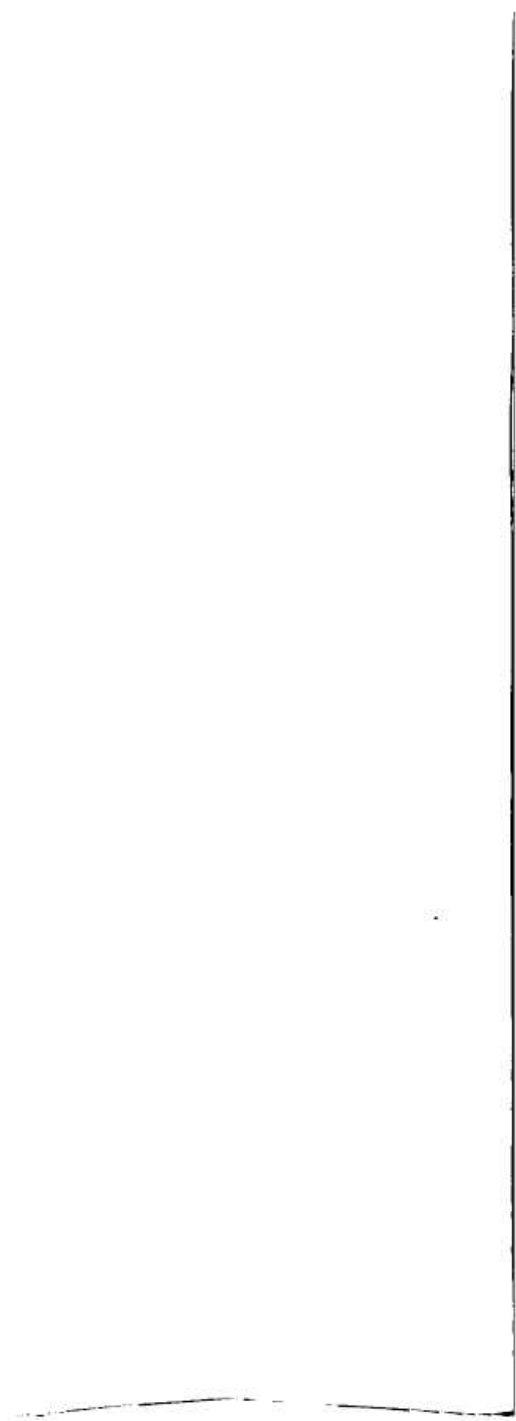
E. R. KINSEY,
President Board of Public Service.
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CHAS. M. TALBERT,
Director of Streets and Sewers.
JAMES N. MCKELVEY,
Building Commissioner.
NELSON CUNLIFF,
Commissioner Parks and Recreation.
Members Ex-Officio.

WALTER B. STEVENS,
Secretary.

HARLAND BARTHOLOMEW,
Engineer.

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THE PROBLEM.

Social and economic forces are of tremendous influence in determining the character and extent of a city's growth. Where development runs counter to economic laws, reaction will set in. One of the controlling economic forces in the growth of cities is uniformity of development. Where buildings are scattered over a considerable area it becomes impossible to supply adequate service in respect to transit, water, gas, streets, sewers and other utilities. These can be had only where the land is intensively used and a return sufficient to pay for them is produced.

St. Louis has experienced, like all other cities, a certain haphazard growth. This indiscriminate expansion has produced uneconomic conditions which today are being realized in an apparent or threatened decline in the rate of increase of the city's population and industry. It cannot be said that reaction has set in, yet it is a well-known fact that rapid growth of population and industry is taking place in neighboring cities across the Mississippi River and in St. Louis County, all of which are within the metropolitan district.

Location for these increasing metropolitan activities are selected outside instead of within the city, because St. Louis cannot at present offer such cheap, attractive and available residential and industrial sites. If St. Louis is to benefit from the increases for which it is primarily responsible, and grow as other large cities are growing, it must take immediate steps to place on the market the advantageous areas within its bounds and to make these areas so attractive to prospective industries and residents that they will not consider going elsewhere. To recite what other cities, large and small, are spending for railroad, waterfront, terminal, industrial and residential improvement, is unnecessary. St. Louisans are only too familiar with what New York, Chicago, Boston, Philadelphia, Cleveland, New Orleans and innumerable others are doing.