

# DELMAR – DeBALIVIERE FORM-BASED DISTRICT

*St. Louis, Missouri*



## FINAL DRAFT FORM-BASED DISTRICT RECOMMENDATIONS

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**3. Final Draft Form-Based District Standards**

- Regulating Plan
- Character Zones  
*(Building Envelope Standards)*
- Parking Standards
- Building Development Standards
- Thoroughfare Standards





# INTRODUCTION

Delmar – DeBaliviere Form-Based District

## PROJECT SCOPE OF WORK

### Phase 1:

#### Project Restart & Data Review

- Update base maps and Regulating Plan
- Review developments completed since 2014 to identify potential changes to Building Envelope Standards (BES)
- **Steering Committee Meeting #1**

### Phase 2:

#### Preliminary Form-Based District Update

- Prepare updated Building Envelope Standards (BES)
- Prepare recommendations for Local Historic Districts and Applicability (“triggers”)
- **Steering Committee Meeting #2**
- **Neighborhood Meeting #1 – March 30, 2021**

### Phase 3:

#### Draft FBD Update

- Prepare updated Building Development Standards (BES)
- Prepare draft for Thoroughfare & Streetscape Standards
- Prepare draft Use Tables and General Provisions
- **Steering Committee Meeting #3**
- **Neighborhood Meeting #2 – July 13, 2021**

### Phase 4:

#### Final FBD Update

- Prepare all final Form-Based District components
- **Steering Committee Meeting #4**

### Phase 5:

#### Final FBD Document Deliverables

- **Steering Committee Meeting #5 (Extra Meeting)**
- Prepare draft Form-Based District document for City of St. Louis Review
- Prepare final Form-Based District document for Board Bill
- **Steering Committee Meeting #6 (Extra Meeting)**
- **Neighborhood Meeting #3 – September 28, 2022**

### Phase 6:

#### Final FBD Adoption Materials

- Provide all Legal Descriptions for Board Bill and adoption
- **Steering Committee Meeting #7**

## PROJECT STEERING COMMITTEE

This project is led by a community-based Steering Committee. The Steering Committee is made up of:

- **Representatives from the surrounding neighborhoods** (West End, Skinker DeBaliviere, and DeBaliviere Place);
- **East Loop Community Improvement District (CID);**
- **City of St. Louis staff;**
- **Elected Alderpersons; and**
- **Institutions & property owners.**

The Project Team works closely with the Steering Committee and meets with the Committee during each Phase of work to present recommendations and collect input.

- The Steering Committee **unanimously voted to approve** the Draft Form-Based District Recommendations by roll call voice vote on January 27, 2022.
- The Steering Committee **unanimously voted to approve two (2) minor revisions** to the Draft Form-Based District Recommendations—based on community feedback at Neighborhood Meeting #3—by roll call voice vote on October 27, 2022.
- The Final Draft Form-Based District Recommendations, incorporating the October 27, 2022 revisions, are presented herein.



# PROJECT INCEPTION

**Form-Based District Requirements (City of St. Louis)  
TOD Station Area Planning Study  
Delmar Loop Retail Study  
Skinker DeBaliviere Neighborhood Plan  
Existing Zoning Regulations  
Frequently-asked Questions**

## FORM-BASED DISTRICT FRAMEWORK

### CITY FORM-BASED DISTRICT REQUIREMENTS

“Only those areas that meet the following criteria shall be eligible to become a Form-Based District.

“a. A minimum geographic area consisting of **at least 15 contiguous acres**. Land may be under common or multiple ownership.

“b. **Identification and documentation of a specific attribute or rationale of form-based zoning** that would help the area to develop into its full potential and that is currently unavailable in the City’s existing Zoning Code.

“In addition, a Form-Based District shall document that the proposed area exhibits at least one of the following characteristics:

“a. An area that is **experiencing inappropriate development** (e.g., development of automobile-oriented commercial uses along a traditional neighborhood commercial street).

“b. An area that is expecting or experiencing **significant change in terms of development activity** (e.g., an area primarily consisting of vacant land and vacant buildings for which a substantial development is proposed).

“c. A desire to **encourage a transformation of an area** or to make general improvements to an area (e.g., a focus on transit-oriented development or a more pedestrian- and bicyclist-friendly environment).”

**FORM-BASED DISTRICT FRAMEWORK****PREVIOUS PLANNING STUDIES**

The Vision and rationale for this proposed Form-Based District are established through four (4) separate community planning processes:

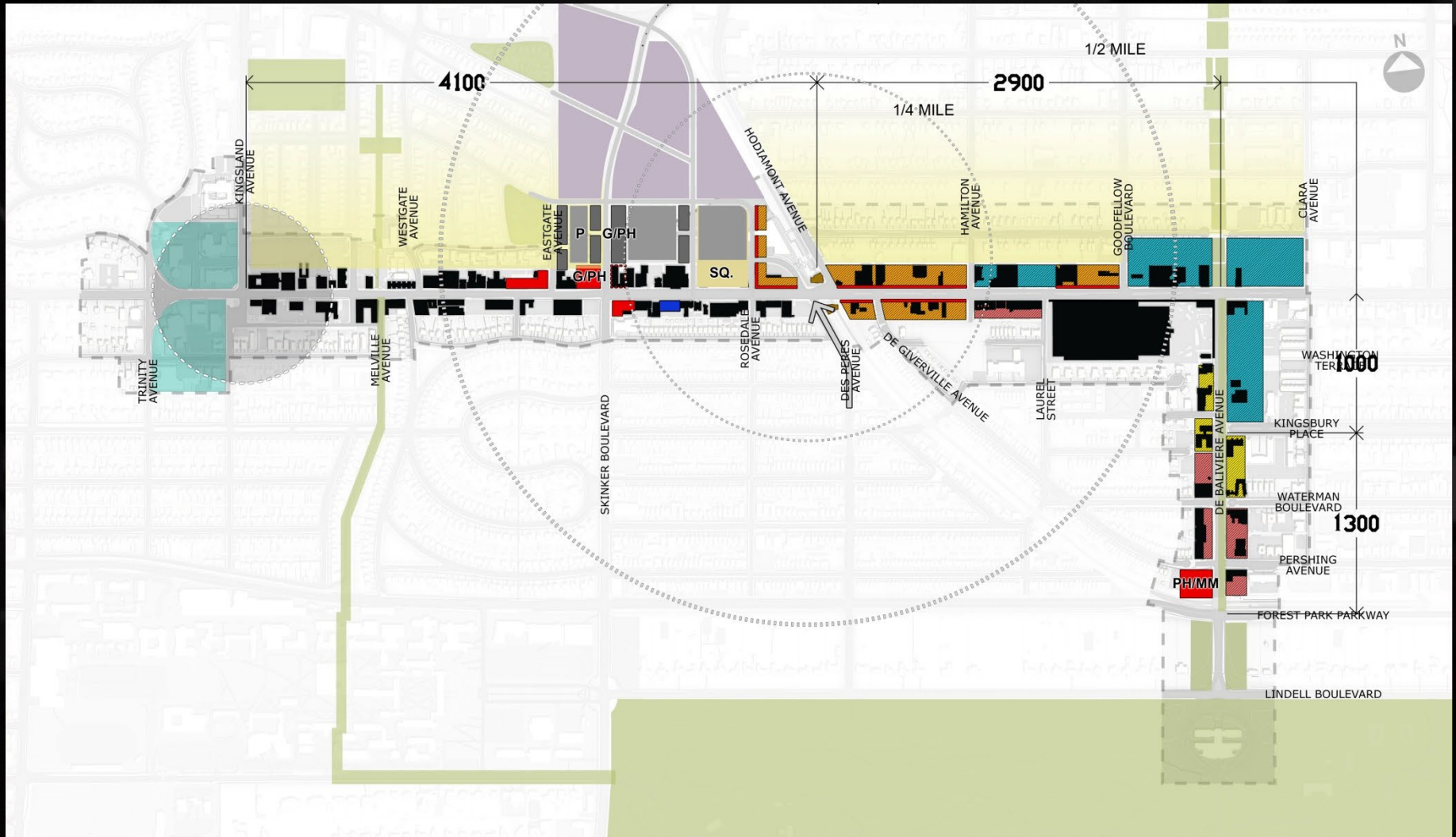
- **The Delmar Loop Retail Study (2011)**  
*Led to the establishment of the East Loop Community Improvement District (CID)*
- **The Delmar Loop – Forest Park-DeBaliviere Transit-Oriented Development (TOD) Study and Station Area Plan (2013)**  
*Established the proposed Form-Based District framework as an implementation tool*
- **The Skinker DeBaliviere Neighborhood Urban Design Plan (2014)**  
*Refined the recommendations of the TOD Study with specific implementation initiatives*
- **The West End Plan (Ongoing)**  
*Currently ongoing for the West End and Visitation Park Neighborhoods*

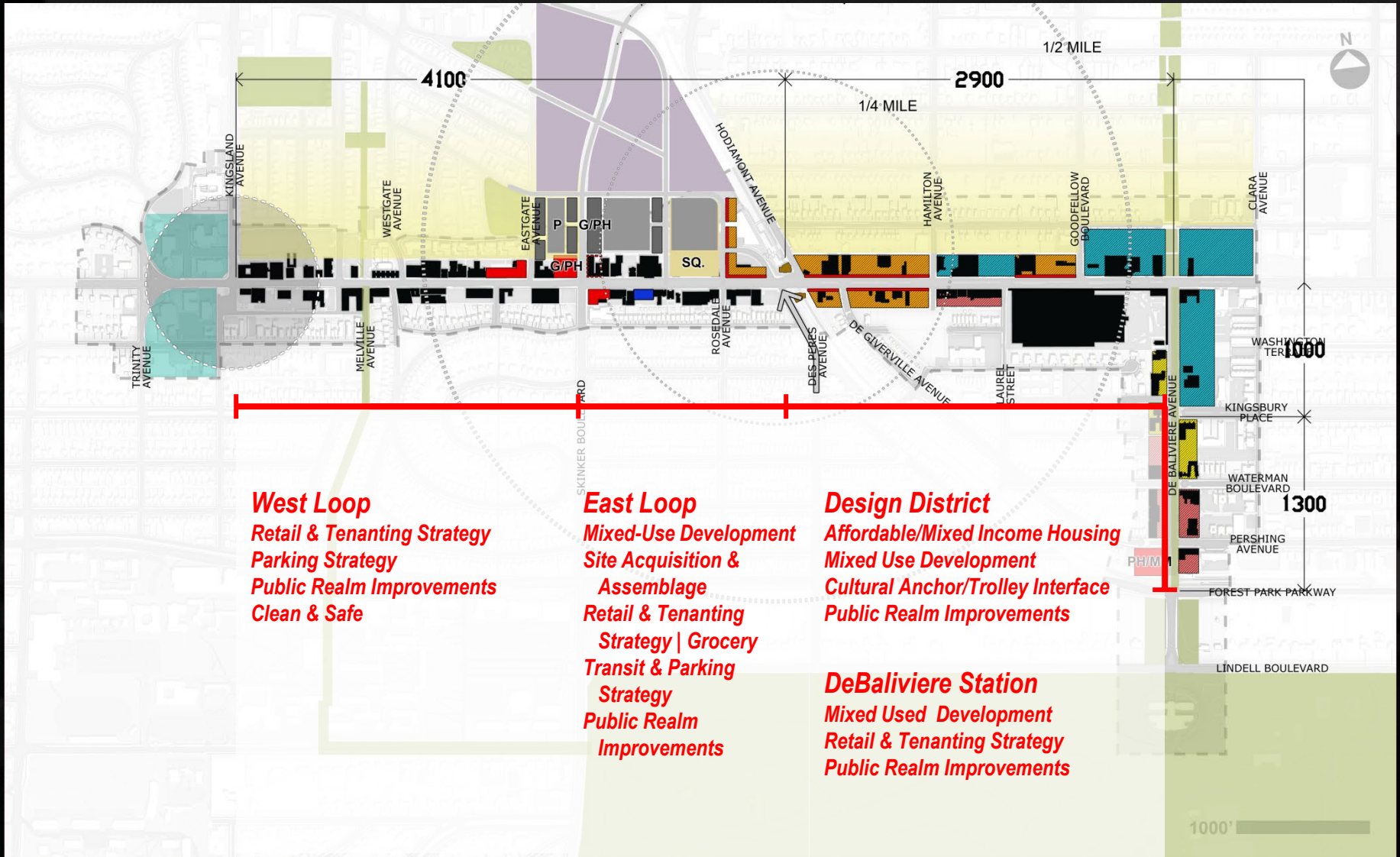
***Each of these planning processes was community-based using input from a Steering Committee and residents at large through multiple public workshops.***



## 2011 DELMAR LOOP RETAIL STUDY

### LED TO THE ESTABLISHMENT OF THE EAST LOOP COMMUNITY IMPROVEMENT DISTRICT (CID)



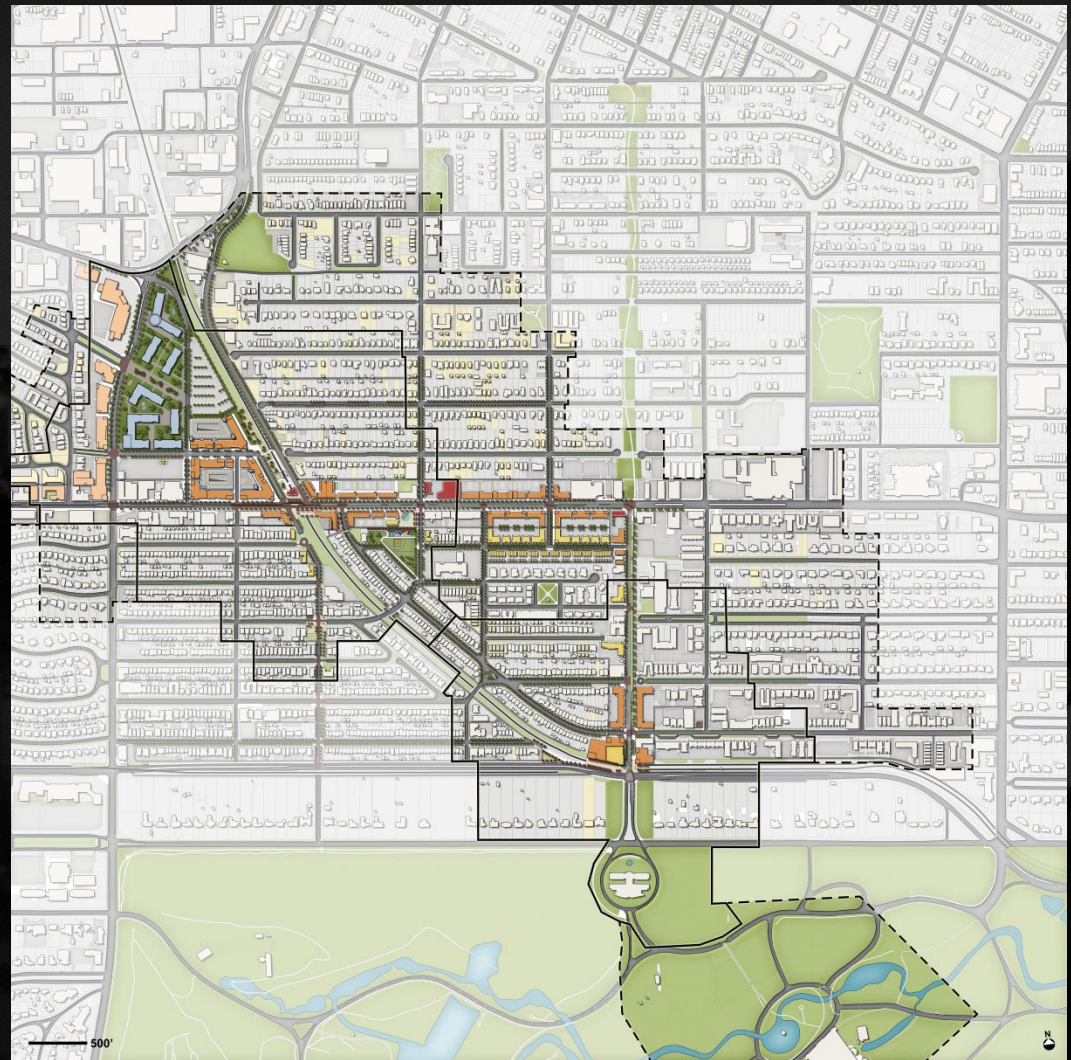










**2013 TOD STATION AREA DEVELOPMENT PLAN**

The Transit Oriented Development (TOD) Plan for the Delmar Loop and Forest Park–DeBaliviere MetroLink Stations (“the Plan”) establishes an actionable, **30-year plan for new development supported by access to transit.**

The Plan outlines **market-based development programs** supported by proforma analysis for recommended station area development.

Finally, the Plan proposes **regulatory tools for the City to pursue** in the implementation process.

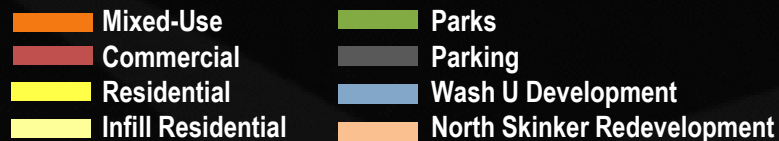
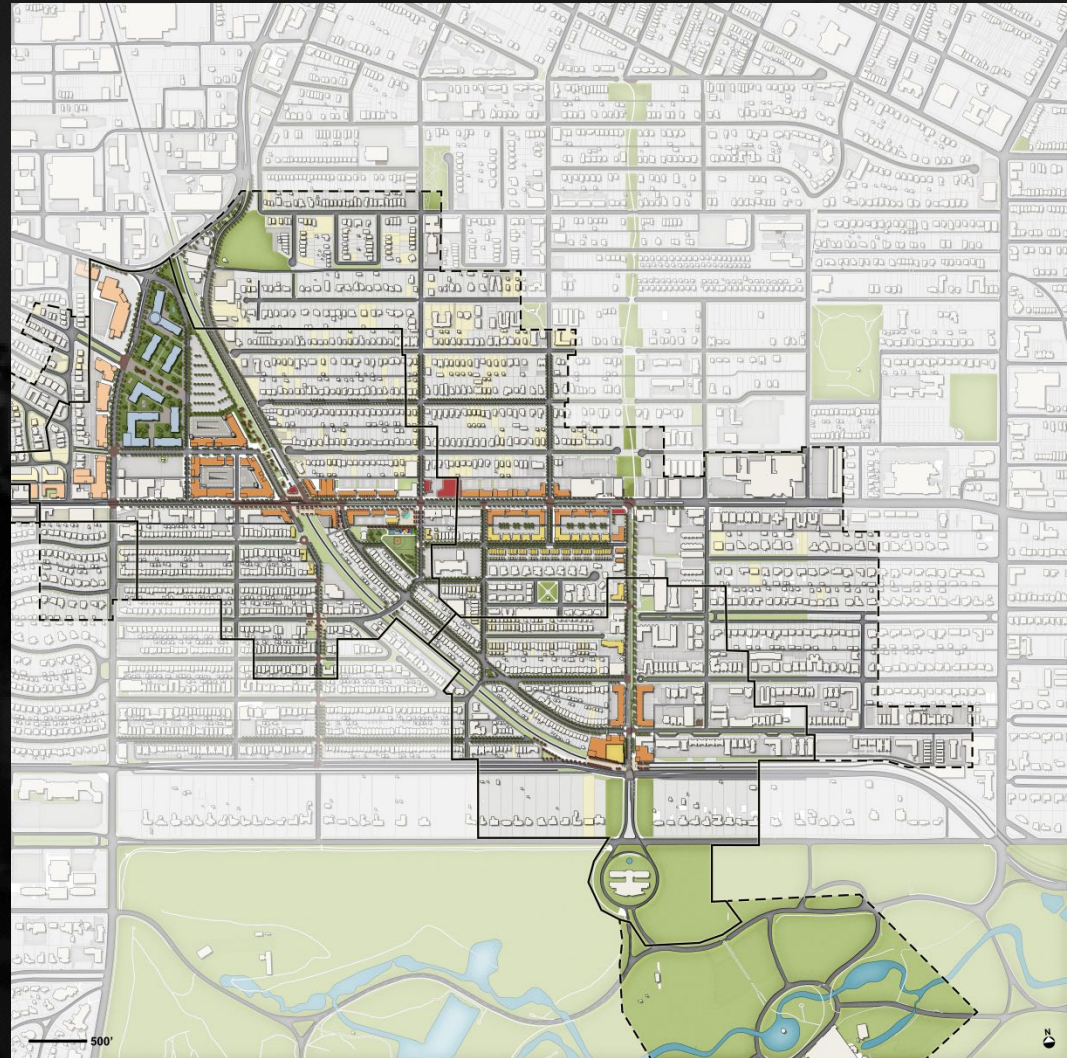


- |  |   |
|--|---|
|  Mixed-Use          |  Parks                       |
|  Commercial         |  Parking                     |
|  Residential        |  Wash U Development          |
|  Infill Residential |  North Skinker Redevelopment |

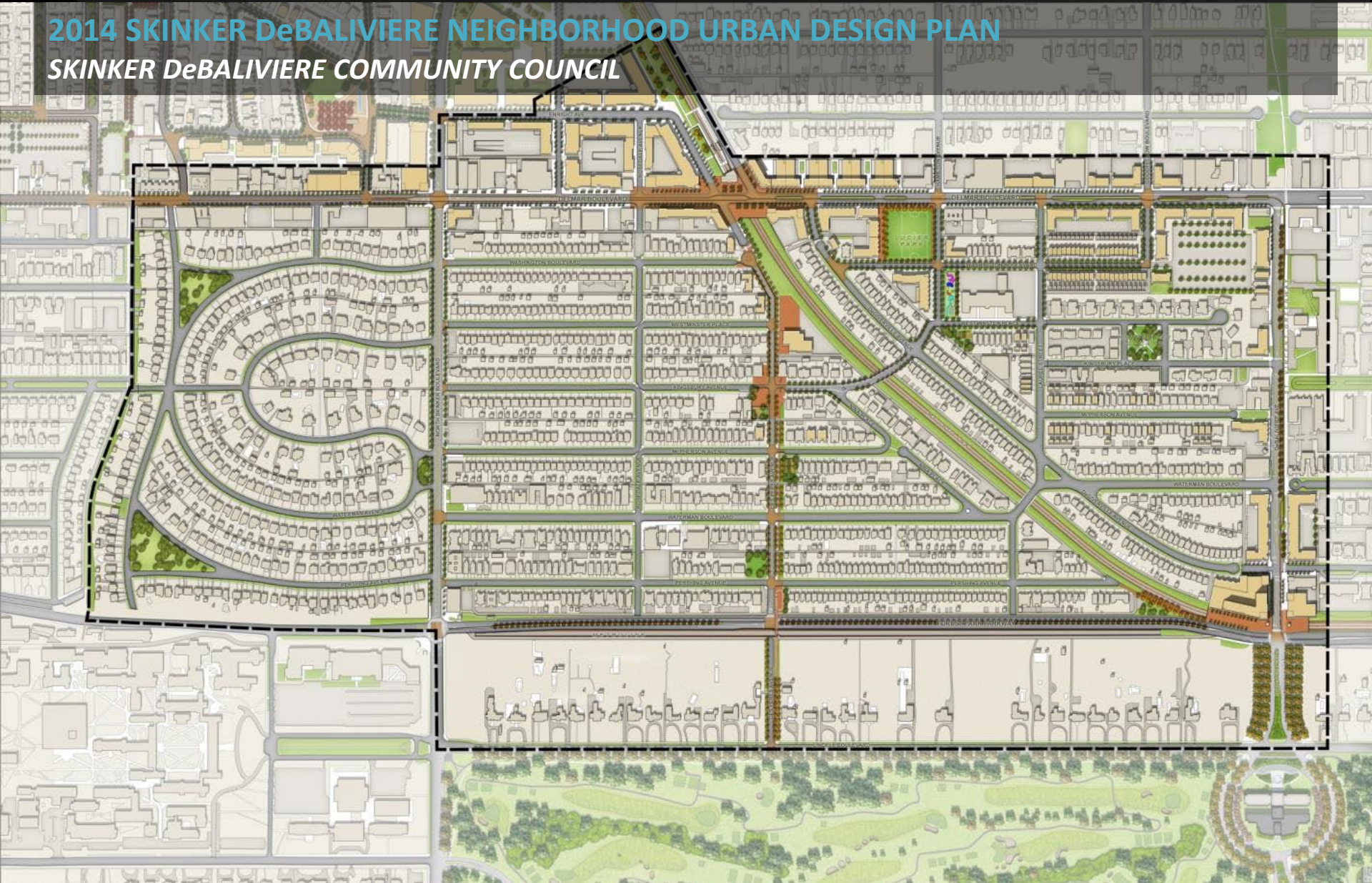
**2013 TOD STATION AREA  
DEVELOPMENT PLAN  
TOD DEVELOPMENT PROGRAM**

In order to provide transit-supportive levels of density, the following TOD development program was formulated during the TOD Study.

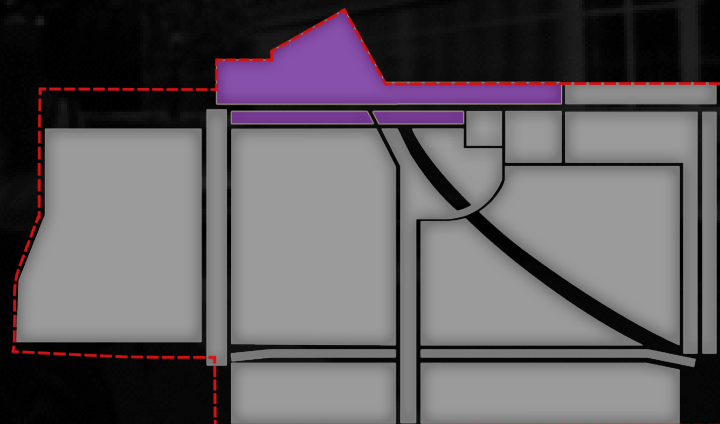
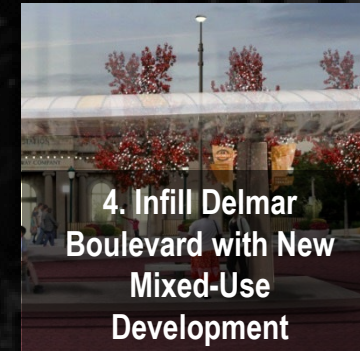
- **Residential Rehab and Infill:**  
320 units
- **Residential:**  
1,750 units (1,050 s.f./unit)
- **Affordable Housing:**  
600 units (1,000 s.f./unit)
- **Retail:**  
65,000 square feet
- **Office:**  
55,000 square feet



## 2014 SKINKER DeBALIVIERE NEIGHBORHOOD URBAN DESIGN PLAN SKINKER DeBALIVIERE COMMUNITY COUNCIL



## NEIGHBORHOOD EDGES: EAST LOOP



NEIGHBORHOOD EDGES: EAST LOOP

# 2: Increase Visibility, Identity, & Access to Delmar MetroLink Station

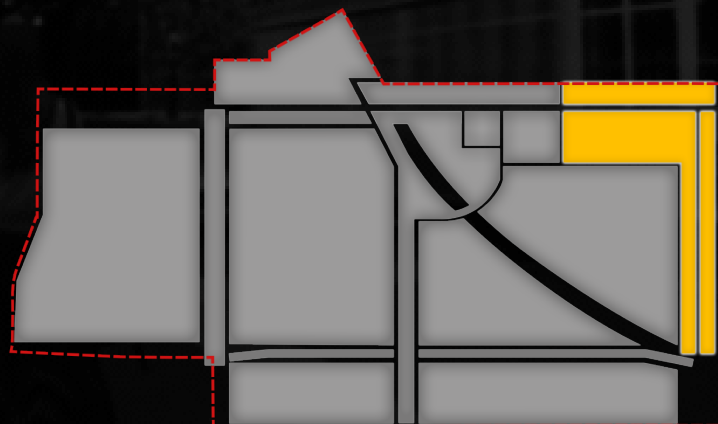
Delmar Station: Existing



Delmar Station: PROPOSED



## NEIGHBORHOOD EDGES: DeBALIVIERE AVENUE





## NEIGHBORHOOD EDGES: DeBALIVIERE AVENUE

# 4: Redevelop the Metro Garage Site with Residential & Mixed-Use

Metro Garage @ Goodfellow & Delmar: Existing



# NEIGHBORHOOD EDGES: DeBALIVIERE AVENUE

## # 4: Redevelop the Metro Garage Site with Residential & Mixed-Use

OPTION 1



OPTION 2



## NEIGHBORHOOD EDGES: DeBALIVIERE AVENUE

# 4: Redevelop the Metro Garage Site with Residential & Mixed-Use

Metro Garage @ Goodfellow & Delmar: PROPOSED



**CURRENT & RECENT DEVELOPMENTS**



**TRIBECA – 6 Stories**



**THE EVERLY – 14 Stories**



**THE EXPO @ FOREST PARK – 4 to 7 Stories**

**CURRENT & RECENT DEVELOPMENTS**



**THE HUDSON – 6 Stories**

**THINGS TO CONSIDER...**

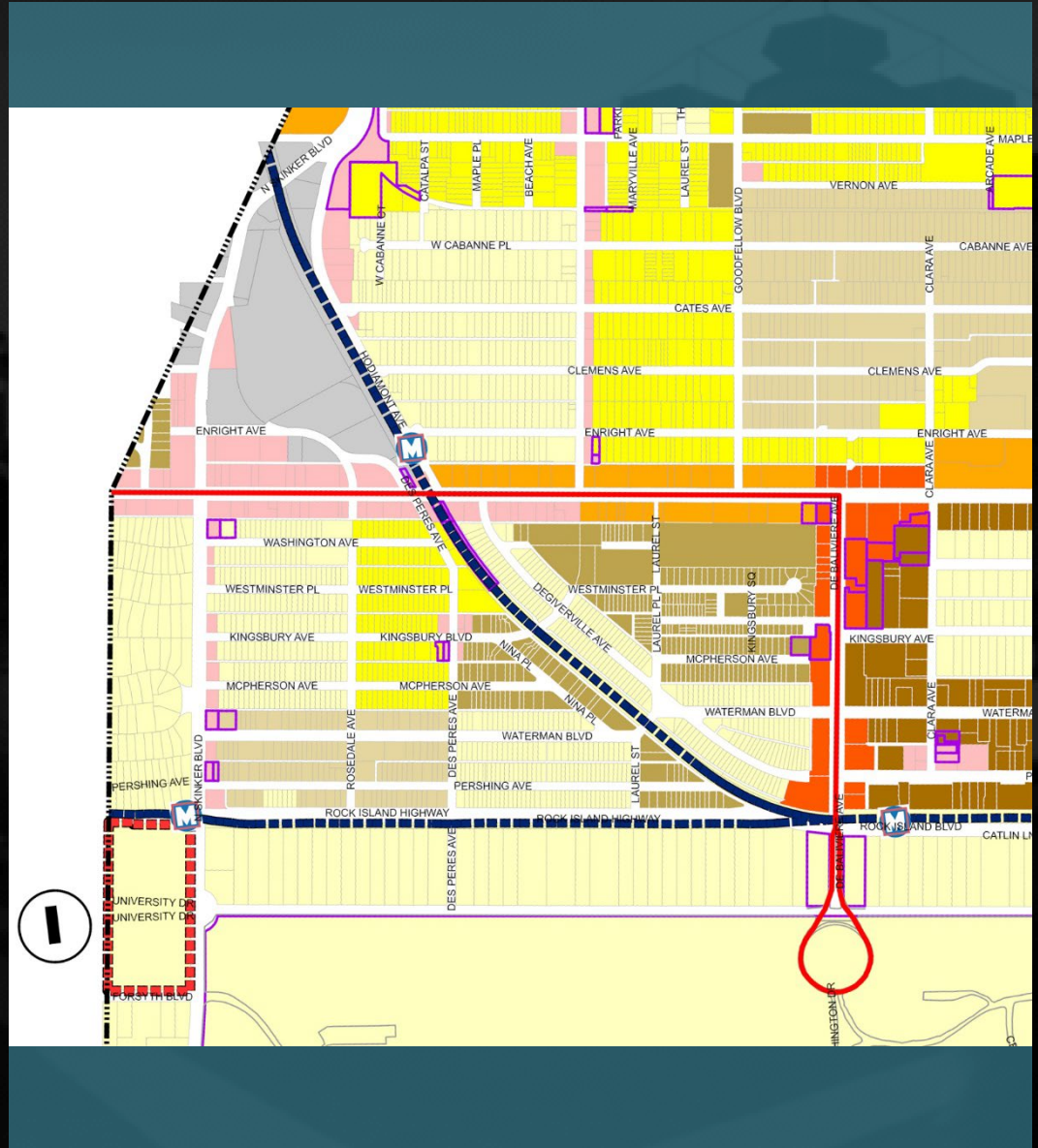
- *These project demonstrate the market for transit-oriented development along the corridor*
- **None of these project were built under the form based code** *(although Expo was designed to the code recommendations).*



**CHELSEA – 6 Stories**

EXISTING ZONING REGULATIONS  
MAXIMUM PERMITTED HEIGHTS

- “D” Multiple-Family Dwelling**
  - 3 stories or 45 feet maximum
  
- “E” Multiple-Family Dwelling**
  - 8 stories or 100 feet maximum
  - Additional height permitted via setback; 1 foot setback per 5 feet of height above 100 feet
  
- “F” Neighborhood Commercial**
  - 3 stories or 50 feet maximum building height
  
- “G” Local Commercial & Office**
  - 3 stories or 50 feet maximum building height
  
- “H” Area Commercial**
  - Same as “E” Multiple-Family Dwelling



**FREQUENTLY ASKED QUESTIONS (refer to <https://delmarfbd.com/faqs> for more FAQs)****DELMAR – DeBALIVIERE FORM-BASED DISTRICT****1. *What is a Form-Based Code / Form-Based District?***

It is a zoning overlay district, which modifies or replaces certain parts of the existing zoning code.

**2. *Does the Form-Based District Change the development approval process?***

No. Projects still have to be approved by the Zoning Division of the City of St. Louis, and they are still subject to review and approval by the Skinker DeBaliviere Development Review Committee.

**3. *Are Zoning Variances still available?***

Yes. All appeals and waivers, including variances, that are available under current zoning are still available under the Form-Based District.

**4. *Would the Opus Development have been able to move forward under the proposed Form-Based District?***

Not necessarily. The Opus Development did not conform with the proposed Form-Based District, and would still have been subject to review and approval by the Skinker DeBaliviere Development Review Committee. It would have had to have been approved with a variance, the same as under current zoning.

**5. *Are there other Form-Based Districts in the City of St. Louis?***

Yes. Part of the Central West End has a Form-Based District (adopted 2013), and the Forest Park Southeast Neighborhood has a Form-Based District (adopted 2017).

An architectural rendering of a city street scene. The scene is dominated by a blue color palette. In the center, a tram with the number 1351 is moving along tracks. To the left, a multi-story brick building with large windows and awnings is visible. Pedestrians are walking on the sidewalk, and a cyclist is riding in the foreground. To the right, more brick buildings and trees line the street. The overall atmosphere is that of a vibrant, walkable urban environment.

# **FINAL DRAFT FORM-BASED DISTRICT STANDARDS**

**Delmar – DeBaliviere Form-Based District**



**FORM-BASED DISTRICT STANDARDS COMPONENTS**

**REGULATING PLAN**

**CHARACTER ZONES (BUILDING ENVELOPE STANDARDS)**

- Minimum Building Heights
- Maximum Building Heights
- Build-To Lines
- Ground Floor Uses
- Upper Floor Uses

**PARKING STANDARDS**

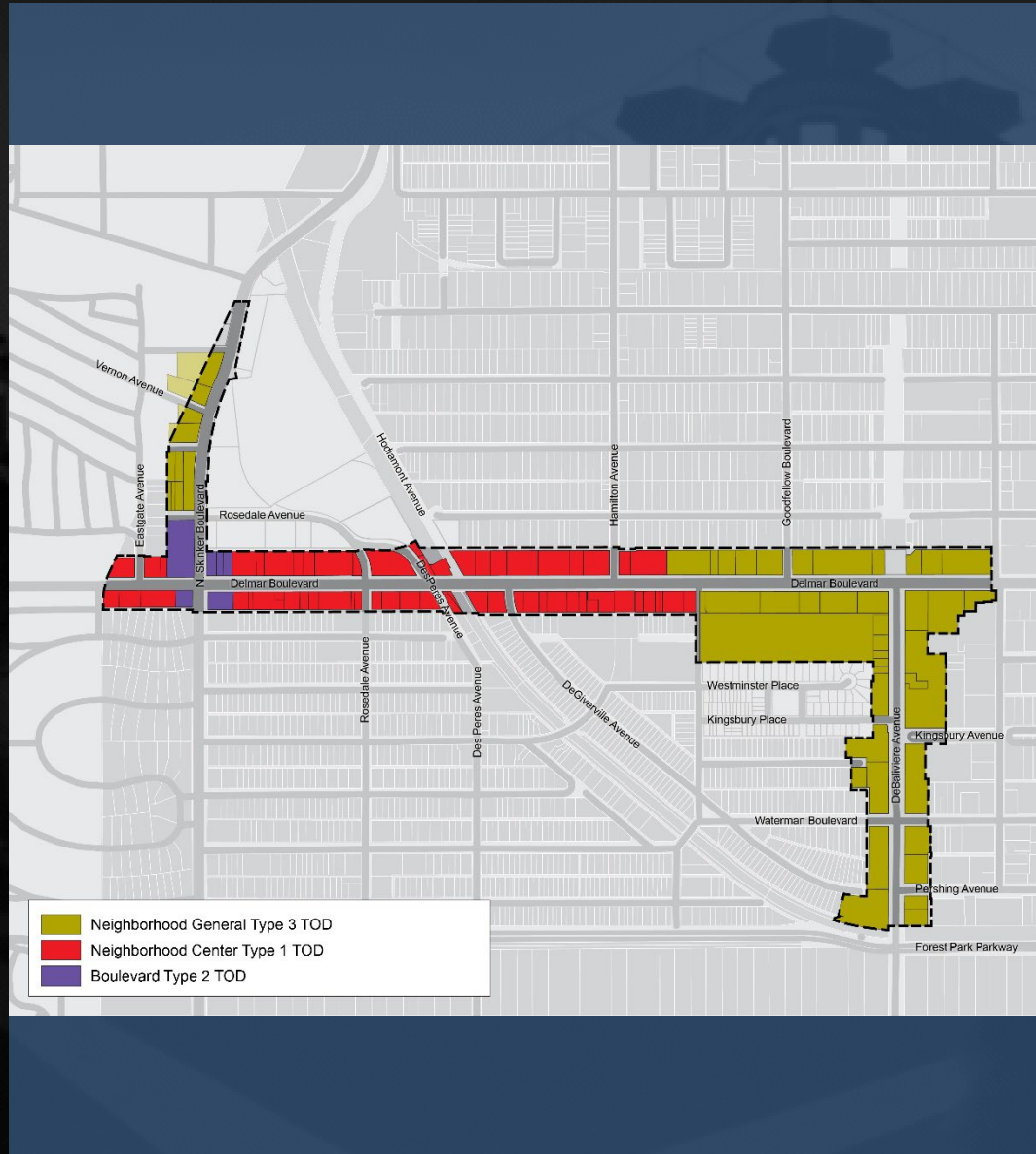
- On-Site Parking Requirements

**BUILDING DEVELOPMENT STANDARDS**

- Building Typologies
- Architectural Standards

**THOROUGHFARE STANDARDS**

- Street Type Standards
- Sustainable Infrastructure Standards

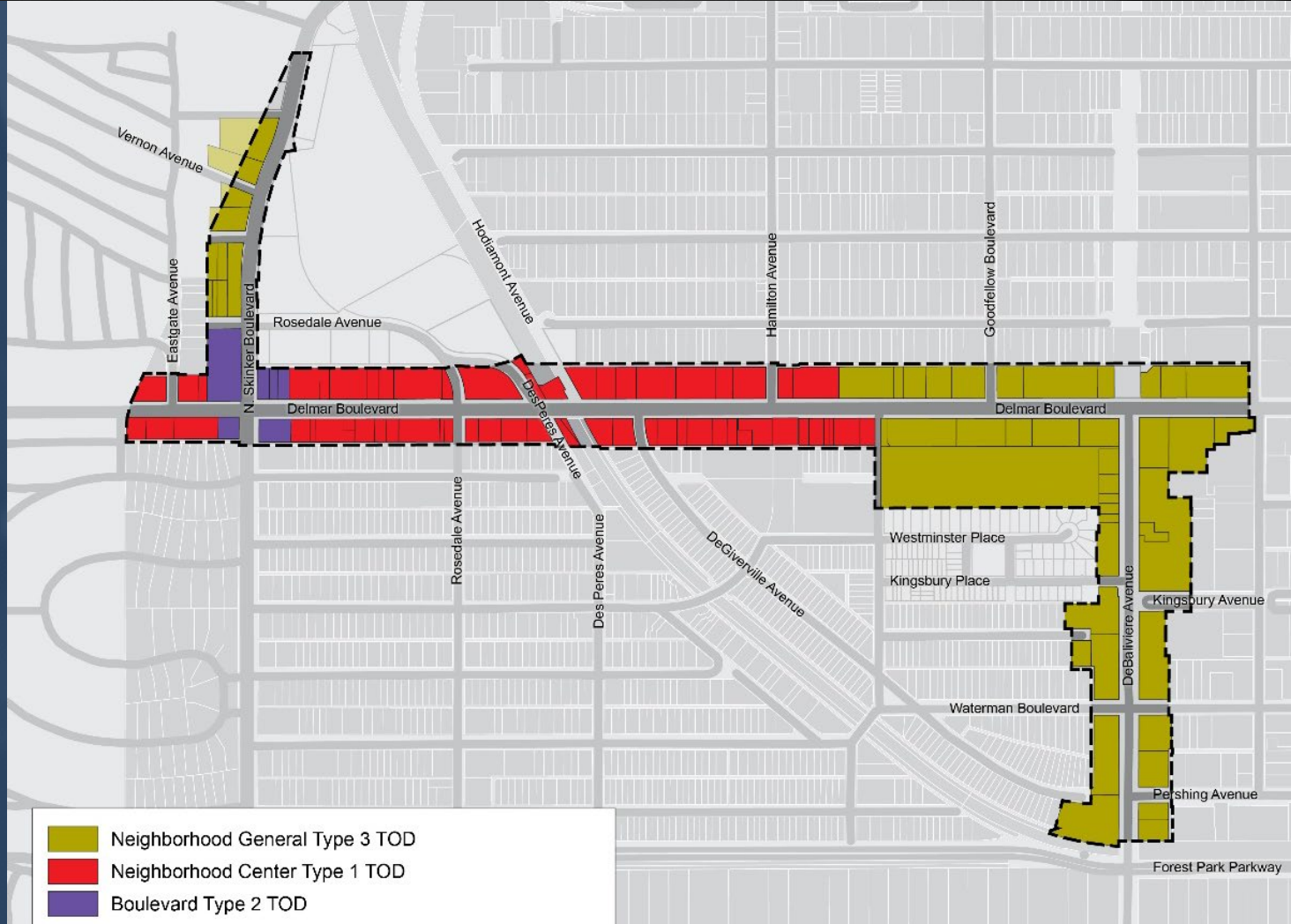


## FORM-BASED DISTRICT STANDARDS

### APPLICABILITY

- A. This District applies to parcels within the boundaries of the Regulating Plan, as follows.** Any parcel which becomes subject to the rules and regulations of the District shall no longer be subject to the Zoning Code, except as to regulatory subjects not addressed by the District but which are addressed by the Zoning Code.
- B. New Construction.** Applications for building permits and/or occupancy permits that consist of or include New Construction shall comply with all applicable standards of this District. No building or occupancy permit shall be issued by the City unless the proposed New Construction complies with all applicable provisions of this District. New Construction and permits pertaining to New Construction shall additionally comply with any regulatory subjects not addressed by the District but which are addressed by the existing Zoning Code. Procedures for review and grant of any permit pertaining to New Construction shall be prescribed by the Zoning Administrator, as established by internal procedures.
- C. Additions, Except When Located in a Local Historic District.** Except an application pertaining to a parcel located in a Local Historic District, applications for building permits and/or occupancy permits that consist of or include Additions shall comply with all applicable standards of this District. Except as provided herein, no permit of any kind shall be issued by the City unless the proposed Addition complies with all applicable provisions of this District. Additions shall also comply with any regulatory subjects not addressed by the District but which are addressed by the existing Zoning Code. Procedures for review and grant of any permit pertaining to Additions shall be prescribed by the Zoning Administrator, as established by internal procedures.
- D. Additions, When Located in a Local Historic District.** Any application for a building permit that consists of or includes an Addition to property located in Local Historic District shall be reviewed for compliance with the Local Historic District Standards. In the event of conflict between the two (2) standards, the Historic District Standards shall prevail.

## FORM-BASED DISTRICT STANDARDS REGULATING PLAN



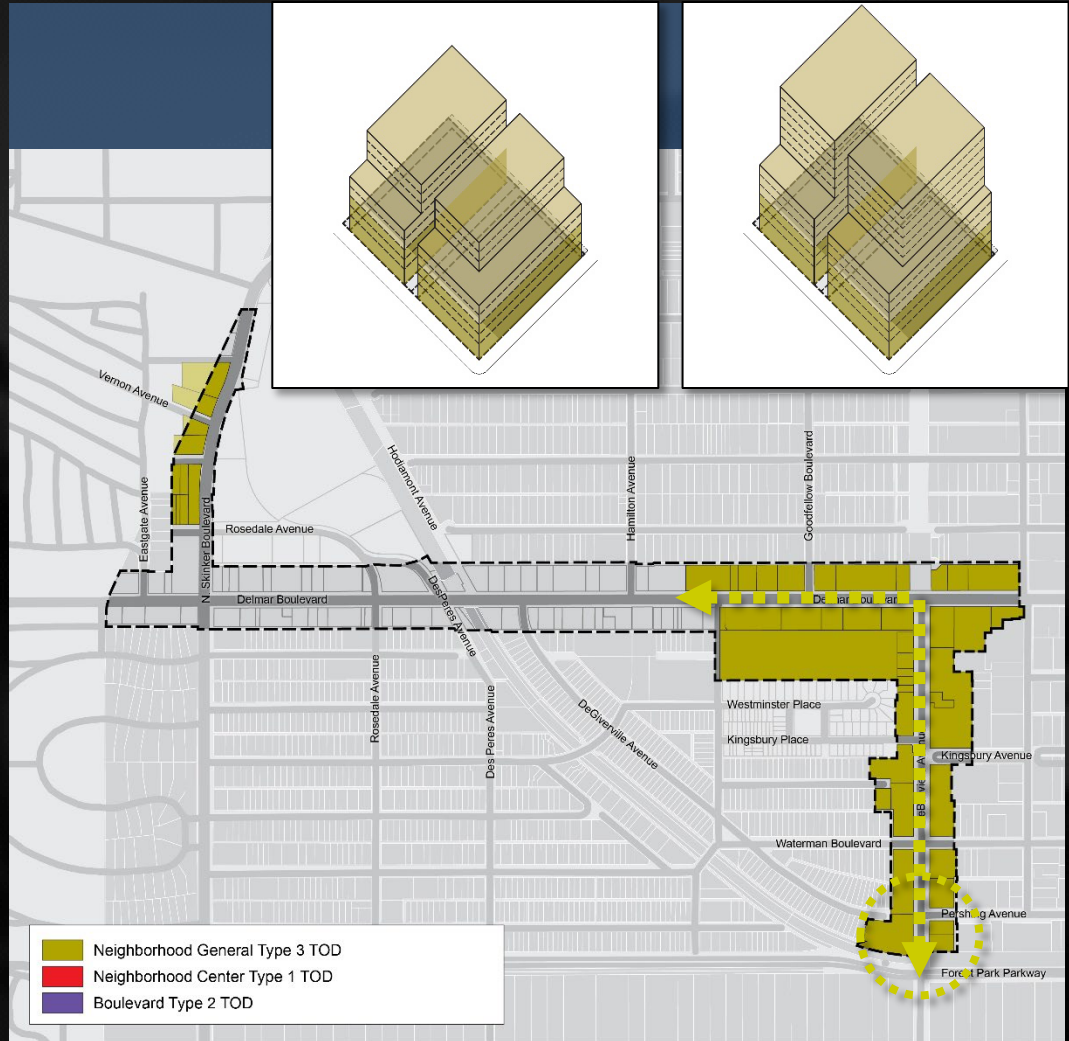
**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

**CHARACTER ZONES**

**Neighborhood  
 General Type 3 TOD**

These areas were identified as areas that should be a mix of residential uses with corner commercial development.

- Zero lot line buildings.
- Mix of residential and commercial uses within a variety of more dense housing typologies, like stacked flats or live/work.
- Some corner retailing, if possible.



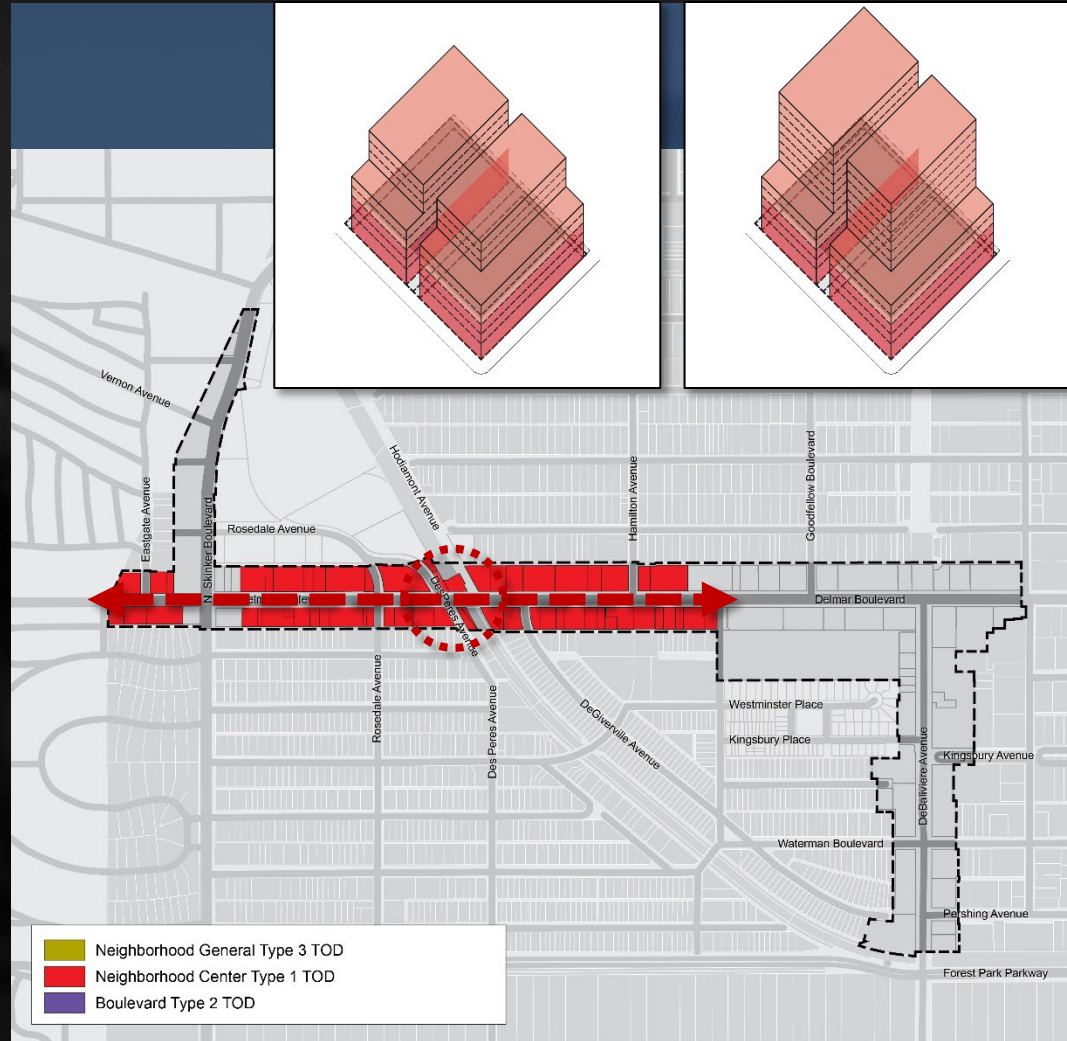
**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

**CHARACTER ZONES**

**Neighborhood Center**  
**Type 1 TOD**

This area was identified as the main walkable, entertainment area and mixed-use area in the neighborhood; or the “main street” with retail uses.

- Zero lot line areas all along its length.
- Required ground floor primary retail with active storefronts with entertainment, bar, retail, and restaurant uses.



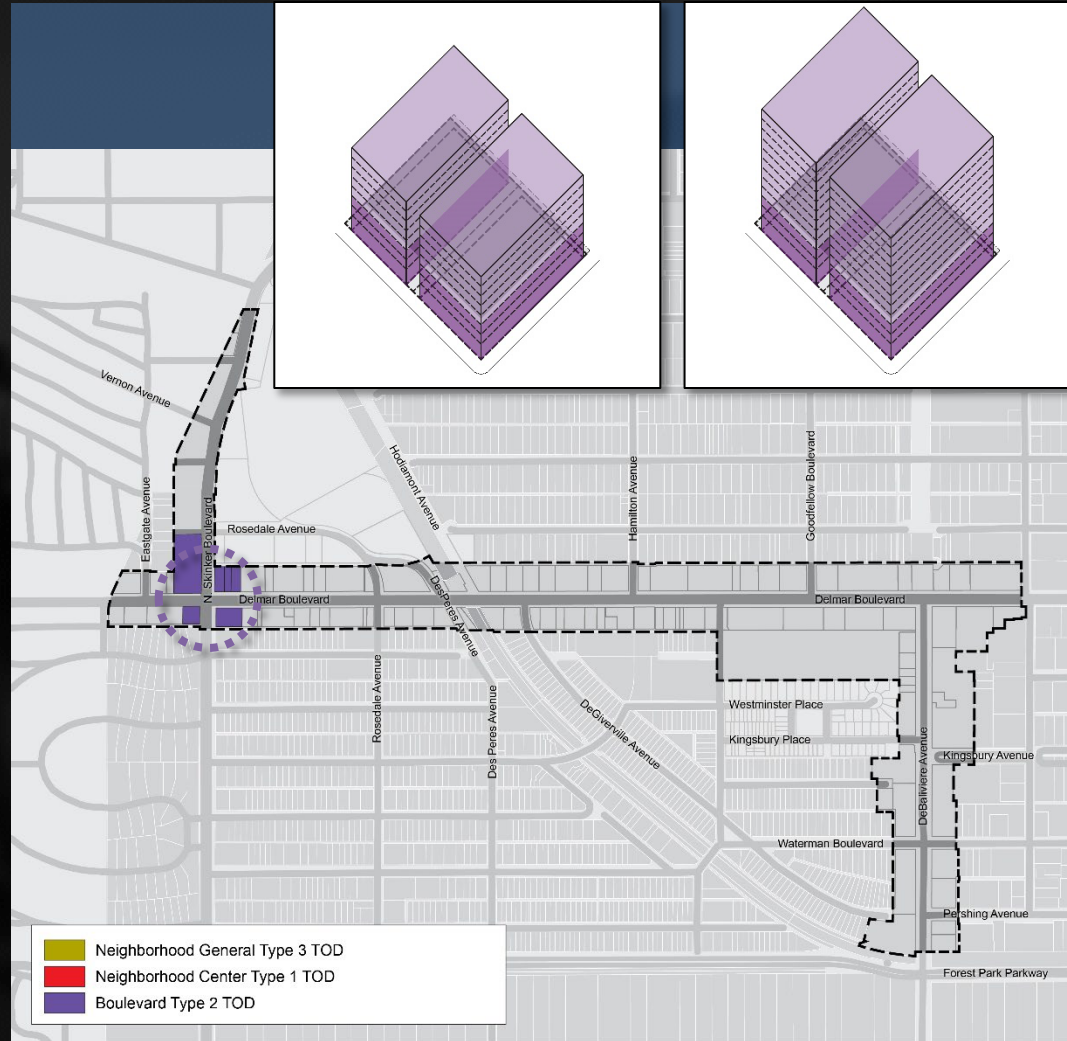
**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

**CHARACTER ZONES**

**Boulevard Type 2 TOD**

This area was identified as a primary gateway supporting high-rise mixed-use, office, and residential buildings with no setbacks at a key corner in the City.

- Mid-rise residential and office with some ground floor commercial uses.
- Up to 12-story building height (north side of Delmar) with no upper floor setbacks.
- Building frontages on Delmar are required to have ground floor commercial uses.

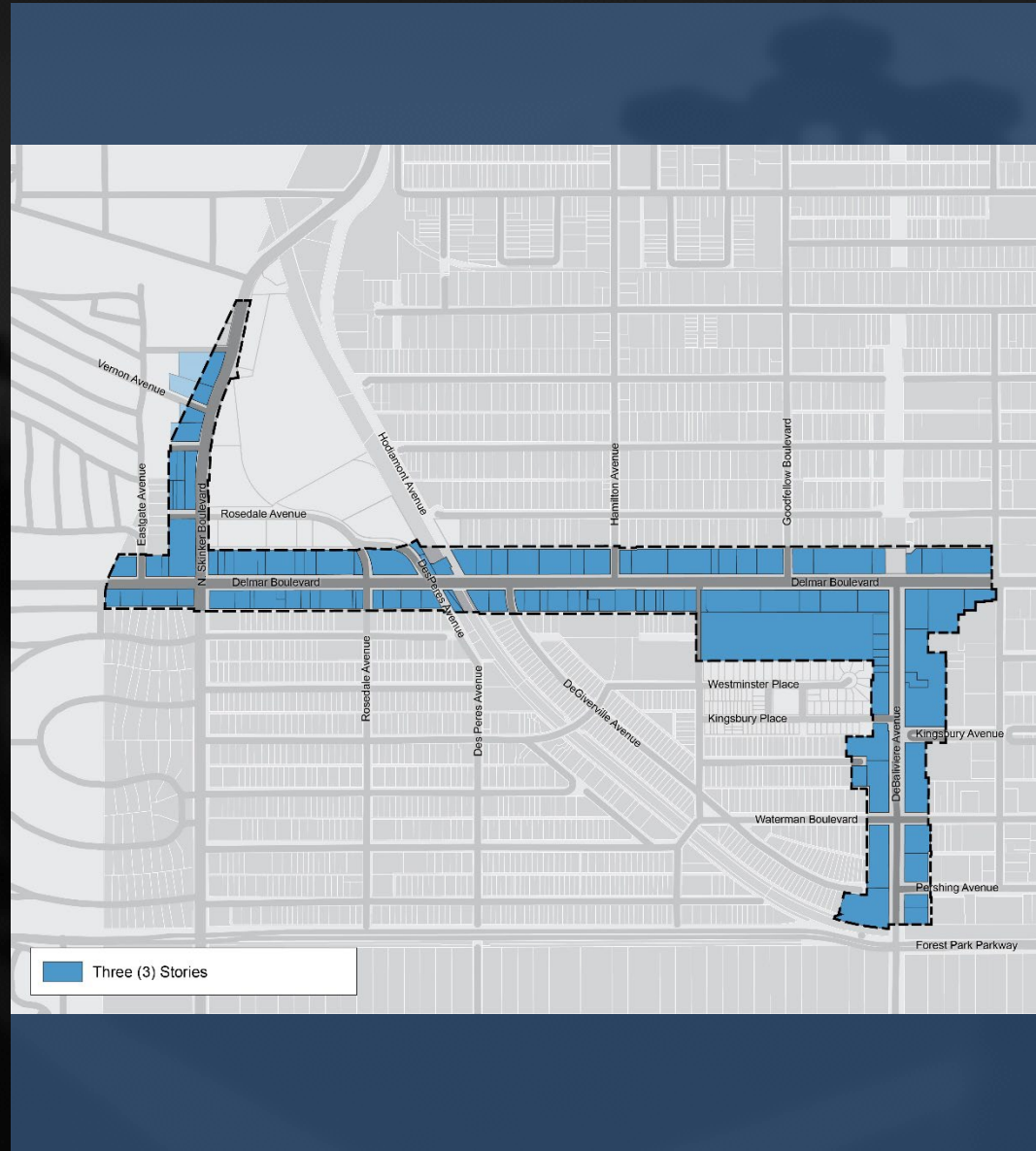


FORM-BASED DISTRICT STANDARDS  
BUILDING ENVELOPE STANDARDS

MINIMUM  
BUILDING HEIGHT

3 Story (40 feet) Minimum  
Building Height

- All parcels within the Form-Based District

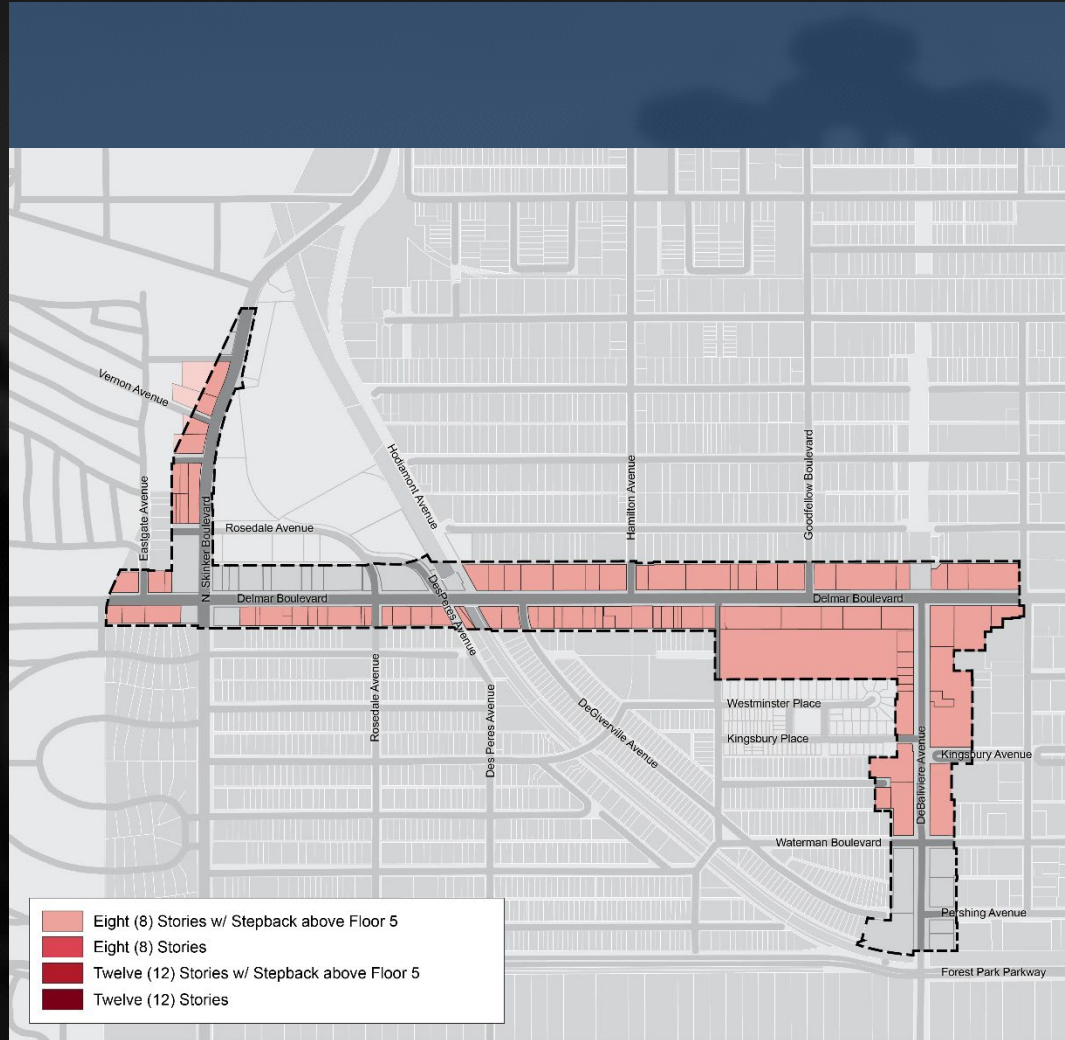


**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

**MAXIMUM BUILDING HEIGHT**

**8 Story (90 Feet) Maximum Building Height –**  
*Twenty-five (25) foot stepback above Floor 5 on all Primary Street and Side Street Facades.*

- **Delmar Boulevard, north side (west of Skinker and east of Hodiament)**
- **Delmar Boulevard, south side**
- **DeBaliviere Avenue (north of Waterman Boulevard)**
- **North Skinker Boulevard (east side, north of Enright Avenue)**
- **Rosedale Avenue / Enright Avenue**





FORM-BASED DISTRICT STANDARDS  
BUILDING ENVELOPE STANDARDS

MAXIMUM  
BUILDING HEIGHT

8 Story (90 Feet) Maximum  
Building Height –  
*No Stepback*

- **Corners of Delmar Boulevard and North Skinker Boulevard, south side**



**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

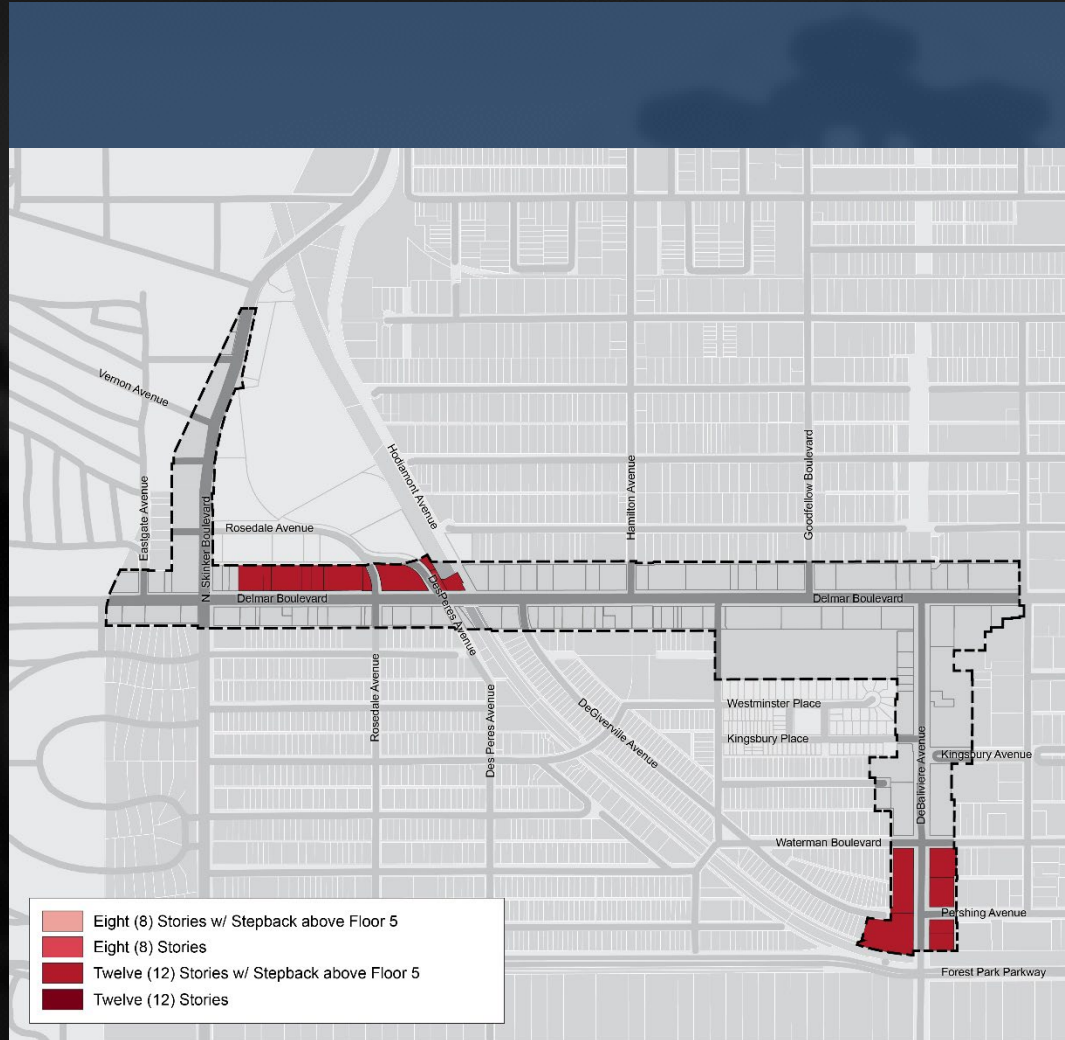
**MAXIMUM BUILDING HEIGHT**

**8 Story (90 Feet) Maximum Building Height**

**12 Story (130 Feet) Maximum Height**

*Twenty-five (25) foot setback above Floor 5 on all Primary Street and Side Street Facades.*

- **Delmar Boulevard, north side (west of Hodiamont, east of Skinker)**
- **DeBaliviere Avenue (south of Waterman Boulevard)**



FORM-BASED DISTRICT STANDARDS  
BUILDING ENVELOPE STANDARDS

**MAXIMUM  
BUILDING HEIGHT**

**8 Story (90 Feet) Maximum  
Building Height**

**12 Story (130 Feet) Maximum  
Height**

*No Stepback*

- **Corners of Delmar Boulevard  
and North Skinker Boulevard,  
north side**

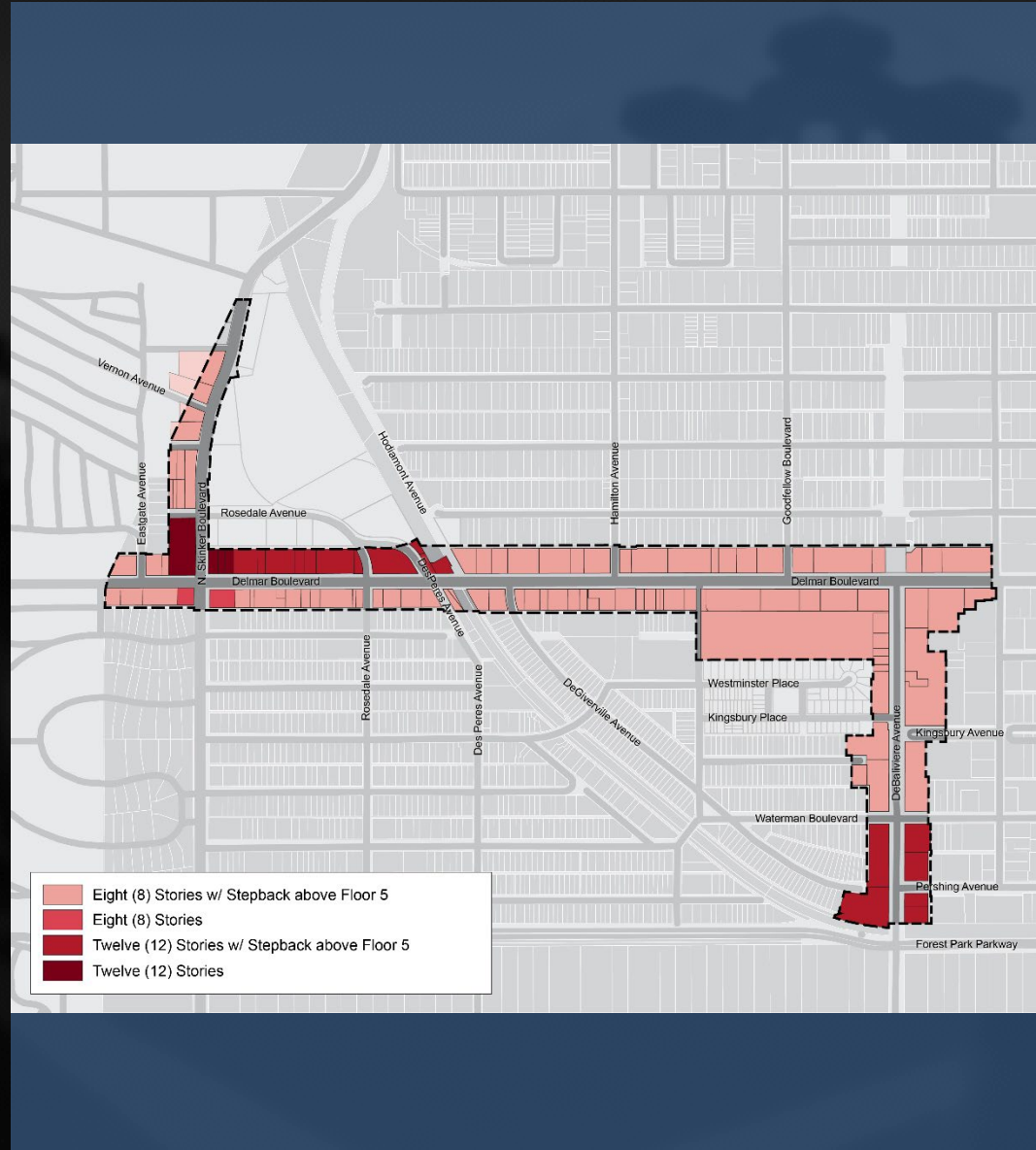


FORM-BASED DISTRICT STANDARDS  
BUILDING ENVELOPE STANDARDS

**MAXIMUM  
BUILDING HEIGHT**

**8 Story (90 Feet) Maximum  
Building Height**

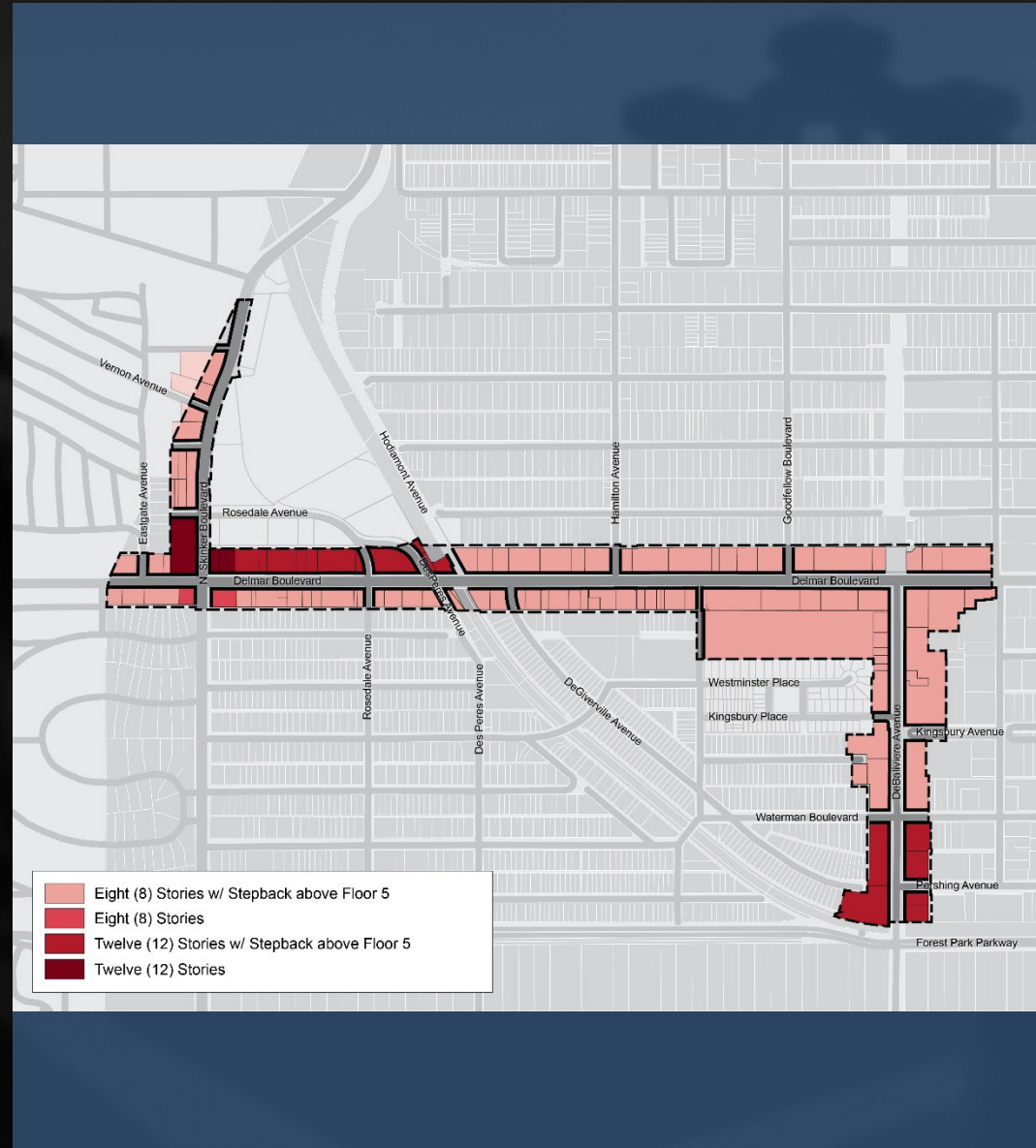
**12 Story (130 Feet) Maximum  
Height**



**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

**BUILD-TO LINE**  
**FLOORS 1 to 5**

**Zero (0) Lot Line for all parcels**  
**in the Form-Based District**

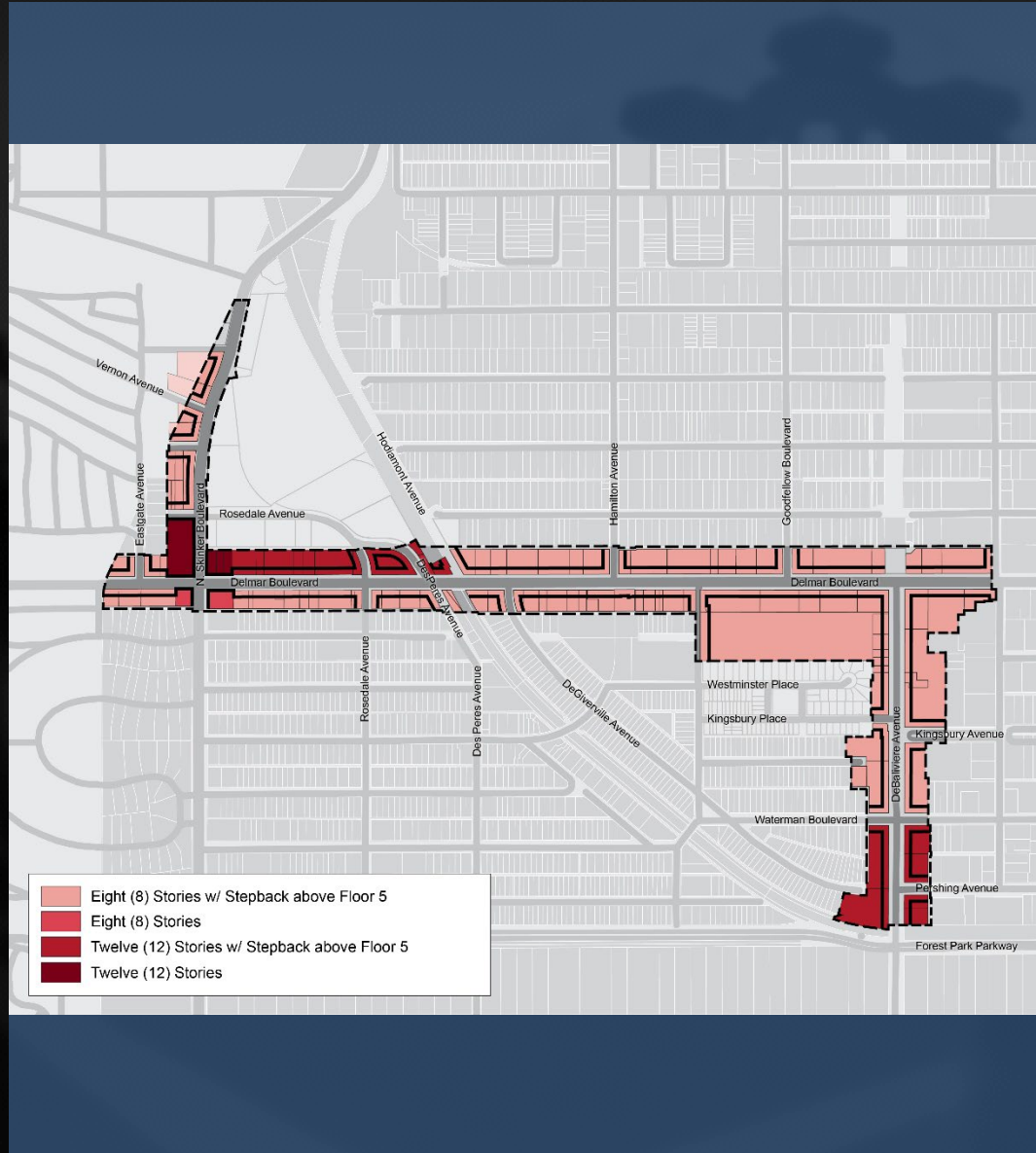


**FORM-BASED DISTRICT STANDARDS  
BUILDING ENVELOPE STANDARDS**

**BUILD-TO LINE  
ABOVE FLOOR 5**

**Twenty-five (25) feet for all  
parcels within NC1-TOD and  
NG3-TOD**  
**Zero (0) lot line for all parcels  
within BV2-TOD**

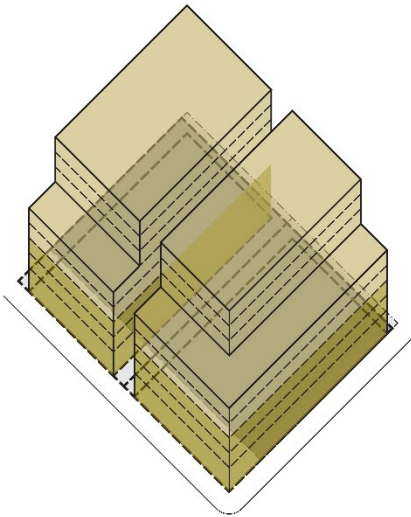
*The intersection of Delmar and Skinker is a key gateway on two of the City’s major thoroughfares. In order to reinforce this relationship, both the Skinker DeBaliviere Neighborhood Plan (adopted) and the TOD Station Area Plan (accepted by SLDC) call for no upper floor building setbacks at this corner.*



**FORM-BASED DISTRICT STANDARDS**

**BUILDING ENVELOPE STANDARDS**

**Neighborhood General Type 3 TOD (NG3-TOD)**



**Primary Street Build-To Line**

- 0 Feet – Floor 1 to Floor 5
- 25 Feet – Floor 6 to Floor 8

**Side Street Build-To Line**

- 0 Feet – Floor 1 to Floor 5
- 25 Feet – Floor 6 to Floor 8

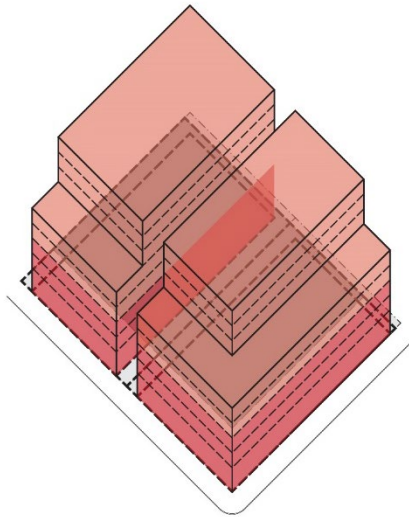
**Side Setback**

- 0 Feet Min. | 10 Feet Max.

**Alley Setback**

- 5 Feet Min. | 10 Feet Max., w/ conditions

**Neighborhood Center Type 1 TOD (NC1-TOD)**



**Primary Street Build-To Line**

- 0 Feet – Floor 1 to Floor 5
- 25 Feet – Floor 6 and above

**Side Street Build-To Line**

- 0 Feet – Floor 1 to Floor 5
- 25 Feet – Floor 6 and above

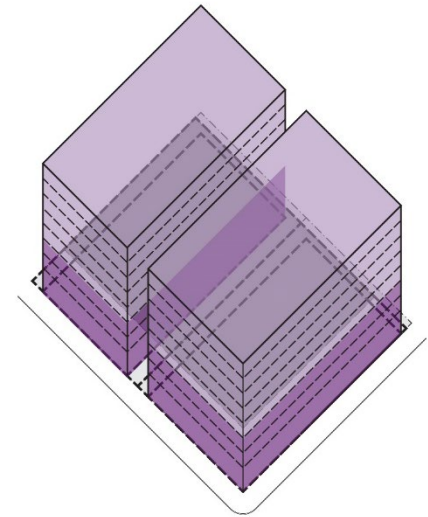
**Side Setback**

- 0 Feet Min. | 10 Feet Max.

**Alley Setback**

- 5 Feet Min. | 10 Feet Max., w/ conditions

**Boulevard Type 2 TOD (BV2-TOD)**



**Primary Street Build-To Line**

- 0 Feet

**Side Street Build-To Line**

- 0 Feet

**Side Setback**

- 0 Feet Min. | 10 Feet Max.

**Alley Setback**

- 5 Feet Min. | 10 Feet Max., w/ conditions

## FORM-BASED DISTRICT STANDARDS BUILDING ENVELOPE STANDARDS

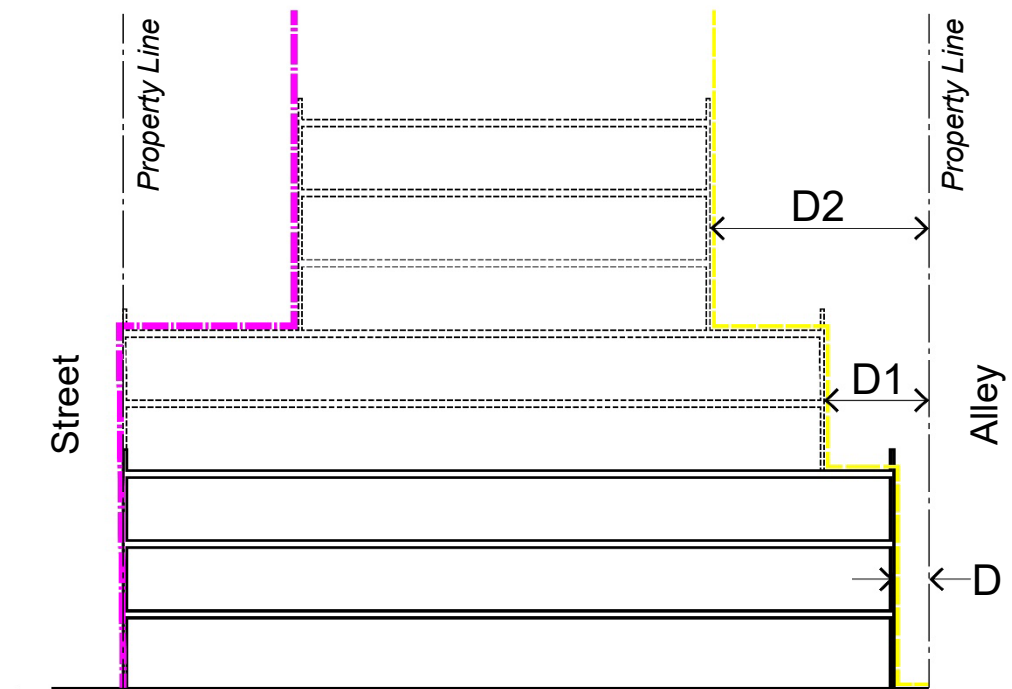
# CONDITIONAL ALLEY (REAR) SETBACK

For all lots with an alley (rear) boundary that is directly adjacent to and separated by an alley to lots that are zoned “A” Single-Family Residential or “B” Multi-Family Residential, the following alley (rear) setbacks shall apply:

[D] ALLEY SETBACK (For First 3 Stories):  
**5’ Min | 10’ Max**

[D1] ALLEY SETBACK (For 4 to 5 Stories):  
**15’ Min**

[D2] ALLEY SETBACK (For 6 to 8 Stories):  
**30’ Min**





**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

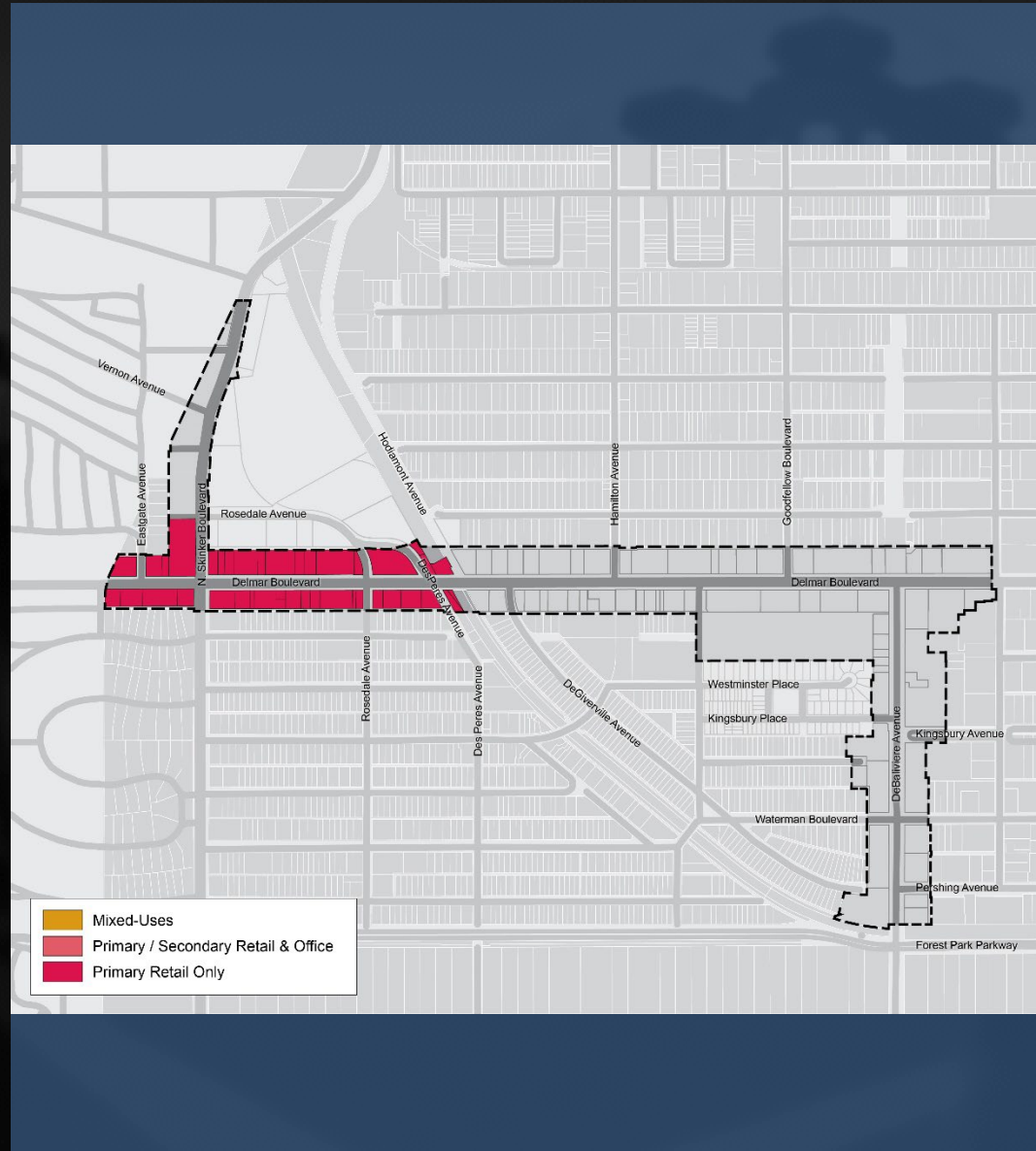
**GROUND FLOOR USES**

**Primary Retail Only**

*Primary Retail*

- Restaurants
- Bars | Taverns
- Retail Stores
- Entertainment Venues
- Etc...

**Delmar (west of Hodiamont)**



**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

**GROUND FLOOR USES**

**Primary, Secondary Retail & Office Uses**

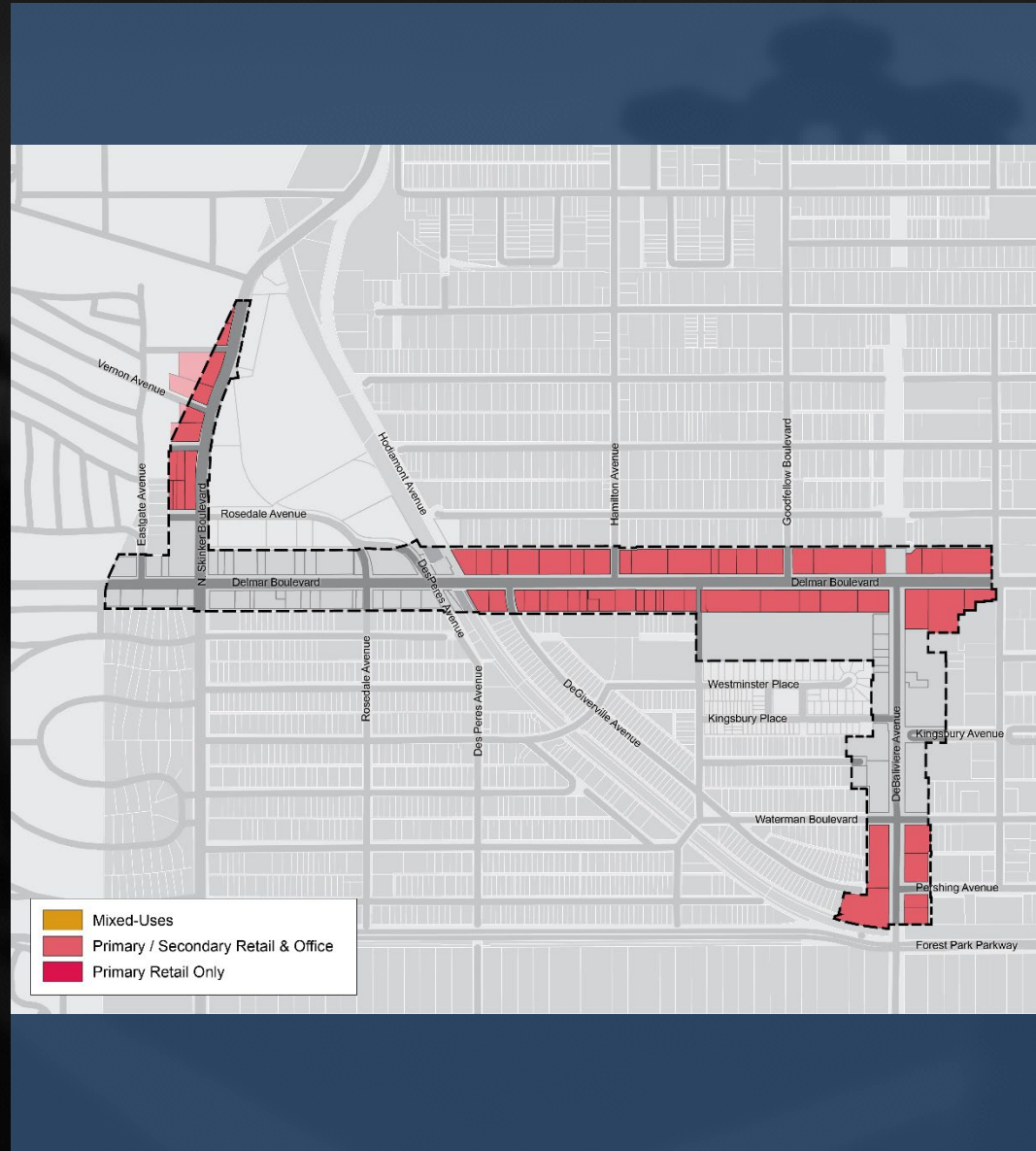
*Primary Retail*

- Restaurants
- Bars | Taverns
- Retail Stores
- Entertainment Venues
- Etc...

*Secondary Retail & Office*

- Office Uses
- Banks | Financial
- Fitness Centers
- Pharmacies
- Etc...

**Delmar (east of Hodiamont  
 Skinker (north of Enright)  
 DeBaliviere (south of Waterman)**



**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

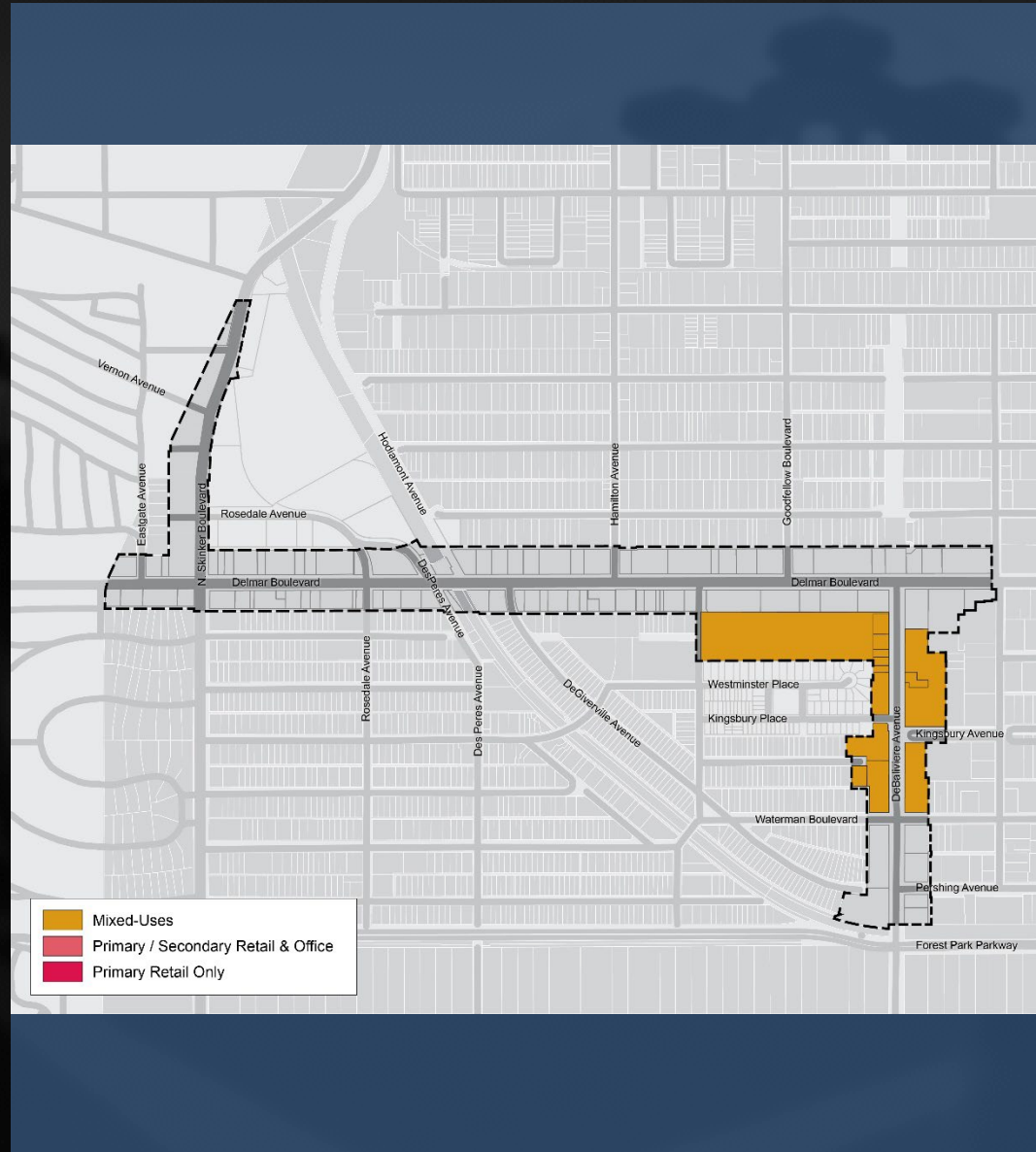
**GROUND FLOOR USES**

**Mixed-Uses**

*All Primary, Secondary Retail & Office Uses, plus...*

- Residential Uses
- Special Uses (conditional)
- Light Industrial (conditional)
- Etc...

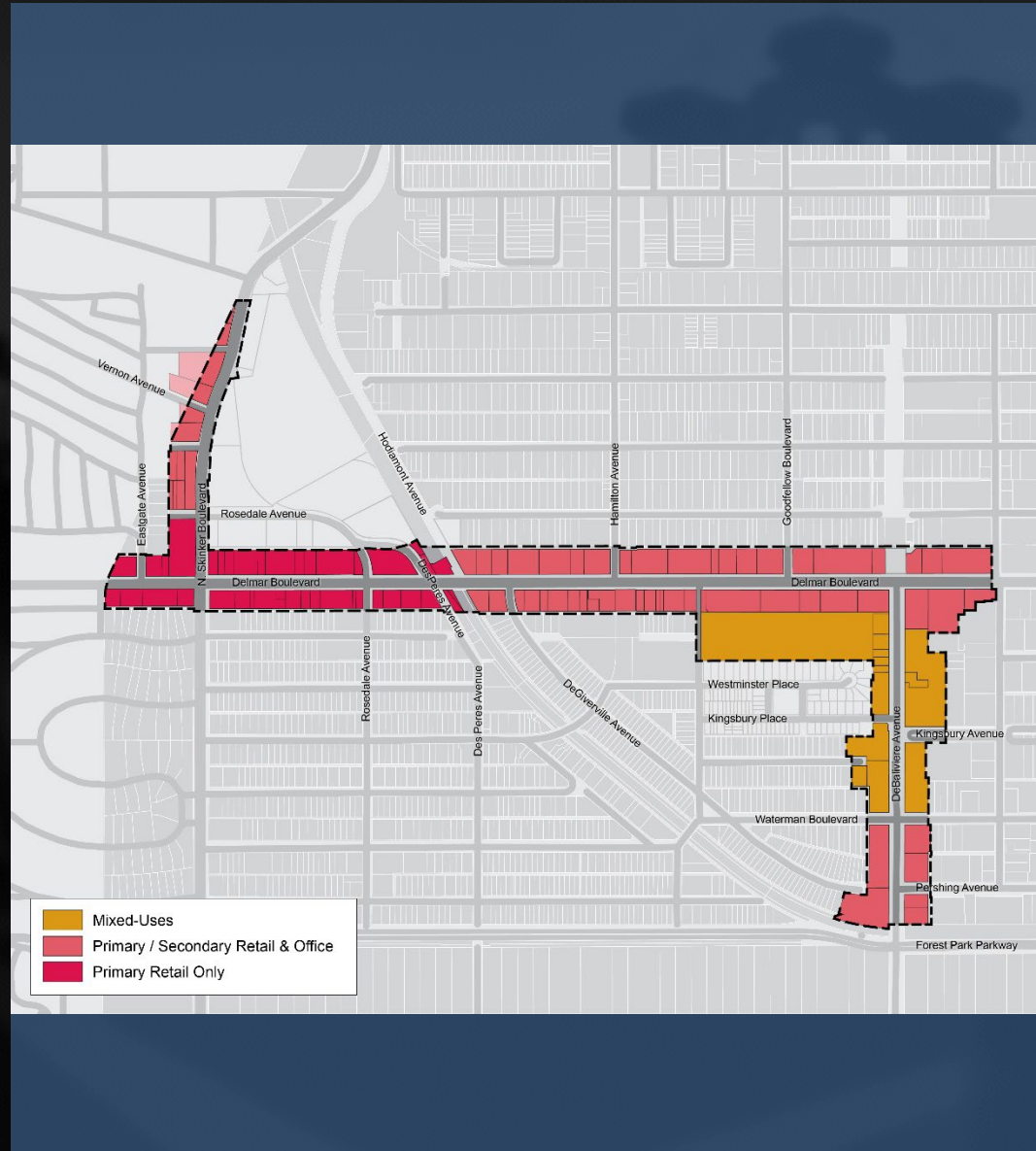
**DeBaliviere**



**FORM-BASED DISTRICT STANDARDS**  
**BUILDING ENVELOPE STANDARDS**

## **GROUND FLOOR USES**

**Primary Retail Only**  
**Primary, Secondary Retail & Office Uses**  
**Mixed-Uses**



## FORM-BASED DISTRICT STANDARDS BUILDING ENVELOPE STANDARDS

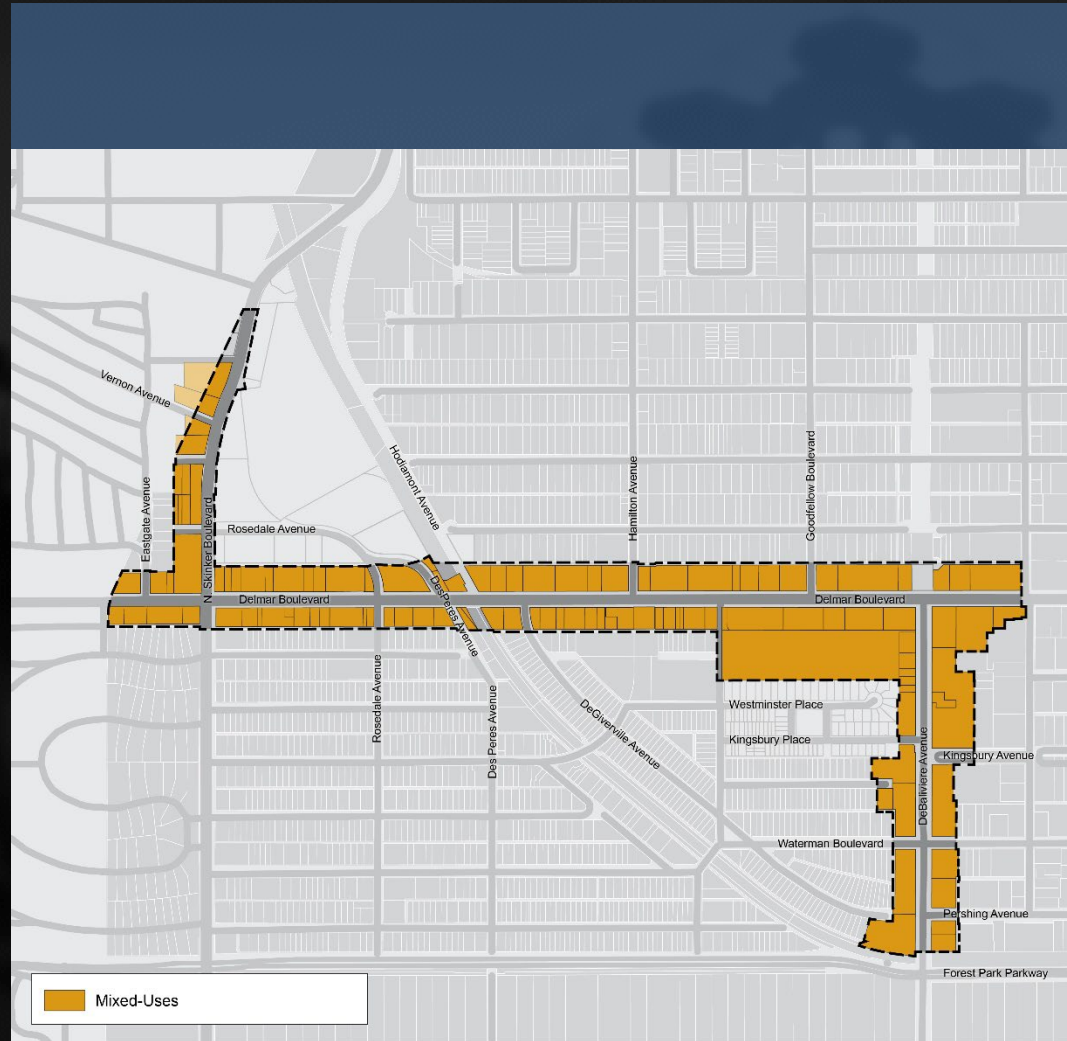
# UPPER FLOOR USES

### Mixed-Uses

*All Primary, Secondary Retail & Office Uses, plus...*

- Residential Uses
- Special Uses (conditional)
- Light Industrial (conditional)
- Etc...

**All parcels within the Form-Based District**



**FORM-BASED DISTRICT STANDARDS****PARKING STANDARDS****Residential Parking Requirements**

- Multiple residential dwelling units:  
**0.5 parking space / dwelling unit.**
- Multiple residential dwelling unit buildings with six (6) or fewer total residential dwelling units:  
**Exempt (no minimum parking requirement)**

**Commercial Parking Requirements**

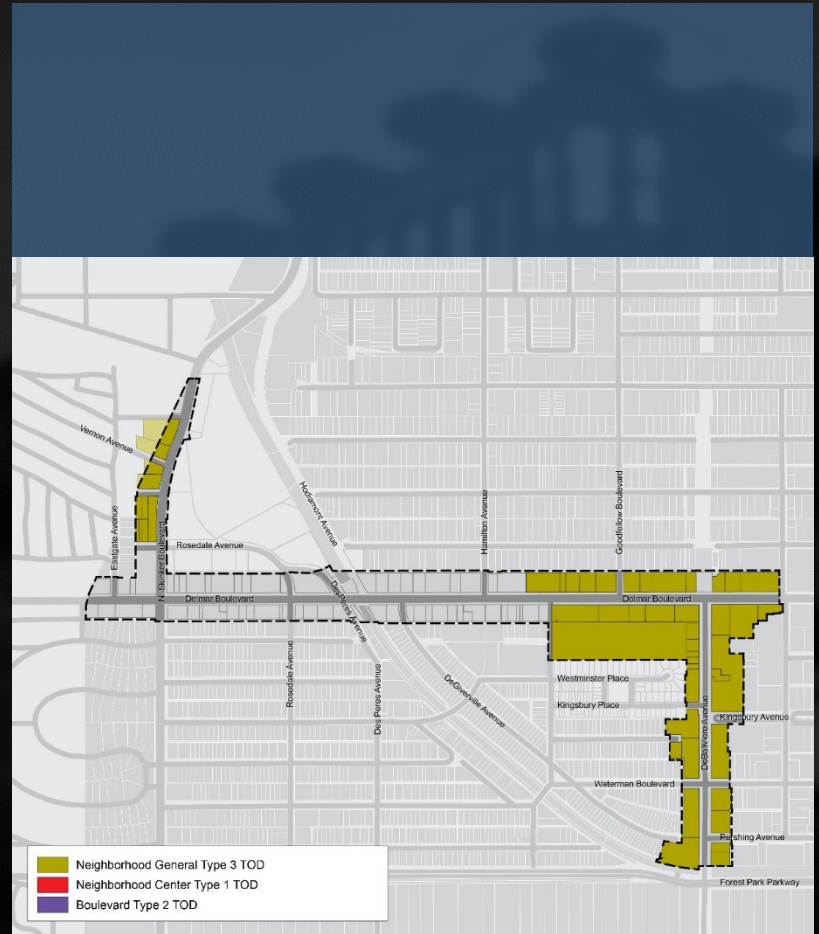
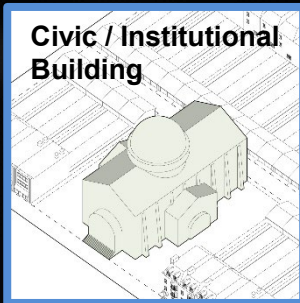
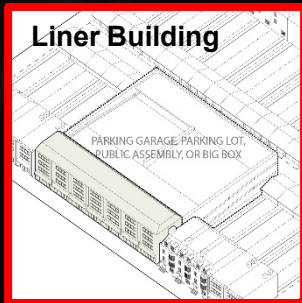
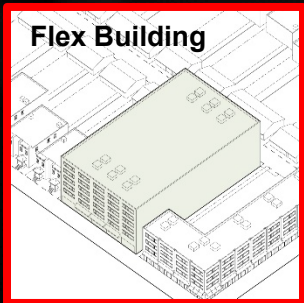
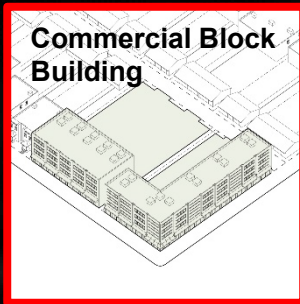
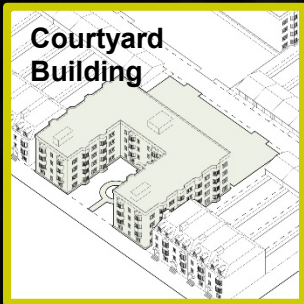
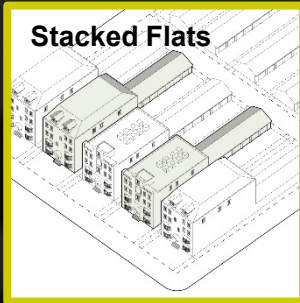
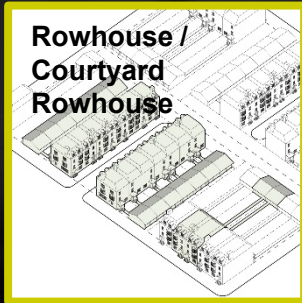
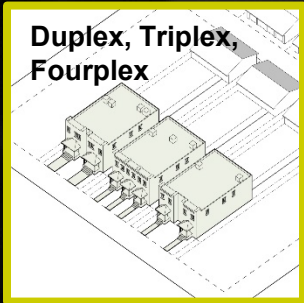
- Retail stores, floor area greater than 9,000 square feet:  
**1 parking space / 700 square feet in excess of 9,000 square feet.**
- Banks and offices, floor area greater than 10,000 square feet:  
**1 parking space / 1,250 square feet in excess of 10,000 square feet.**
- Restaurants, bars, and taverns, floor area greater than 9,000 square feet:  
**1 parking space / 700 square feet in excess of 9,000 square feet.**

**FORM-BASED DISTRICT FRAMEWORK**

**BUILDING DEVELOPMENT STANDARDS**

**BUILDING TYPES**

**Neighborhood General Type 3 TOD**

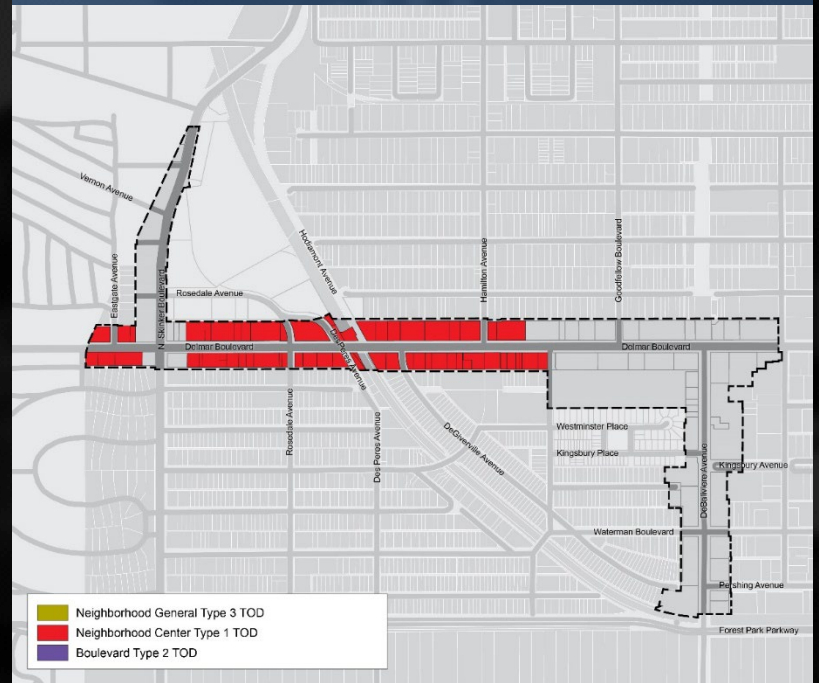
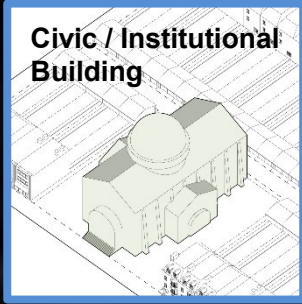
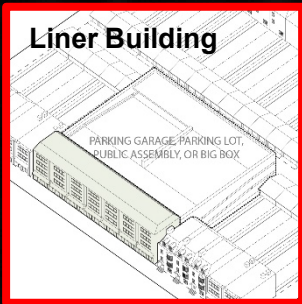
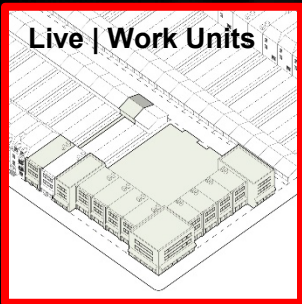
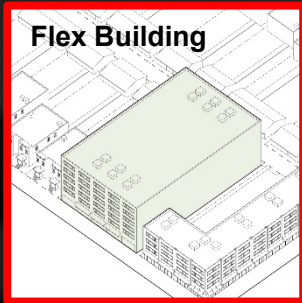
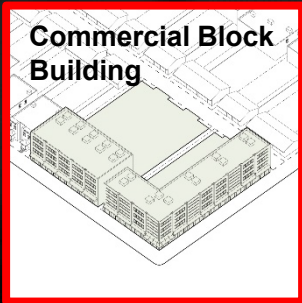
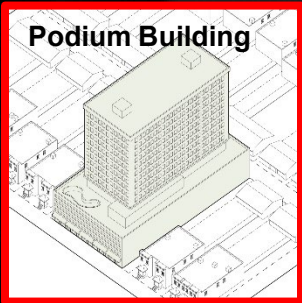


**FORM-BASED DISTRICT FRAMEWORK**

**BUILDING DEVELOPMENT STANDARDS**

**BUILDING TYPES**

**Neighborhood Center Type 1 TOD**

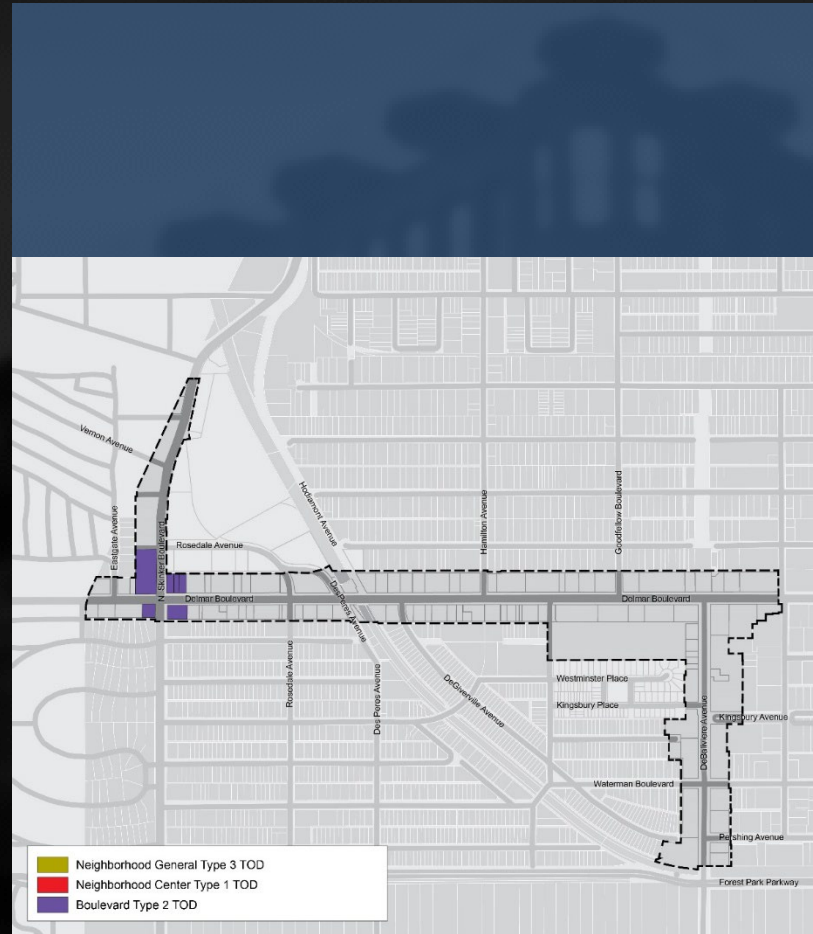
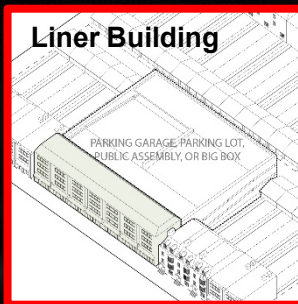
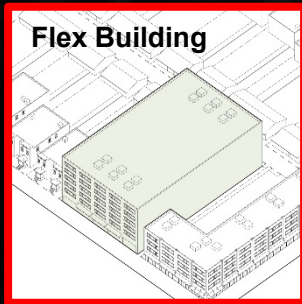
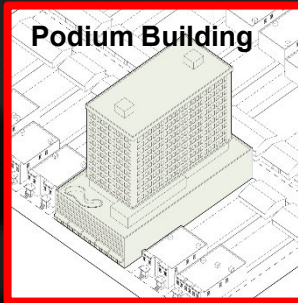
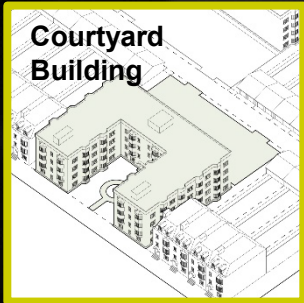




**FORM-BASED DISTRICT FRAMEWORK**  
**BUILDING DEVELOPMENT STANDARDS**

**BUILDING TYPES**

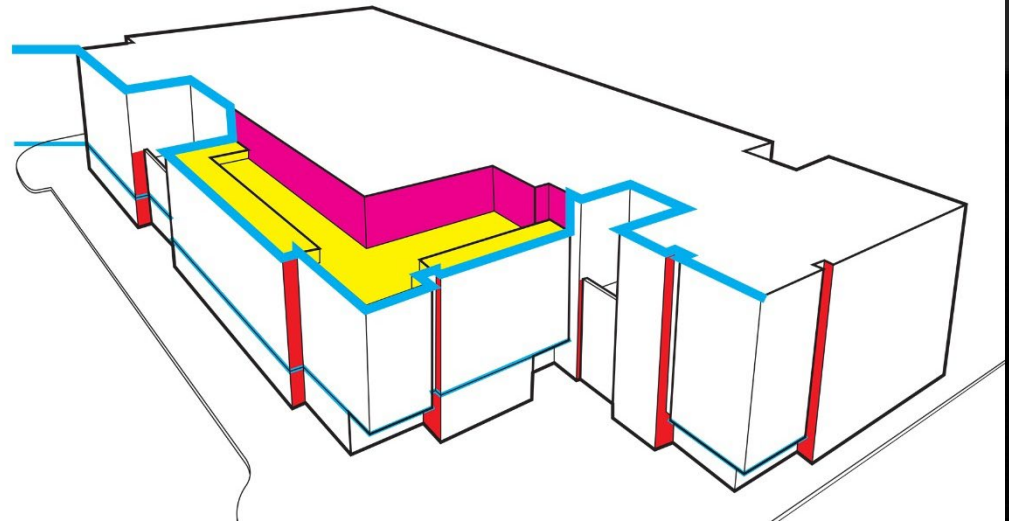
**Boulevard Type 2 TOD**



## FORM-BASED DISTRICT FRAMEWORK BUILDING DEVELOPMENT STANDARDS

# ARCHITECTURAL STANDARDS

- Provide additional, detailed requirements for the articulation of building form.
- Their purpose is to help ensure interesting, well-detailed buildings that provide human-scale features by defining:
  - *Vertical & horizontal façade breaks*
  - *Materials and material changes*
  - *Roof lines*
  - *Step backs*
  - *Outdoor spaces*
  - *Etc.*



**FORM-BASED DISTRICT FRAMEWORK**  
**BUILDING DEVELOPMENT STANDARDS****ARCHITECTURAL**  
**STANDARDS**

Detailed Architectural Standards are provided for the following categories:

**Building Facades**

**Roofs and Parapets**

**Windows and Doors**

**Street Walls**

**Lighting**

**Equipment**

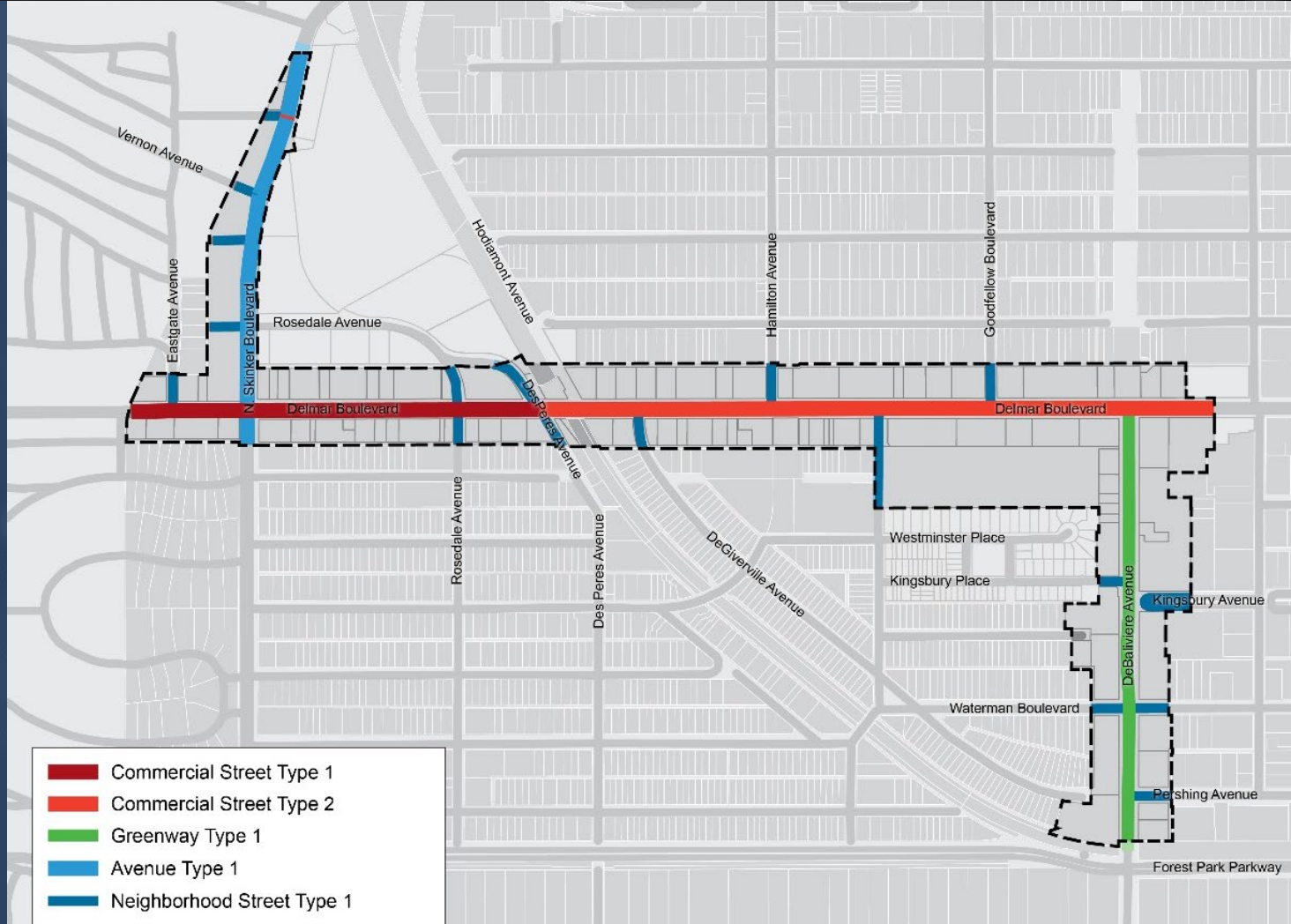
**Signage**

Architectural Standards are applied to buildings according to “Primary Building Facades” and “Secondary Building Facades”, which are defined as follows:

- **Primary Building Façade:** “Primary Building Façade” shall mean building facades located on a primary street or side street; the rear facade on the first lot adjacent to an alley; and all rear building facades above story three (3).
- **Secondary Building Façade(s):** “Secondary Building Façade(s)” shall mean building facades located on side setbacks and alley setbacks up to story three (3) of a building.

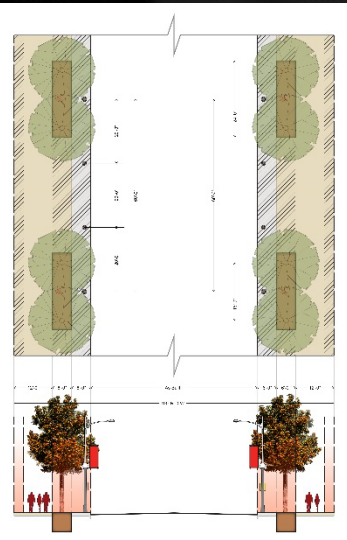
THOROUGHFARE STANDARDS

THOROUGHFARE PLAN

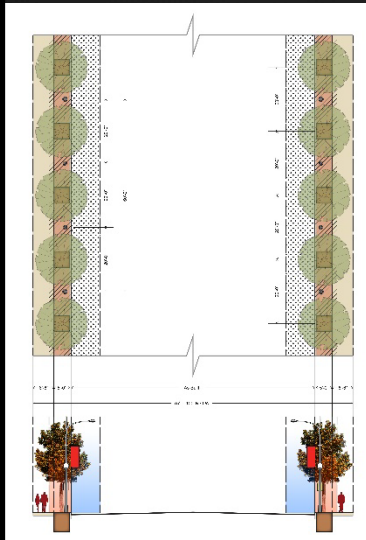


THOROUGHFARE STANDARDS

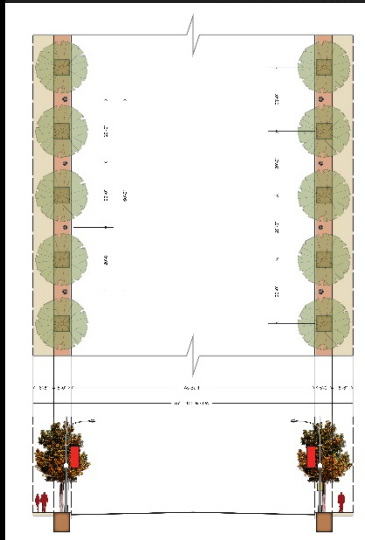
STREET TYPE CLASSIFICATIONS



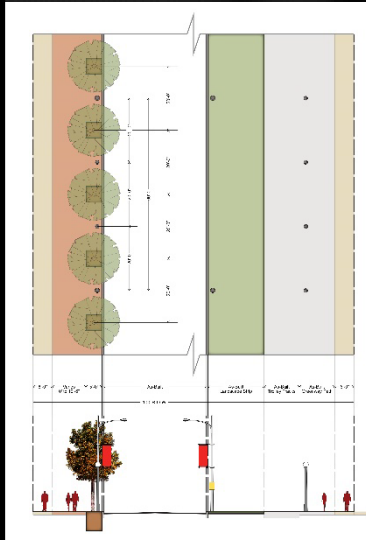
**Commercial Street Type 1**



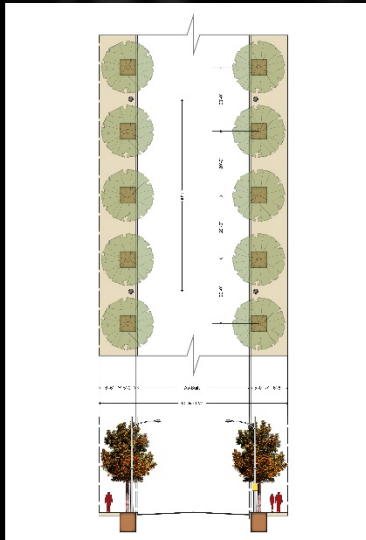
**Commercial Street Type 2**



**Avenue Type 1**



**Greenway Type 1**



**Neighborhood Street Type 1**



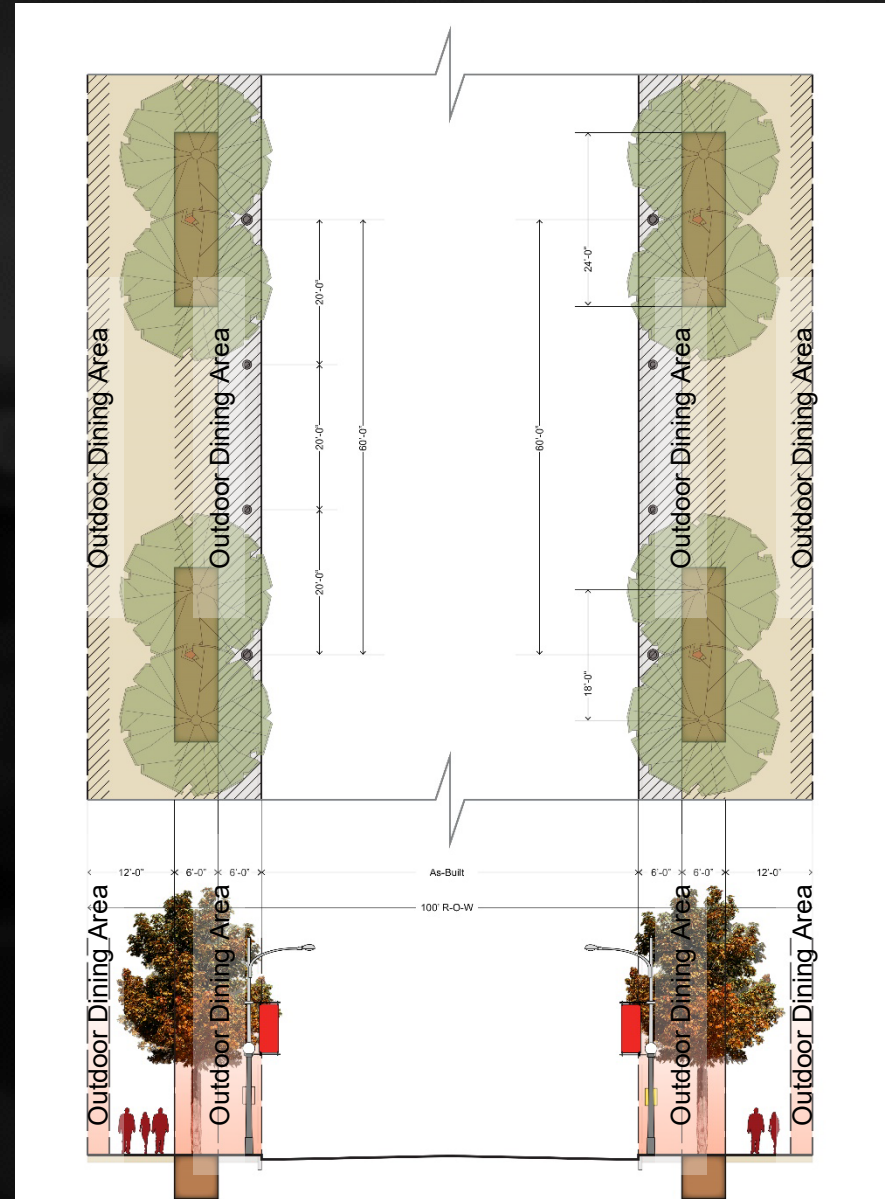
STREET TYPE CLASSIFICATIONS

**Commercial Street Type 1**

COMMERCIAL STREET TYPE 1 is a *primary walkable, commercial thoroughfare* with *moderate vehicular capacity and moderate speed*.

These commercial streets *support high-intensity, active ground floor uses, including primary retail, entertainment, dining, and drinking establishments*. Enhanced streetscape, including 24-foot wide sidewalks, planters, vehicular and pedestrian lighting, and optional curb bump-outs provide ample space for outdoor retail and dining activities.

Existing roads classified as Commercial Street Type 1 include *Delmar Boulevard, west of Des Peres Avenue*.



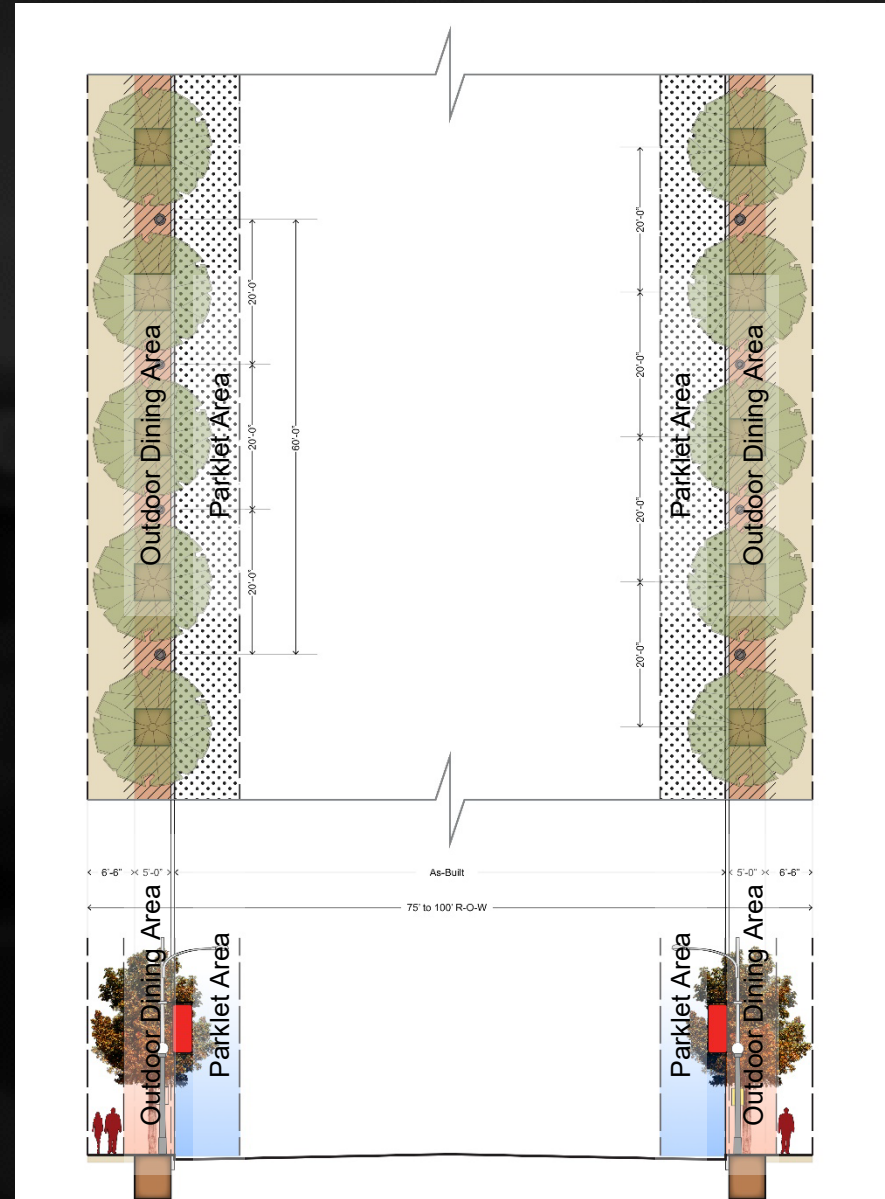
STREET TYPE CLASSIFICATIONS

Commercial Street Type 2

COMMERCIAL STREET TYPE 2 is a *walkable commercial thoroughfare* with *high vehicular capacity and moderate speed*.

These commercial streets support a variety of ground floor uses, including *both primary and secondary retail, entertainment, dining and drinking establishments, and offices*. Streetscape includes 12-foot wide sidewalks, tree wells, vehicular and pedestrian lighting, and optional curb bump-outs. Space provided for *outdoor retail and dining activities can be supplemented through temporary parklets built in the parallel parking lane*.

Existing roads classified as Commercial Street Type 2 include *Delmar Boulevard, east of Des Peres Avenue*.



STREET TYPE CLASSIFICATIONS

# Commercial Street Type 2

Space provided for outdoor retail and dining activities can be supplemented through temporary parklets built in the parallel parking lane.



Temporary Sidewalk Expansion Parklet



Temporary Sidewalk Expansion Parklet –  
Laclede Ave & Vandeventer Ave



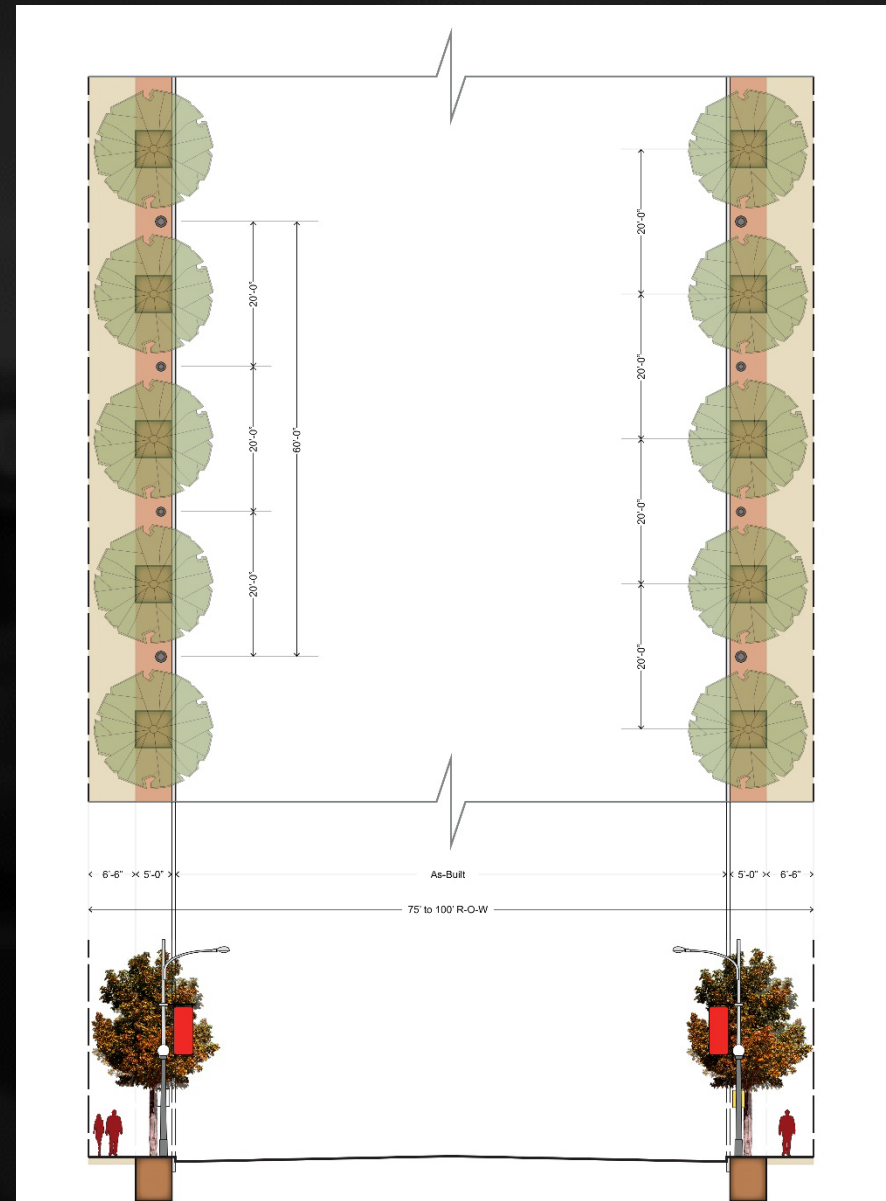
STREET TYPE CLASSIFICATIONS

**Avenue Type 1**

AVENUE TYPE 1 is a *walkable commercial thoroughfare with high vehicular capacity and high speed.*

These commercial streets support a variety of ground floor uses, including *both primary and secondary retail, entertainment, dining and drinking establishments, and offices.* Streetscape includes 12-foot wide sidewalks, tree wells, and vehicular and pedestrian lighting. *Outdoor dining and retail activities are not provided for* due to increased vehicular capacity and speed.

Existing roads classified as Avenue Type 1 include *N. Skinker Boulevard.*

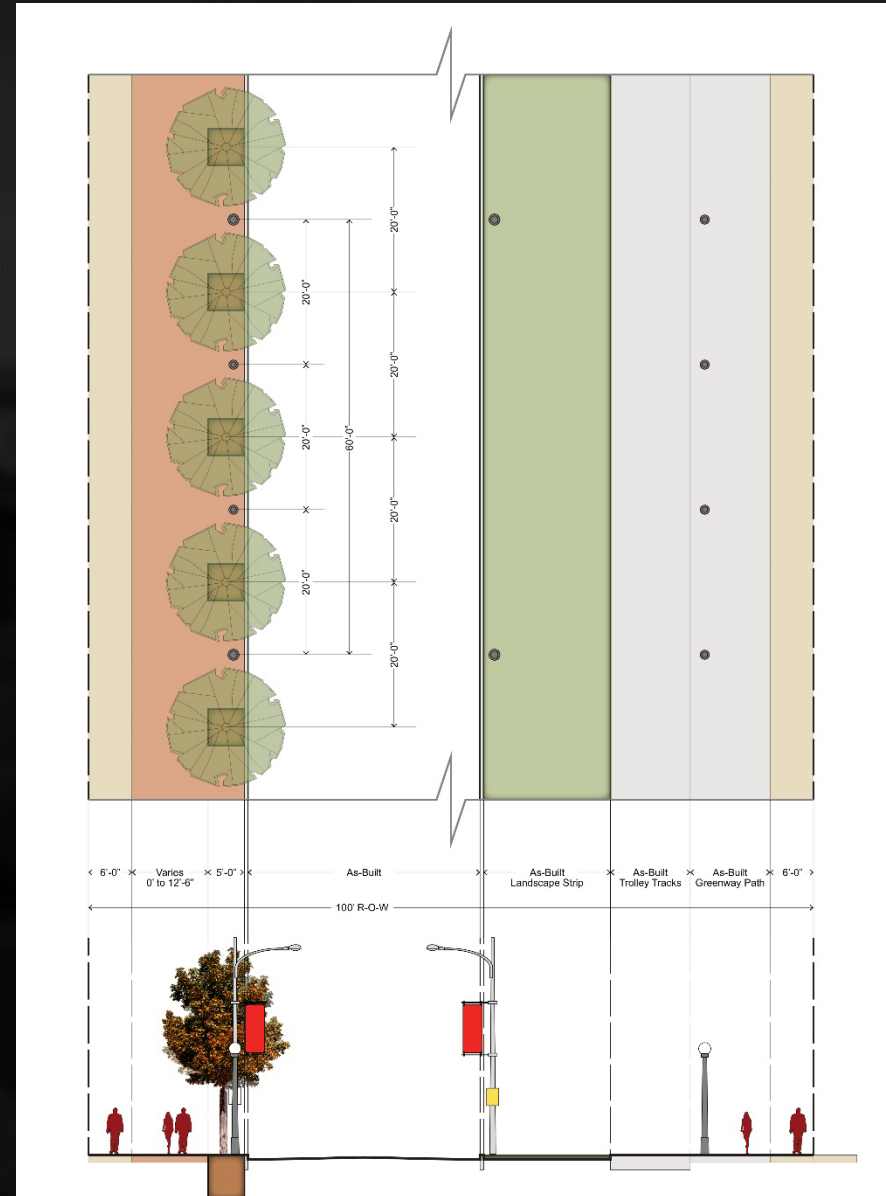


STREET TYPE CLASSIFICATIONS

**Greenway Type 1**

GREENWAY TYPE 1 is a *specialized, walkable mixed-use thoroughfare* that is designed specifically to accommodate *the existing facilities of the Loop Trolley and St. Vincent Greenway*. Greenway Type 1 provides consistent streetscape design standards to enhance pedestrian activity while working within the limitations of a unique roadway cross-section.

Existing roads classified as Greenway Type 1 include *DeBaliviere Avenue*.

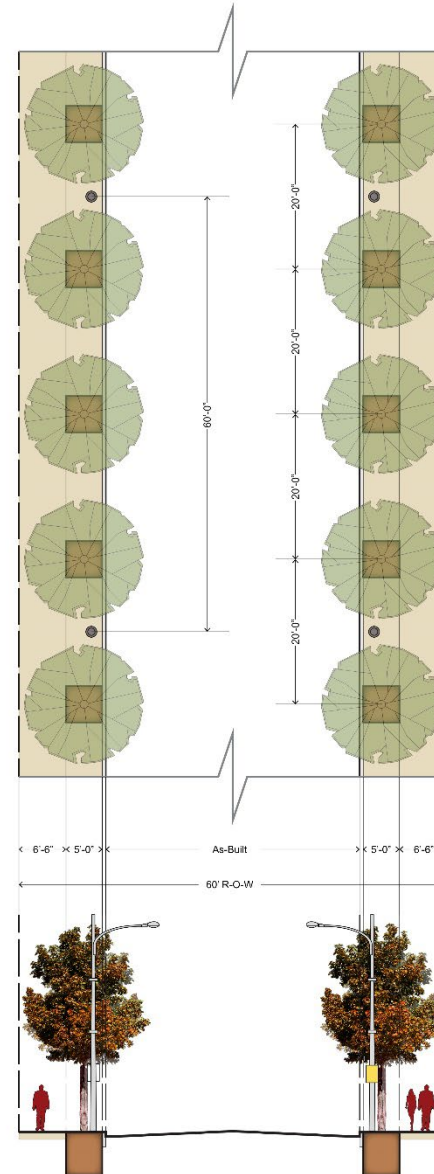


STREET TYPE CLASSIFICATIONS

**Neighborhood Street Type 1**

NEIGHBORHOOD STREET TYPE 1 is a *thoroughfare designed for moderate capacity and low speed.* They are typically equipped with tree-lined sidewalks and streetscape. These streets provide a *consistent interface between the adjacent residential neighborhoods and the commercial / mixed-use corridor.*

Existing roads include *Eastgate Avenue, Enright Avenue, Clemens Avenue, Vernon Avenue, Cabanne Avenue, Rosedale Avenue, Des Peres Avenue, DeGiverville Avenue, Hamilton Avenue, Laurel Street, Goodfellow Boulevard, Kingsbury Place, Waterman Boulevard, and Pershing Avenue.*



## SUSTAINABLE INFRASTRUCTURE STANDARDS

### **Percentage Pervious**

A minimum of fifteen (15%) percent of the Sidewalk Zone area must be pervious materials. Pervious surfaces are required with each Street Type. Pervious surfaces may include tree wells, planters, rain gardens / bioswales (where permitted) and pervious unit pavers.

### **Drainage Strategies**

Runoff generated at the adjacent property shall be routed through a detention system such as a structured stormwater planter before being discharged to the public sewer system. Potential drainage strategies to accomplish these goals within the Sidewalk Zone include: pervious pavements, flow-through or infiltration planters or tree wells, or rain gardens / bioswales (bioretention / bio-detention).

## SUSTAINABLE INFRASTRUCTURE STANDARDS

### Rain Gardens / Bioswales

Where curb bump-outs are permitted, rain gardens / bioswales shall be constructed within the curb bump-out area. Rain gardens / bioswales shall conform to the design, construction, and maintenance standards published by Metropolitan Sewer District of St. Louis (MSD). Rain gardens / bioswales shall be accompanied by a long-term operations and maintenance (O&M) plan with either:

- (1) the owner designated as the O&M entity; or
- (2) a third-party entity designated as the O&M entity, with a provided copy of the O&M agreement.

Rain gardens / bioswales may be counted toward the required fifteen (15%) percent pervious surface.



## SUSTAINABLE INFRASTRUCTURE STANDARDS

### **Structured Soil Cells**

Tree wells and planters shall be constructed with structured soil cells (Silva Cell or similar) to resist soil compaction, promote water infiltration, and promote tree root growth and tree health.

### **Street Trees**

Street tree species shall conform to the approved tree list of the Forestry Division of the City of St. Louis Department of Parks, Recreation, and Forestry.

### **Native Plantings**

Streetscape plant material, including street trees, are required to be native plants that are well suited to the local climate and soil; require less water, chemical fertilizer, and maintenance; and attract beneficial insects, birds, bees, and other wildlife. Refer to the City of St. Louis Sustainability Toolkit for resources and guidelines on native plantings.

## SUSTAINABLE INFRASTRUCTURE STANDARDS

### Street Furniture and Pedestrian Amenities

In order to promote walkability and a comfortable, safe, and clean public realm, street furniture shall be provided at regular intervals within the Sidewalk Zone.

|                                   | <b>Benches</b> | <b>Trash Cans</b>  | <b>Bike Racks</b> |
|-----------------------------------|----------------|--------------------|-------------------|
| <i>Commercial Street Type 1</i>   | 60' O.C.       | Corners; 120' O.C. | 60' O.C.          |
| <i>Commercial Street Type 2</i>   | 120' O.C.      | Corners; Mid-block | 120' O.C.         |
| <i>Avenue Type 1</i>              | 120' O.C.      | Corners; Mid-block | 120' O.C.         |
| <i>Greenway Type 1</i>            | 120' O.C.      | Corners; Mid-block | 120' O.C.         |
| <i>Neighborhood Street Type 1</i> | Not Permitted  | Corners            | Not Permitted     |

### Streetscape Maintenance and Repair

All streetscape elements utilized under these Standards, inclusive of light poles, light fixtures, parking meters, benches, trash cans, and bikes racks shall be the standard fixtures stocked and maintained by the City of St. Louis Streets Division of the Board of Public Service (BPS), for standardized maintenance, repair, and availability of spare parts.