

**DELMAR – DeBALIVIERE FORM-BASED DISTRICT**

*St. Louis, Missouri*

An architectural rendering of a city street scene, likely in St. Louis, Missouri. The scene features a tram traveling down a street lined with multi-story brick buildings. The buildings have various storefronts, including one with a 'Starbucks' sign. The street is paved with cobblestones, and there are trees and streetlights. The image is overlaid with a green tint and several colored rectangular overlays (blue, orange, red) in the upper portion. Large, bold, black text is superimposed over the lower half of the image.

# **NEIGHBORHOOD MEETING #2**

**DRAFT FORM-BASED DISTRICT**

*JULY 13, 2021*

## MEETING AGENDA

### NEIGHBORHOOD MEETING #1

## Introduction to Form-Based Codes

### Project Background

- Form-Based District Requirements
- TOD Station Area Planning Study
- Contextual Building Heights / Current & Recent Developments
- Steering Committee Consensus Feedback to Date

### Preliminary Form-Based Code Character Standards

- Character
- Parking
- Streetscape

## Discussion





## PROJECT STEERING COMMITTEE COMMUNITY GUIDANCE OF THE PROCESS...

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);
- **Delmar Loop Special Business District;**
- **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.



## PROJECT SCOPE OF WORK

### WHERE WE ARE, AND WHERE WE'RE GOING...

#### 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 (Tonight!)**

#### Phase 4:

##### Final FBD Update

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

#### Phase 5:

##### Final FBD Document Deliverables

- Prepare draft Form-Based District document for City of St. Louis Review
- Prepare final Form-Based District document for Board Bill

#### Phase 6:

##### Final FBD Adoption Materials

- Provide all Legal Descriptions for Board Bill and adoption
- **Steering Committee Meeting #5**
- **Neighborhood Meeting #3**





# **INTRODUCTION TO FORM-BASED CODES**



## INTRODUCTION

### WHAT IS A FORM-BASED CODE?

## ZONING CODE OVERLAY

Form-based codes **foster predictable built results and a high-quality public space by using physical form and character** (rather than only use) as the organizing principle for the code.

Form-Based Codes are **vision-based and prescriptive**, requiring that all development of the built environment work together to **create the place envisioned by the Community**.

Form-based codes **are regulations, not mere guidelines**, adopted into city or county law.





## INTRODUCTION

### WHAT IS A FORM-BASED CODE?

Form-based codes **address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another.**

Form-Based Codes Use:

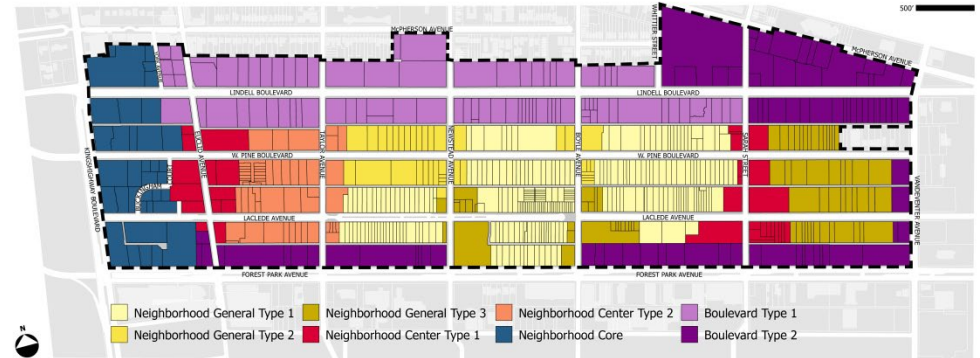
- BUILDING **HEIGHT (MAX & MIN)**
- BUILDING **SETBACK**
- BUILDING **USE**
- BUILDING DESIGN
  - **TYPES** OF BUILDINGS
  - **FRONTAGE** FOR BUILDINGS
  - **DETAILING** OF BUILDINGS
  - **MATERIALS** ON BUILDINGS



## INTRODUCTION

### WHAT IS A FORM-BASED CODE?

- Form Based codes require a **District-wide Regulating Plan** which designates Building Envelope Standards for each parcel (**ZONING MAP**)
- Building Envelope Standards** indicate build-to-line, setbacks, building heights, etc. (**HEIGHT, MASS AND PLACEMENT**)
- May have **Use Tables** which define the types of uses allowed | required within the Form-Based District area (**LAND USE**)
- May have **Building Development Standards** which have detailed requirements for the design & construction of Buildings, like Building Types, Frontage Types, and Architectural Standards; (**DESIGN REQUIREMENTS**)



#### 4.0 BUILDING ENVELOPE STANDARDS

##### 4.4.A NEIGHBORHOOD GENERAL TYPE 1 (NG1)



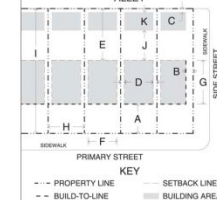
##### INTENT:

The intent of this Building Envelope Standard is to regulate the physical form of the Neighborhood General Type 1 areas. In order to preserve and enhance the integrity and quality of this primary single unit, duplex, triplex, fourplex and rowhouse residential area of the neighborhood. The area is designed to provide for sensitive and respectful infill development which allows for the variety of building types and forms, and front yards found in the neighborhood.



#### 4.0 BUILDING ENVELOPE STANDARDS: NEIGHBORHOOD GENERAL TYPE 1

##### FIGURE 4.4.A.5



##### 4.4.A.1 BUILDING PLACEMENT

###### BUILD-TO-LINE:

(A) FRONT	25 FT Min   50 FT Max (1&2)
(B) SIDE ST. AND MAIN BLDG	15 FT
(C) REAR, ANCILLARY BLDG	5 FT

###### SETBACK:

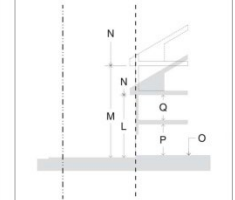
(D) SIDE, ANC. & MAIN BLDG	5 FT Min   10 FT Max
(E) REAR, MAIN BLDG	60 FT Min   130 FT Max (3&4)

###### BUILDING FORM:

(F) PRIMARY STREET	At least 80% to Build-to-Line
(G) SIDE ST. MAIN BLDG	At least 25% to Setback Line
(H) LOT WIDTH	Per Existing (B)
(I) LOT DEPTH	Per Existing   Alleys To Remain
(J) BETWEEN BLDGS	25 FT Min bet Main & Anc. Buildings
(K) DEPTH OF ANC. BLDG	30 FT Max

FOR REFERENCE NOTES & GENERAL NOTES, REFER TO PAGE 4.4 OF THIS CODE.

##### FIGURE 4.4.A.6



##### 4.4.A.2 BUILDING HEIGHT

(L) BUILDING HEIGHT MINIMUM	2 Stories and 25 FT (B)
(M) BUILDING HEIGHT MAXIMUM	3 Stories and 45 FT (B&7)
(N) MAX TO EAVE (T.O. PARAPET)	15 FT
(O) FINISHED GRIND FLOOR LEVEL	Min 24 IN   Max 36 IN
	Above Back of Sidewalk or Adjacent Lot Level
(P) FIRST FLOOR CEILING HTS	10 FT Min   15 FT Max Clear
(Q) UPPER FLOORS CEILING HTS	8 FT Min   10 FT Max Clear
(R) ANC. BLDG. MAX. HEIGHT	2 Stories and 25 FT

##### 4.4.A.3 BUILDING TYPE

Detached Single Family Dwelling  
Carriage House  
Duplex, Triplex, and Fourplex  
Rowhouse and Courtyard Rowhouse

See Section 6.4.4: Building Types for further details.



## **INTRODUCTION**

### ***WHAT IS A FORM-BASED CODE?***

**ARE BASED ON BUILDING FORM, NOT BUILDING USE.**

*(WE CARE MORE ABOUT CHARACTER OF PLACE; USE IS SECONDARY AND MARKET FLEXIBLE)*

**ARE BASED ON A VISION CREATED WITH THE COMMUNITY.**

*(THE CODE DESCRIBES THE TYPE OF PLACE & VISION FOR THE FUTURE)*

**ARE REGULATORY IN NATURE, AND NOT ADVISORY.**

*(THEY ARE ACTUALLY LAW | ENACTED BY ORDINANCE; AS OPPOSED TO GUIDELINES)*

**INTEGRATE ELEMENTS OF BUILT ENVIRONMENT.**

*(FOR EXAMPLE STREETS, BUILDINGS, PUBLIC SPACES, PARKS, LANDSCAPES)*

**STILL PERMITS THE VARIANCE PROCESS,  
CUPs, & DESIGN REVIEW.**

*(VARIATIONS FROM THE CODE ARE PERMITTED AS PART OF ESTABLISHED CITY PROCESSES)*

**INTRODUCTION**

*WHAT IS A FORM-BASED CODE?*

**REGULATE THE BUILDINGS RELATIONSHIP TO THE STREET.**

*(THE INTERFACE BETWEEN THE PUBLIC & PRIVATE REALM)*

**ENCOURAGE AND ARE BASED ON MIXING USES.**

*(FOR EXAMPLE, MIN. BLDG. HEIGHTS | GROUND & UPPER FLOOR USES | BUILDING TYPES)*

**ARE VISUAL WITH GRAPHICS & DIAGRAMS.**

*(LESS TEXT...MORE DRAWINGS; IMAGES ARE ILLEGAL IN MOST CONVENTIONAL ZONING)*

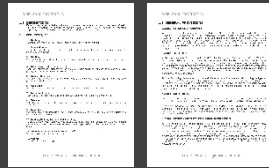
**BUILD UPON THE UNIQUE CHARACTER OF THE AREA  
AND  
SUPPORT THE LONG-TERM VISION OF THE COMMUNITY**



## STRUCTURE & COMPONENTS

### General Provisions

- Definitions
- Applicability
- Authority
- Exemptions

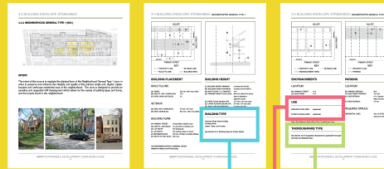


### The Regulating Plan

- Site location indicates which Building Envelope Standards category the developer's/owner's property falls within.

### Building Envelope Standards

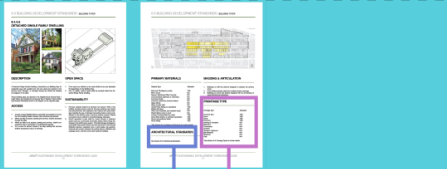
- Indicates Building Placement, Building Height, Building Type, Encroachments, Use, Thoroughfare Type, and Parking requirements applicable to the property within that particular BES category.
- Directs developer/owner to the Building Development Standards, the Thoroughfare Standards, and Use Tables for further details.



### BUILDING DEVELOPMENT STANDARDS

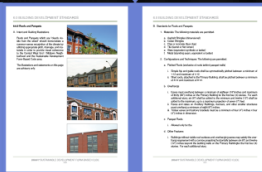
#### The Building Types

- Indicates key criteria for Building Types including Description, Access, Open Space, Sustainability, Materials, Architectural Standards, Massing & Articulation, and Frontage Type.
- Directs developer/owner to the more detailed Architectural Standards and Frontage Types applicable to the building on the property.



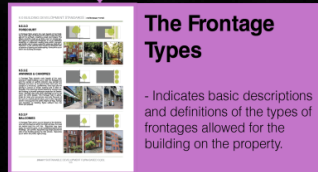
#### The Architectural Standards

- Indicates more detailed criteria applicable to each Building Type including Building Walls, Roofs & Parapets, Windows & Doors, Street Walls & Garden Walls, Building Equipment, and Signage, etc.



#### The Frontage Types

- Indicates basic descriptions and definitions of the types of frontages allowed for the building on the property.



#### Use Tables

Indicates conversion of existing City of St. Louis Land Uses into more basic Land Use descriptions indicated in Form-Based Code.



### THOROUGHFARE STANDARDS

#### The Thoroughfare Plan

- Site location indicates which Street Type the property is located along and directs developer/owner to Street Type, Sidewalk Type, and detailed Thoroughfare Standards.



#### Street Types and Sidewalk Types

- Indicates basic Street Configurations (including on-street parking, travel lanes, bike lanes, and medians, etc) and Sidewalk Configurations (including sidewalks, tree lawns, amenities zones, etc.)

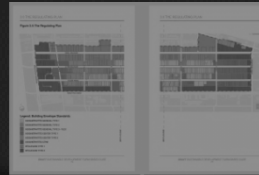


**CODE STRUCTURE: PRINCIPLE BASED | TECHNICALLY SOUND**

## STRUCTURE &amp; COMPONENTS

## General Provisions

- Definitions
- Applicability
- Authority
- Exemptions



The Re  
- Site loca  
category

## Building Envelope Standards

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## BUILDING DEVELOPMENT STANDARDS

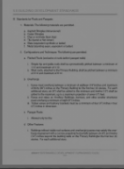
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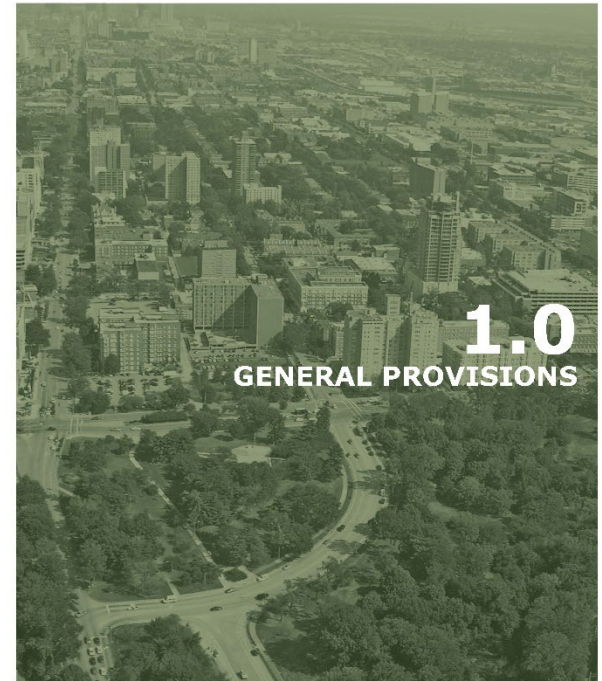


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CENTRAL WEST END FORM-BASED DISTRICT  
1.0

## GENERAL PROVISIONS: SECTION 1.0



**STRUCTURE & COMPONENTS**

**APPLICABLE TO NEW CONSTRUCTION  
& ADDITIONS ONLY; *AND OCCUPANCY ONLY AS IT  
RELATES TO NEW CONSTRUCTION***

**(WHEN NOT LOCATED IN A HISTORIC DISTRICT)**

**THE DISTRICT IS AN OVERLAY TO THE  
ZONING CODE OF THE CITY OF ST. LOUIS**

**DOES NOT AFFECT TO ANY EXTENT THE  
AUTHORITY OF LOCAL HISTORIC DISTRICTS  
& CHAPTER 353 REDEVELOPMENT CORPS**

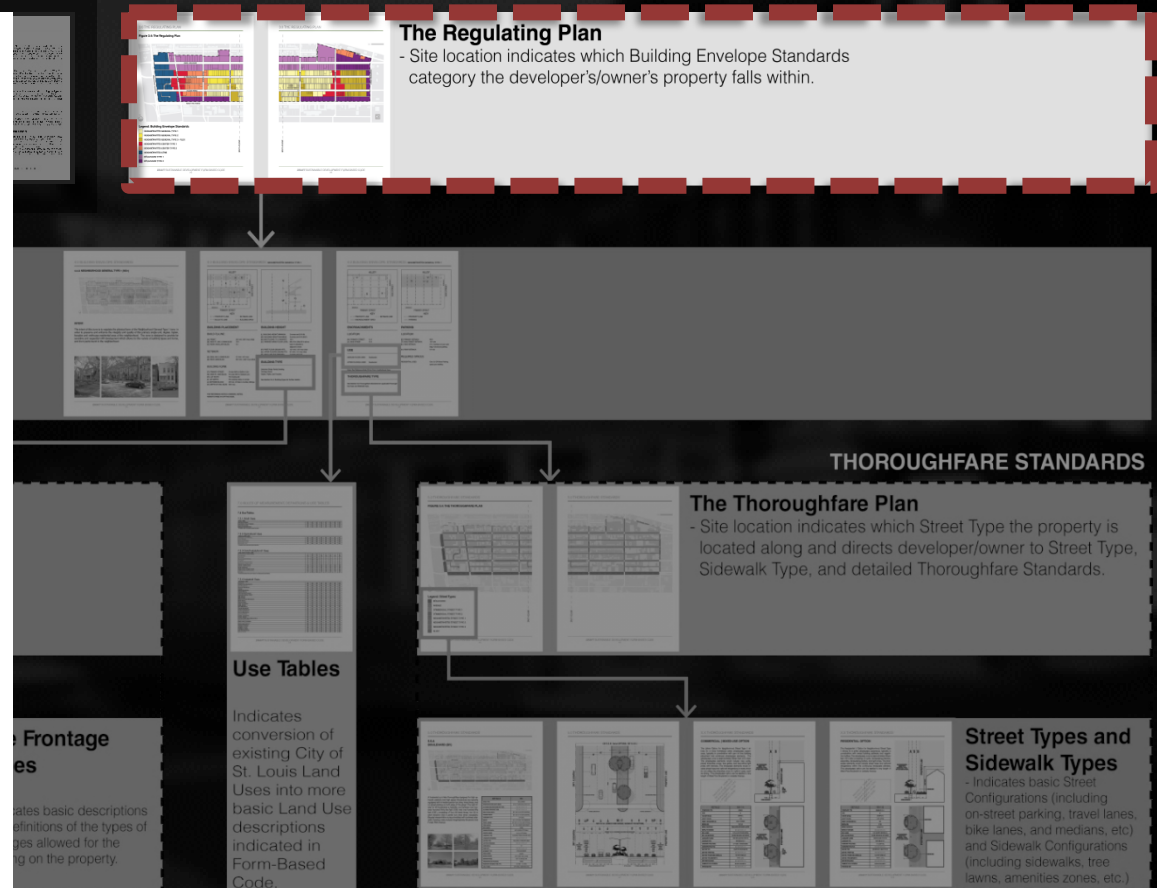
**GENERAL PROVISIONS**

## STRUCTURE & COMPONENTS



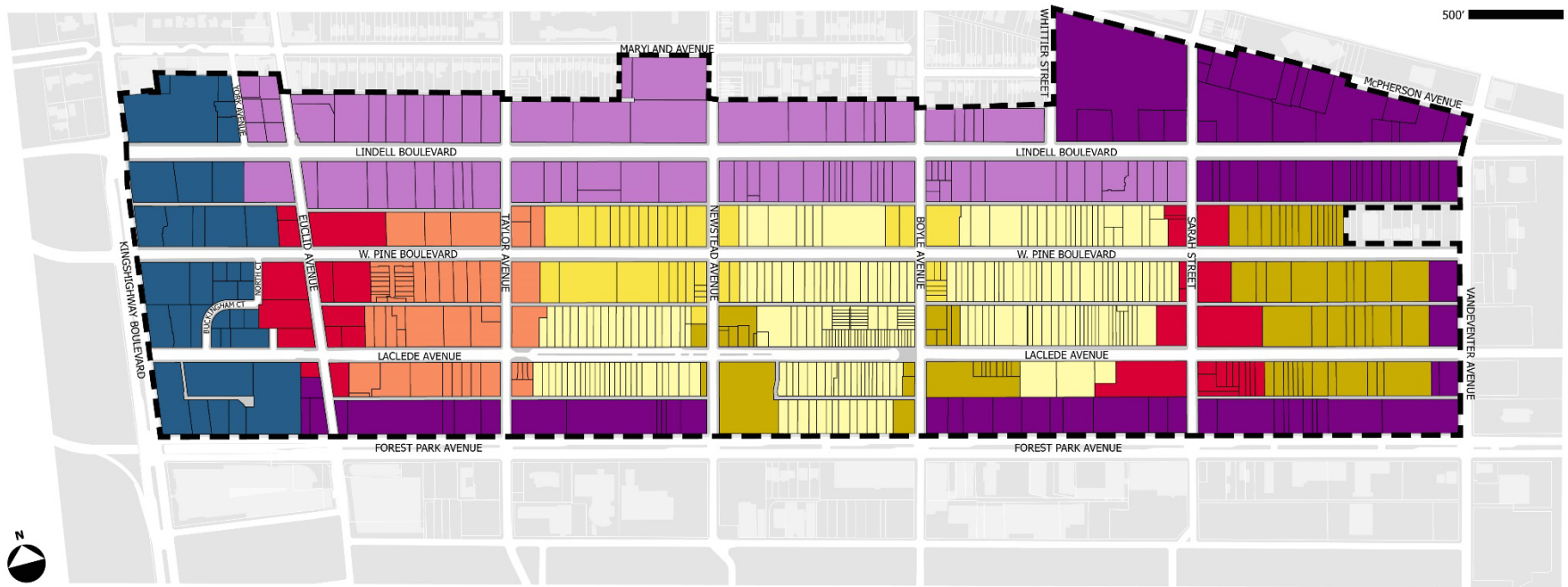
### 2.0 THE REGULATING PLAN

CENTRAL WEST END FORM-BASED DISTRICT  
2.0



## THE REGULATING PLAN: SECTION 2.0 (ZONING)

## THE REGULATING PLAN



### COLOR LEGEND

- NEIGHBORHOOD GENERAL TYPE 1 (SEE PAGE 3-3)
- NEIGHBORHOOD GENERAL TYPE 2 (SEE PAGE 3-7)
- NEIGHBORHOOD GENERAL TYPE 3 (SEE PAGE 3-11)
- NEIGHBORHOOD CENTER TYPE 1 (SEE PAGE 3-15)
- NEIGHBORHOOD CENTER TYPE 2 (SEE PAGE 3-19)
- NEIGHBORHOOD CORE (SEE PAGE 3-23)
- BOULEVARD TYPE 1 (SEE PAGE 3-27)
- BOULEVARD TYPE 2 (SEE PAGE 3-31)

## ASSIGNS CHARACTER DISTRICTS



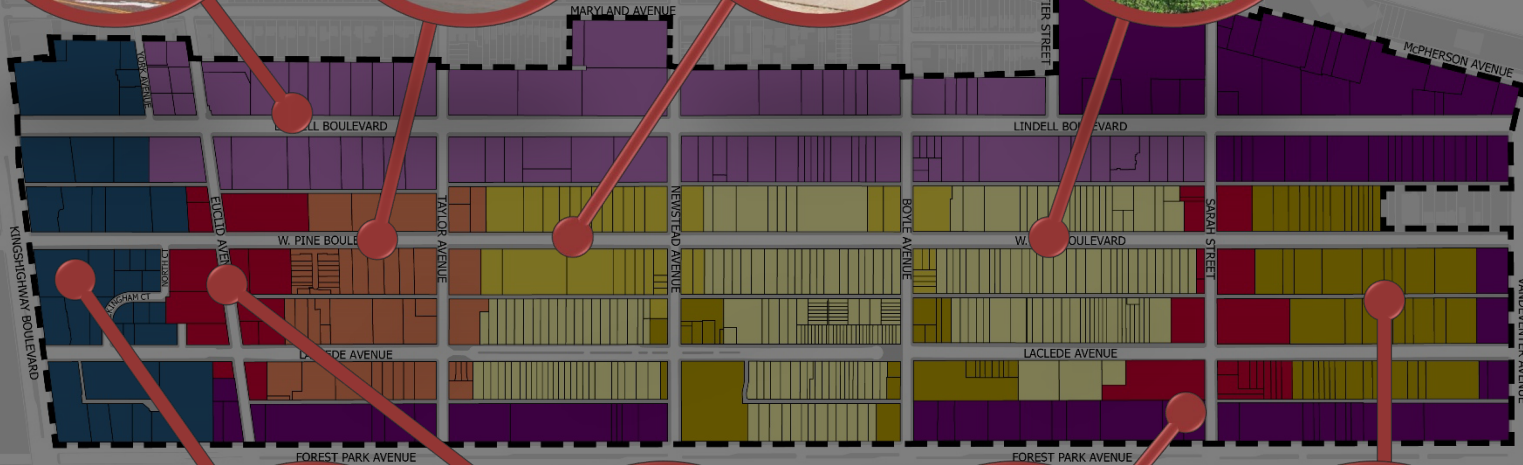
## THE

**VERY TALL & GRAND  
RESIDENTIAL & CIVIC,  
SETBACK**

**SHORTER  
MIXED-USE  
SETBACK**

**MID-RISE  
RESIDENTIAL  
SETBACK**

**SHORTER  
RESIDENTIAL  
SETBACK**



**TALLEST  
MIXED-USE  
VARYING  
SETBACKS**

**LOW-MID RISE  
MIXED-USE  
RETAIL  
CORRIDOR**

**HEIGHTS  
VARY GREATLY,  
FLEXIBLE USES  
ZERO LOT LINE**

**REDEVELOPMENT  
AREA, ZERO  
LOT LINE, VERY  
FLEXIBLE USES**

### COLOR LEGEND

- NEIGHBORHOOD GENERAL TYPE 1
- NEIGHBORHOOD GENERAL TYPE 2 (SEE PAGE 3-15)
- NEIGHBORHOOD GENERAL TYPE 3 (SEE PAGE 3-15)
- NEIGHBORHOOD CENTER TYPE 1 (SEE PAGE 3-15)
- NEIGHBORHOOD CENTER TYPE 2 (SEE PAGE 3-19)
- NEIGHBORHOOD CORE (SEE PAGE 3-23)
- BOULEVARD TYPE 1 (SEE PAGE 3-27)
- BOULEVARD TYPE 2 (SEE PAGE 3-31)

## ASSIGNS CHARACTER DISTRICTS: BY PLACE-TYPE

## STRUCTURE &amp; COMPONENTS

## General Provisions

- Definitions
- Applicability
- Authority
- Exemptions



The Re  
- Site loca  
category

## Building Envelope Standards

- Indicates Building Placement, Building Height, Building Type, Encroachments, Use, Thoroughfare Type, and Parking requirements applicable to the property within that particular BES category.
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## BUILDING DEVELOPMENT STANDARDS

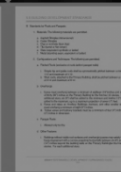
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## The Architectural Standards

- Indicates more detailed criteria applicable to each Building Type including Building Walls, Roofs & Parapets, Windows & Doors, Street Walls & Garden Walls, Building Equipment, and Signage, etc.

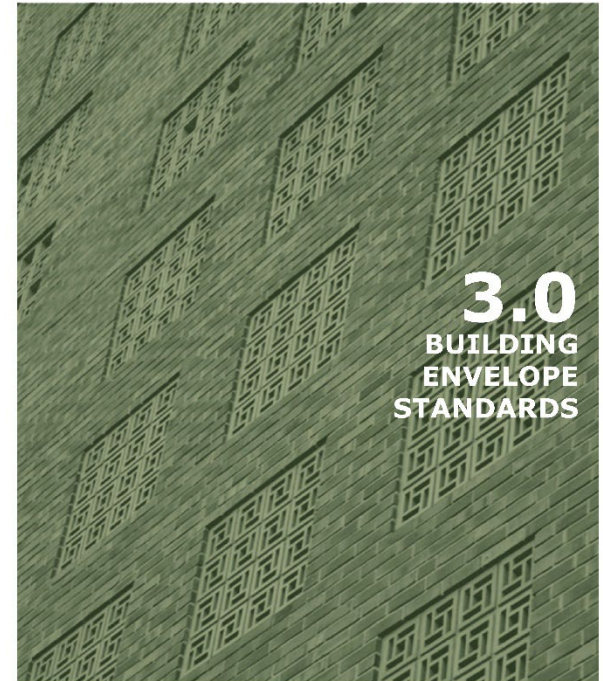


## The Frontage Types

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## Use Tables

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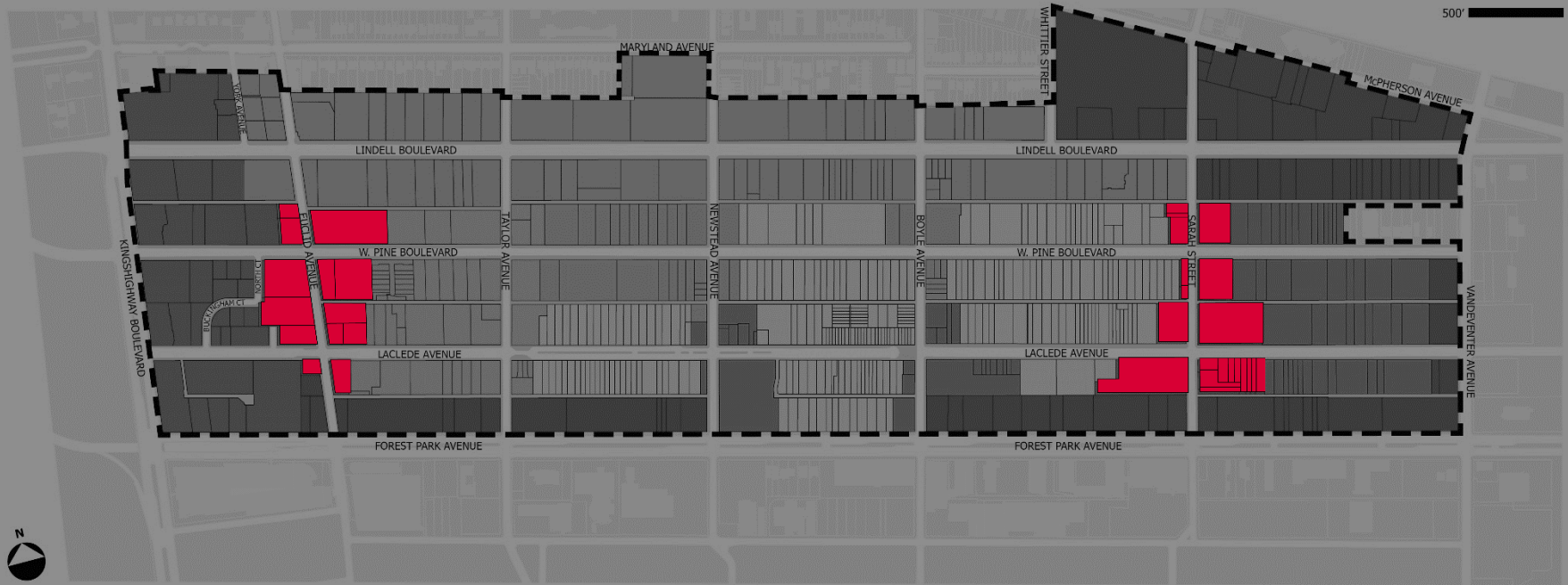


CENTRAL WEST END FORM-BASED DISTRICT  
30

## BUILDING ENVELOPE STANDARDS: SECTION 3.0 (ZONING)



## BUILDING ENVELOPE STANDARDS



### COLOR LEGEND

- NEIGHBORHOOD GENERAL TYPE 1 (SEE PAGE 3-3)
- NEIGHBORHOOD GENERAL TYPE 2 (SEE PAGE 3-7)
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- NEIGHBORHOOD CENTER TYPE 1 (SEE PAGE 3-15)
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- BOULEVARD TYPE 2 (SEE PAGE 3-31)

## NEIGHBORHOOD CENTER TYPE 1: SAMPLE STANDARDS





## BUILDING ENVELOPE STANDARDS

## 3.0 BUILDING ENVELOPE STANDARDS

## 3.4 NEIGHBORHOOD CENTER TYPE 1 (NC1)



## INTENT STATEMENT:

The intent of this Building Envelope Standard is to regulate the Neighborhood Center Type 1 areas which are typically neighborhood retail centers in order to establish, preserve or enhance the vibrant, pedestrian oriented character of these walkable neighborhood main streets. The physical form of the buildings are regulated while allowing flexibility in use. The area is designed to provide convenient shopping and servicing establishments for persons residing in the neighborhood, so long as such uses are compatible with adjacent residential uses. This intent statement and the images shown below are advisory only.

## EXAMPLES OF CHARACTER



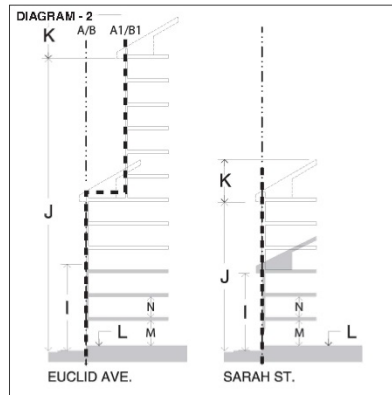
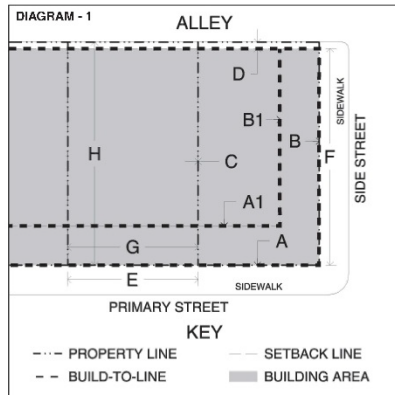
## INTENT STATEMENT:

THE INTENT OF THIS BUILDING ENVELOPE STANDARD IS TO REGULATE THE NEIGHBORHOOD TYPE 1 AREAS WHICH ARE **TYPICALLY NEIGHBORHOOD RETAIL CENTERS IN ORDER TO ESTABLISH, PRESERVE OR ENHANCE THE VIBRANT, PEDESTRIAN ORIENTED CHARACTER OF THESE WALKABLE MAIN STREETS.** THE PHYSICAL FORM OF THE BUILDINGS ARE REGULATED WHILE ALLOWING FLEXIBILITY IN USE. THE AREA IS DESIGNATED TO PROVIDE CONVENIENT SHOPPING AND SERVICING ESTABLISHMENTS FOR PERSONS RESIDING IN THE NEIGHBORHOOD, SO LONG AS SUCH USES ARE COMPATIBLE WITH ADJACENT RESIDENTIAL USES

## NEIGHBORHOOD CENTER TYPE 1: INTENT &amp; CHARACTER

## BUILDING ENVELOPE STANDARDS

### 3.0 BUILDING ENVELOPE STANDARDS NEIGHBORHOOD CENTER TYPE 1



#### I - BUILDING PLACEMENT

##### BUILD-TO-LINE:

[A] PRIMARY STREET (For First 6 Stories):	0' (1)
[A1] PRIMARY STREET (For 7 to 12 Stories):	30'
[B] SIDE STREET (For First 6 Stories):	0' (1)
[B1] SIDE STREET (For 7 to 12 Stories):	30'

##### SETBACK:

[C] SIDE:	0' Min   10' Max (2)
[D] ALLEY:	5' Min   10' Max (3)

##### BUILDING FORM:

[E] PRIMARY STREET:	At Least 85% of Build-to-Line
[F] SIDE STREET:	At Least 85% of Build-to-Line
[G] LOT WIDTH:	Per Existing
[H] LOT DEPTH:	Per Existing

FOR REFERENCE NOTES REFER  
TO PAGE 3-18 OF THIS DISTRICT.

#### II - BUILDING HEIGHT

[I] BUILDING HEIGHT MINIMUM:	3 Stories and 40'
[J] BUILDING HEIGHT MAXIMUM:	12 Stories and 130' (4)
[K] MAX FROM B.O. EAVE TO T.O. PARAPET OR ROOF:	15' Max
[L] FINISHED GRND FLOOR LEVEL:	6" Max Above Back of Sidewalk Or Adjacent Lot Level
[M] FIRST FLOOR CEILING HTS:	12' Min   25' Max (F to C)
[N] UPPER FLOORS CEILING HTS:	8' Min   15' Max (F to C)

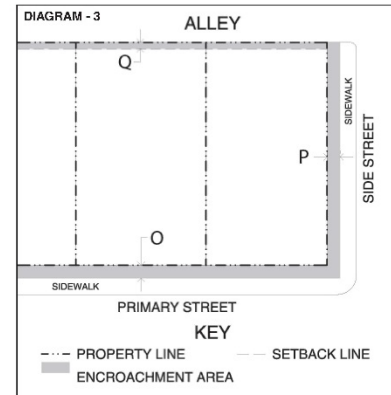
[N1] MEZZANINES AND PODIUMS: Mezzanines and Podiums Greater Than 1/3 of the Floor Plate Area Shall Be Counted as a Full Story

#### III - BUILDING TYPES

Podium Building  
Commercial Block Building  
Flex Building  
Live / Work Units  
Liner Building

See Section 4.0: Building Development Standards for further details.

### 3.0 BUILDING ENVELOPE STANDARDS NEIGHBORHOOD CENTER TYPE 1



#### IV - ENCROACHMENTS

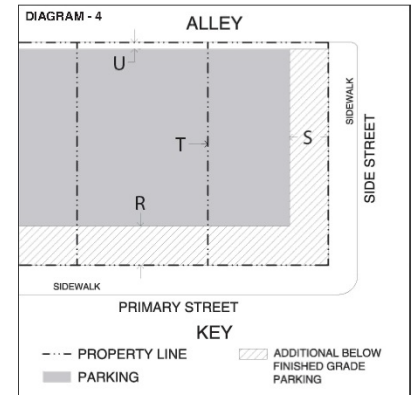
##### LOCATION:

[O] PRIMARY STREET:	10' Max
[P] SIDE STREET:	10' Max
[Q] ALLEY:	5' Max

#### V - USE REQUIREMENTS

GROUND FLOOR:	Office (5) Primary Retail (5,6) Secondary Retail (5) Special (7)
UPPER FLOOR(S):	Office Residential Special (7)

See Section 5.0: Use Tables for further details.



#### VI - PARKING REQUIREMENTS

##### LOCATION:

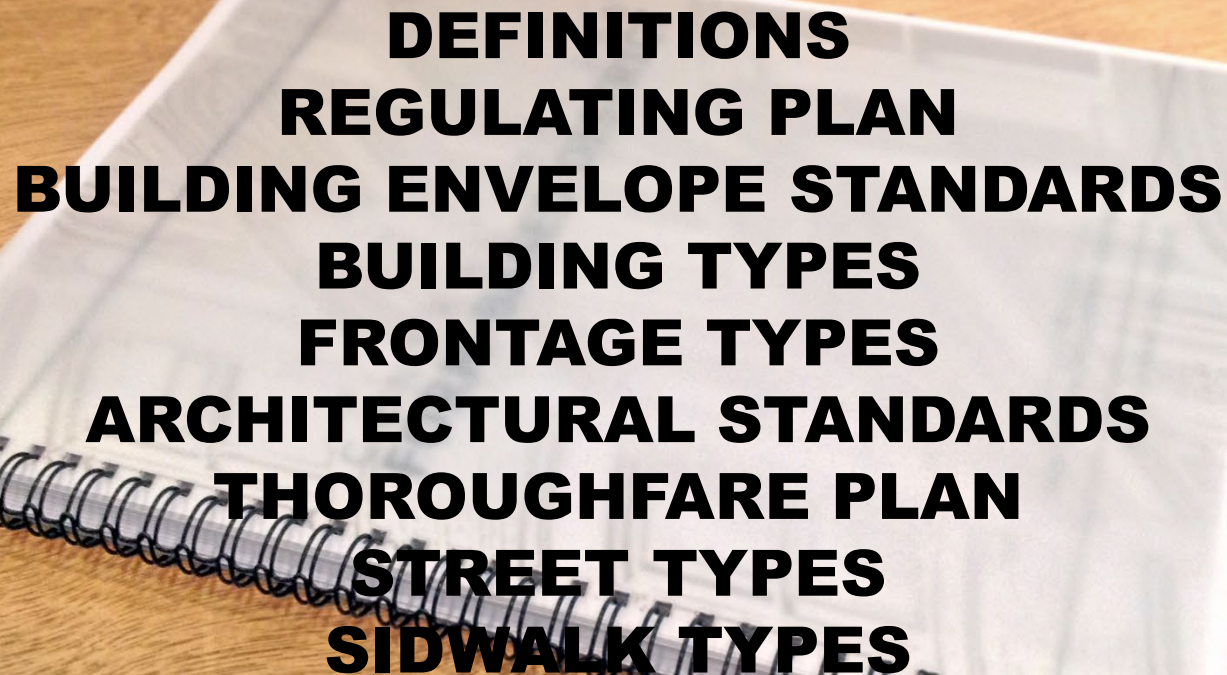
[R] PRIMARY STREET SETBACK:	30' Min
[S] SIDE STREET SETBACK:	30' Min
[T] SIDE SETBACK:	0'
[U] ALLEY SETBACK:	12' Min

##### REQUIRED SPACES:

OFFICE USES:	
< 7,500 SQ FT:	No Off-Street Parking Requirement
> 7,500 SQ FT:	One (1) Space Per 1,250 SQ FT in Excess of the 7,500 SQ FT
PRIMARY RETAIL USES:	
< 3,000 SQ FT:	No Off-Street Parking Requirement
> 3,000 SQ FT:	One (1) Space Per 700 SQ FT in Excess of the 3,000 SQ FT
RESIDENTIAL USES:	
	One (1) Space Per Dwelling Unit
SECONDARY RETAIL USES:	
< 7,500 SQ FT:	No Off-Street Parking Requirement
> 7,500 SQ FT:	One (1) Space Per 1,250 SQ FT in Excess of the 7,500 SQ FT



**CITY OF ST. LOUIS FORM-BASED DISTRICT COMPONENTS**



**DEFINITIONS  
REGULATING PLAN  
BUILDING ENVELOPE STANDARDS  
BUILDING TYPES  
FRONTAGE TYPES  
ARCHITECTURAL STANDARDS  
THOROUGHFARE PLAN  
STREET TYPES  
SIDWALK TYPES**

**A TOOL TO BUILD THE CHARACTER & IDENTITY OF YOUR COMMUNITY**



# PROJECT BACKGROUND

Form-Based District Requirements (City of St. Louis)  
TOD Station Area Planning Study  
Contextual Building Heights / Current & Recent Developments  
Steering Committee Consensus Feedback to Date



## 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).

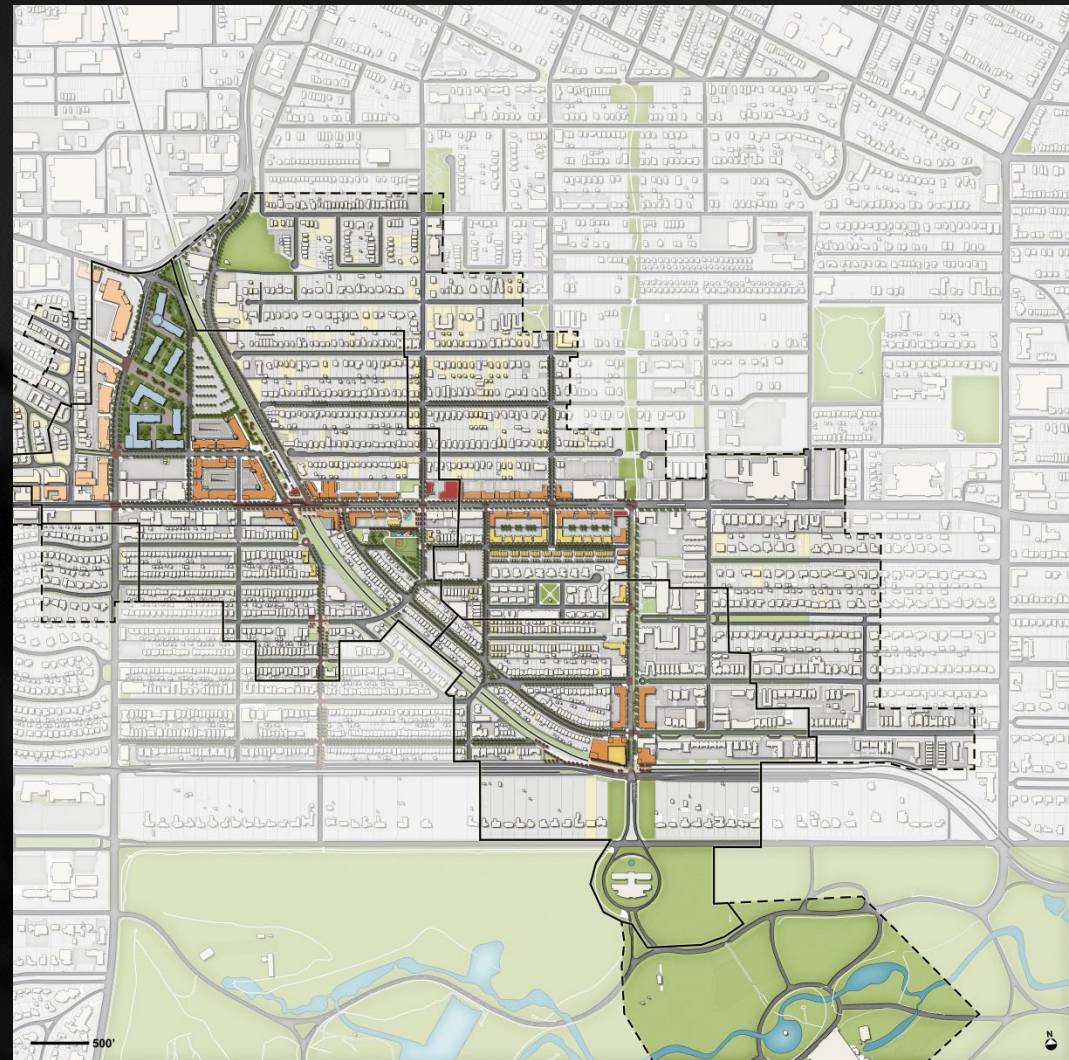
“c. A desire to **encourage a transformation of an area** or to make general improvements to an area (e.g., a focus on transit-oriented development or a more pedestrian- and bicyclist-friendly environment).”



## 2013 TOD STATION AREA DEVELOPMENT PLAN

The purpose of this study was to assist the City of St. Louis, its neighborhoods, and developers ‘create a vision and roadmap for how to encourage TOD in the St Louis region.’ and the study included the **‘development of Station Area Plan alternatives/options, community outreach, economic analysis, and refinement and finalization of the Station Area Plans’**.

Well-executed TOD will allow our region to improve mobility, create sustainable and livable communities and improve transportation options for the future.



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

## 2013 TOD STATION AREA DEVELOPMENT PLAN

### PURPOSE OF **THIS** FORM-BASED DISTRICT

“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. The Plan includes recommended improvements to existing streets, parks, and infrastructure to maximize access to the stations and achieve environmental best management practices. The Plan describes the estimated costs of these public infrastructure improvements and outlines available mechanisms to provide incentives and aid in implementation funding.

Finally, the Plan proposes **regulatory tools for the City to pursue** in the implementation process. In total, the Plan sets forth a market-based, community-supported vision for transit oriented development around the Delmar Loop and Forest Park–DeBaliviere MetroLink stations, and a roadmap for the City of Saint Louis to make this vision reality.”

## 2013 TOD STATION AREA DEVELOPMENT PLAN

## TOD PLAN PRINCIPLES

# Delmar DeBaliviere Transit-Oriented Development Principles

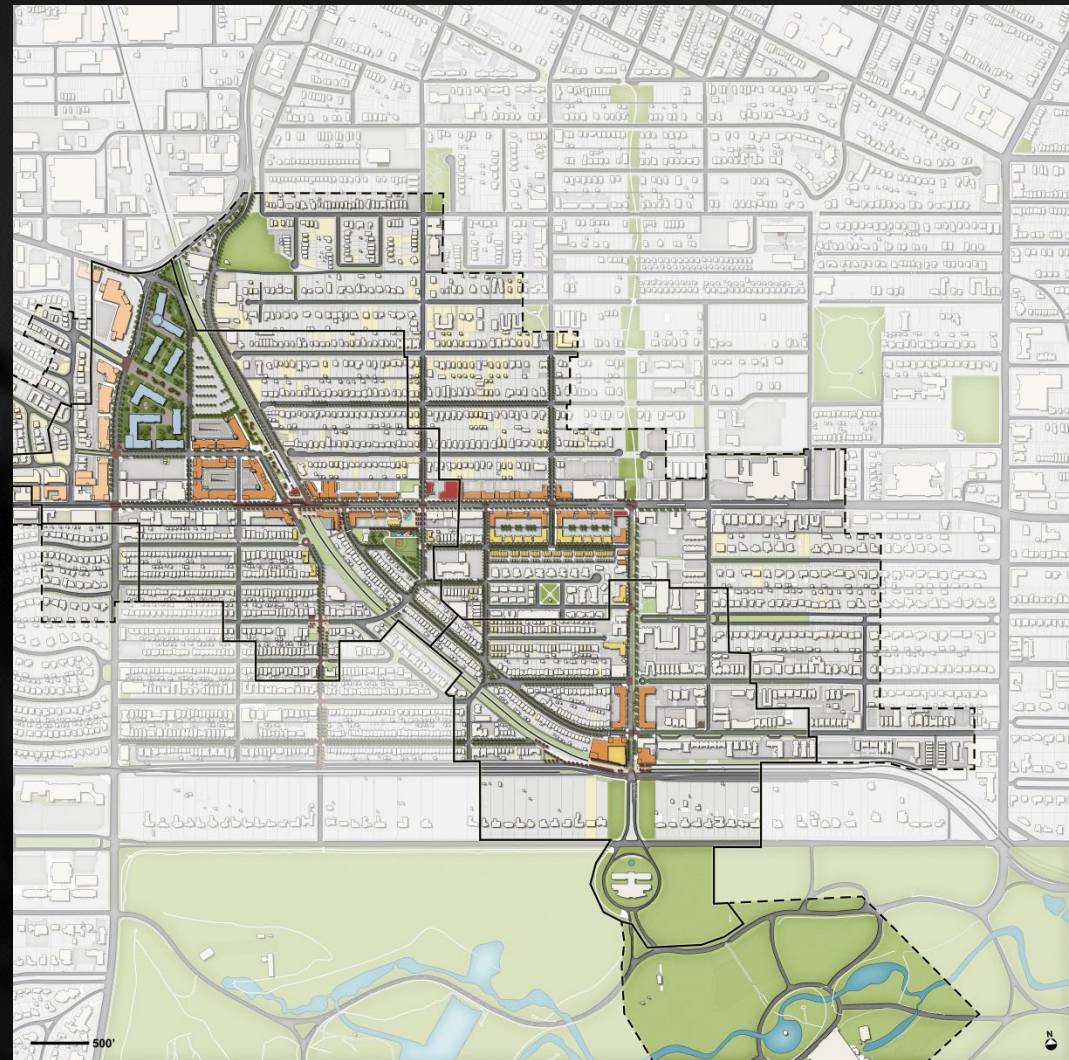
- 1. DEFINE THE CORRIDOR WITH KEY ANCHOR DEVELOPMENT:** By utilizing major redevelopment opportunities at the Delmar Loop Station, Forest Park–DeBaliviere Station, and Metro DeBaliviere Garage, the transit corridor can be established with major amenities that serve both the surrounding neighborhoods and the region as a whole.
- 2. CONNECT LUCIER PARK:** By extending Lucier Park north to Delmar Boulevard, the park can become an amenity for the corridor, the West End, and Skinker DeBaliviere serving as a catalyst for new surrounding development.
- 3. INFILL THE CORRIDOR:** The Delmar Boulevard and DeBaliviere Avenue transit corridor with new mixed use development. This will enhance the activity and vibrance of the area and create a new seam that links the adjacent neighborhoods together.
- 4. SUPPORT THE REDEVELOPMENT OF NORTH CAMPUS:** Washington University North Campus is a major opportunity for a transit oriented employment center and will catalyze new market opportunities and supporting development.
- 5. LEVERAGE THE LOOP TROLLEY AND SAINT VINCENT GREENWAY:** The Loop Trolley and Saint Vincent Greenway are funded initiatives that will have major positive impacts on the public realm and vitality of Delmar Boulevard and DeBaliviere Avenue. Leverage these projects to incentivize development of the transit corridor.
- 6. ENHANCE CONNECTIVITY TO SURROUNDING NEIGHBORHOODS:** By improving the safety, beauty, and public realm of existing streets and bicycle and pedestrian connections, the transit corridor can function as a major amenity for the revitalization of adjacent neighborhoods.



## 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



- |             |                    |              |                             |
|-------------|--------------------|--------------|-----------------------------|
| Orange      | Mixed-Use          | Green        | Parks                       |
| Red         | Commercial         | Grey         | Parking                     |
| Yellow      | Residential        | Blue         | Wash U Development          |
| Light Green | Infill Residential | Light Orange | North Skinker Redevelopment |

**FORM-BASED DISTRICT FRAMEWORK  
REGULATING PLAN**

**CHARACTER**

- Character Zones
- Minimum Building Heights
- Maximum Building Heights
- Ground Floor Uses
- Upper Floor Uses
- Building Setbacks
- Building Types

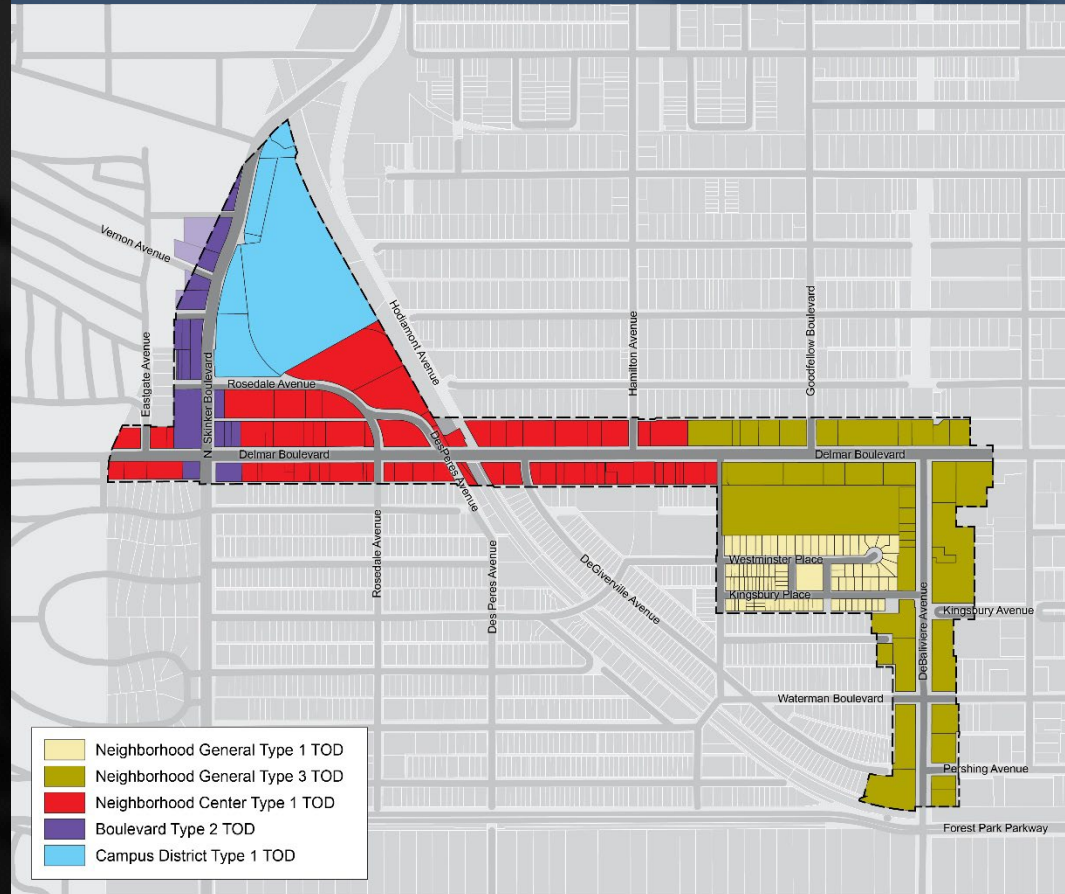
**PARKING**

- On-Site Parking Requirements

**STREETSCAPE**

- Streetscape Standards

**FBC – 2013**





## FINAL PLAN — LOOKING NORTHWEST EXISTING

- |  |   |
|--|---|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #f4a460; border: 1px solid black;"></span> Mixed-Use          | <span style="display: inline-block; width: 20px; height: 10px; background-color: #76b82a; border: 1px solid black;"></span> Parks                       |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #e67e22; border: 1px solid black;"></span> Commercial         | <span style="display: inline-block; width: 20px; height: 10px; background-color: #8d8d8d; border: 1px solid black;"></span> Parking                     |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #f1c40f; border: 1px solid black;"></span> Residential        | <span style="display: inline-block; width: 20px; height: 10px; background-color: #5dade2; border: 1px solid black;"></span> Wash U Development          |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #fff9c4; border: 1px solid black;"></span> Infill Residential | <span style="display: inline-block; width: 20px; height: 10px; background-color: #ff9f79; border: 1px solid black;"></span> North Skinker Redevelopment |





## FINAL PLAN — LOOKING NORTHWEST PROPOSED

- |   |  |
|---|--|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: orange; margin-right: 5px;"></span> Mixed-Use          | <span style="display: inline-block; width: 20px; height: 10px; background-color: green; margin-right: 5px;"></span> Parks                        |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: red; margin-right: 5px;"></span> Commercial            | <span style="display: inline-block; width: 20px; height: 10px; background-color: gray; margin-right: 5px;"></span> Parking                       |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Residential        | <span style="display: inline-block; width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></span> Wash U Development            |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Infill Residential | <span style="display: inline-block; width: 20px; height: 10px; background-color: orange; margin-right: 5px;"></span> North Skinker Redevelopment |



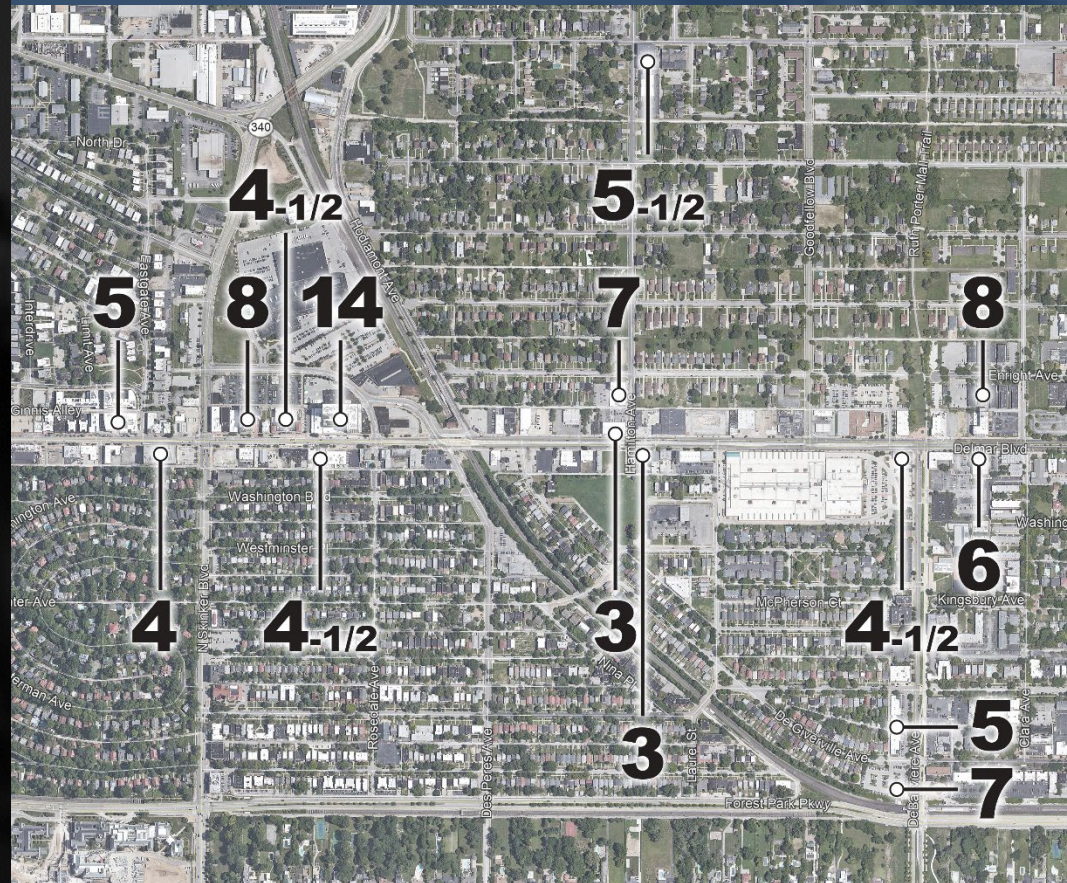


## CONTEXTUAL BUILDING HEIGHTS

### EXISTING HEIGHTS OF KEY BUILDINGS

- *The Moonrise Hotel:* 8 Stories
- *The Pageant:* 4-1/2 Stories
- *Everly Apartments:* 14 Stories
- *Gotham Apartments:* 7 Stories
- *The Hamilton:* 5-1/2 Stories
- *Delmar Apartments:* 8 Stories
- *The Pearl @ Forest Park:* 5-7 Stories

*Existing development along Delmar Boulevard and DeBaliviere Avenue generally ranges from 1 story to 8 stories*





**CURRENT & RECENT DEVELOPMENTS**





**CURRENT & RECENT DEVELOPMENTS**





**STEERING COMMITTEE  
CONSENSUS FEEDBACK TO DATE  
REGULATING PLAN**

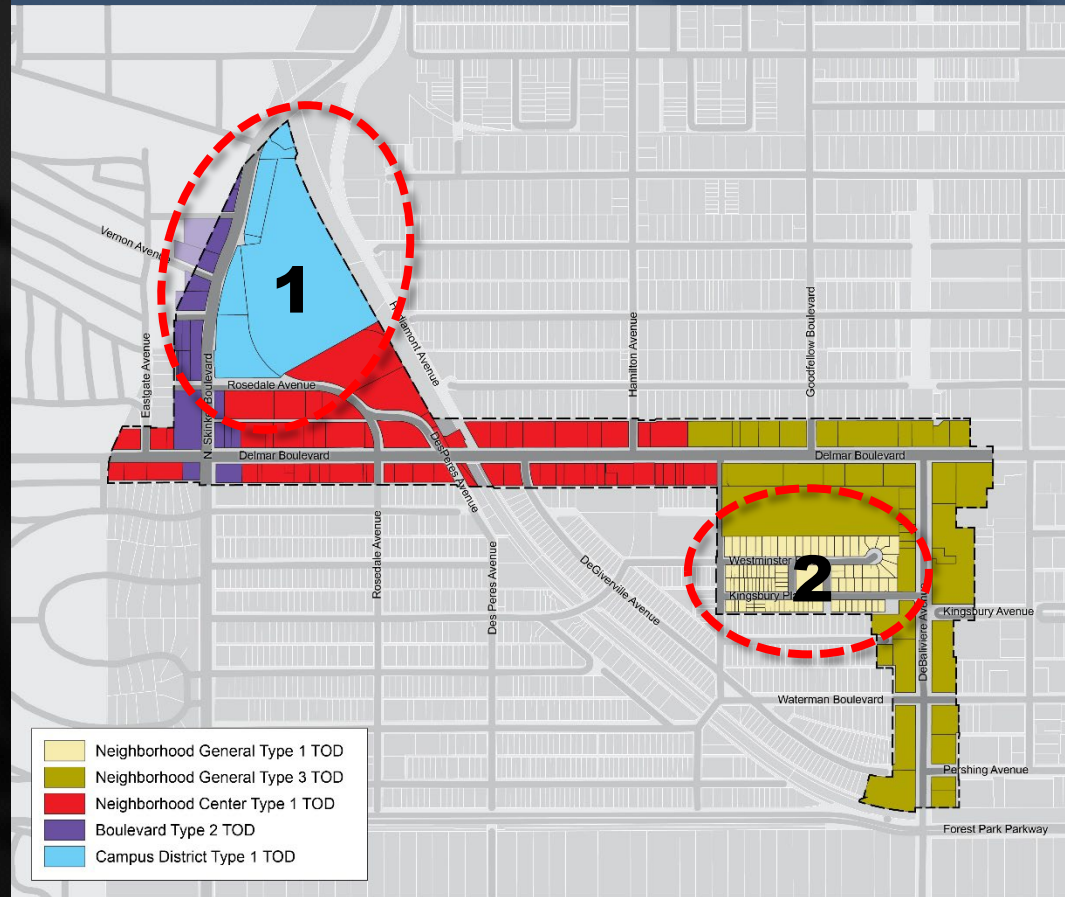
**BOUNDARY REVISIONS**

At the recommendation of the Steering Committee, the following portions of the Form-Based District were proposed to be modified...

1. Removal of Washington University “North Campus” and Bi-State Parking Lot
2. Removal of Kingsbury Square residential subdivision

It was felt that the Form-Based District would have little benefit in these areas, because the potential for future development is unknown.

**ORIGINAL FBD BOUNDARY – 2013**

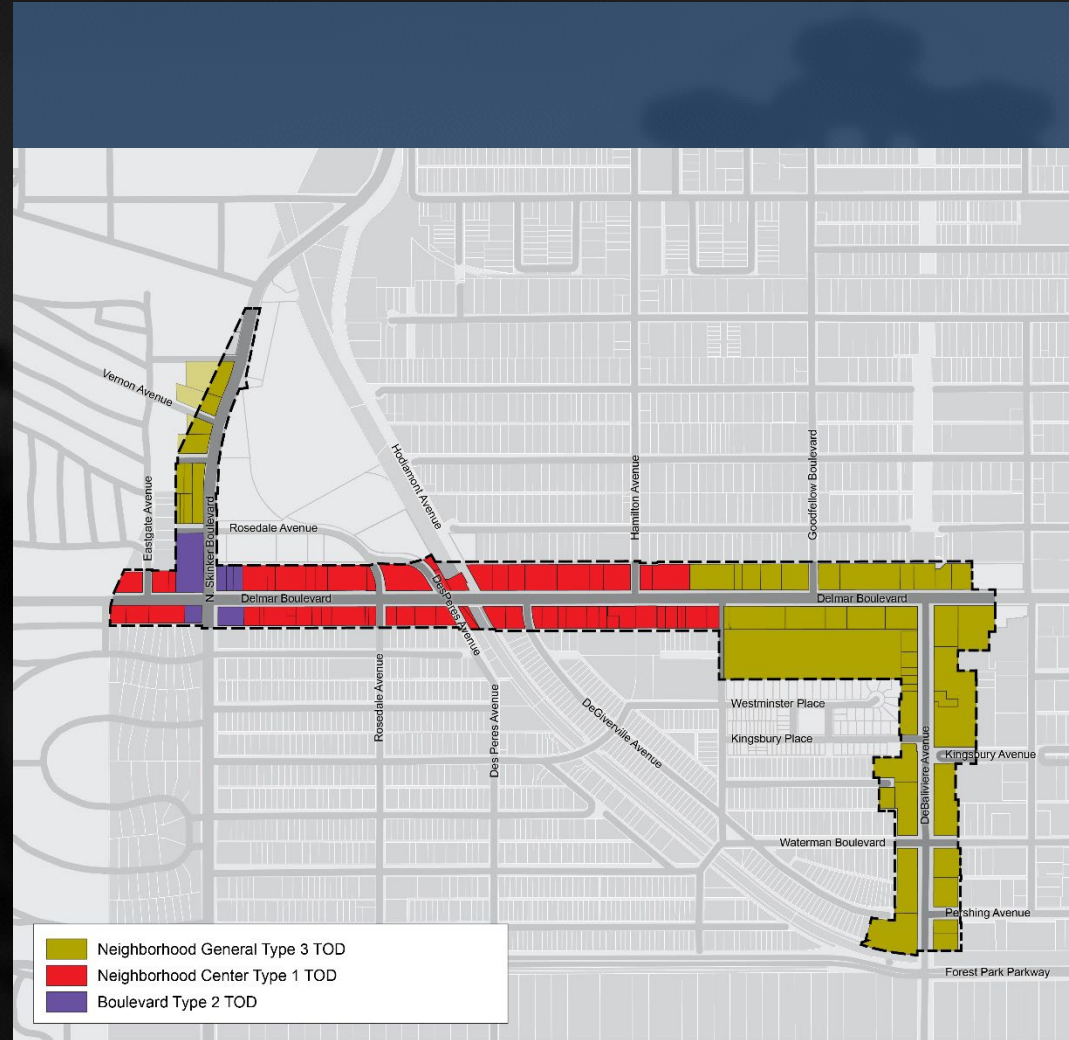


## STEERING COMMITTEE CONSENSUS FEEDBACK TO DATE REGULATING PLAN

### CONSENSUS BOUNDARY

- North and south sides of Delmar Boulevard, from City limits east to two (2) parcels east of DeBaliviere Avenue.
- East and west sides of DeBaliviere Avenue.
- West side of N. Skinker Boulevard.

*(Consensus agreement by Steering Committee;  
May 27, 2021)*





## STEERING COMMITTEE CONSENSUS FEEDBACK TO DATE REGULATING PLAN

### CONSENSUS BOUNDARY

- North and south sides of Delmar Boulevard, from City limits east to two (2) parcels east of DeBaliviere Avenue.
- East and west sides of DeBaliviere Avenue.
- West side of N. Skinker Boulevard.

*(Consensus agreement by Steering Committee;  
May 27, 2021)*

### POTENTIAL EXPANSION BASED ON COMMUNITY FEEDBACK

- Two (2) parcels at east side of Clara Avenue.
- Parcels along south side of Rosedale / Enright Avenue.
- Crescent Plumbing site.
- Parcel at southeast corner of Hodiamont Avenue & Enright Avenue.





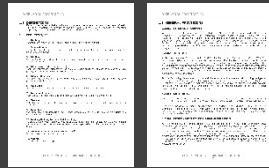
# **DRAFT FORM-BASED CODE STANDARDS**

**Delmar – DeBaliviere Form-Based District**

## STRUCTURE &amp; COMPONENTS

## General Provisions

- Definitions
- Applicability
- Authority
- Exemptions

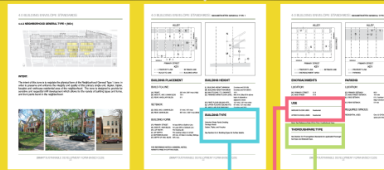


## The Regulating Plan

- Site location indicates which Building Envelope Standards category the developer's/owner's property falls within.

## Building Envelope Standards

- Indicates Building Placement, Building Height, Building Type, Encroachments, Use, Thoroughfare Type, and Parking requirements applicable to the property within that particular BES category.
- Directs developer/owner to the Building Development Standards, the Thoroughfare Standards, and Use Tables for further details.



## BUILDING DEVELOPMENT STANDARDS

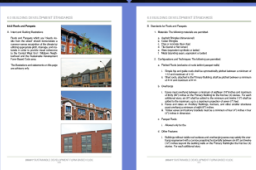
## The Building Types

- Indicates key criteria for Building Types including Description, Access, Open Space, Sustainability, Materials, Architectural Standards, Massing & Articulation, and Frontage Type.
- Directs developer/owner to the more detailed Architectural Standards and Frontage Types applicable to the building on the property.



## The Architectural Standards

- Indicates more detailed criteria applicable to each Building Type including Building Walls, Roofs & Parapets, Windows & Doors, Street Walls & Garden Walls, Building Equipment, and Signage, etc.



## The Frontage Types

- Indicates basic descriptions and definitions of the types of frontages allowed for the building on the property.



## Use Tables

Indicates conversion of existing City of St. Louis Land Uses into more basic Land Use descriptions indicated in Form-Based Code.



## THOROUGHFARE STANDARDS

## The Thoroughfare Plan

- Site location indicates which Street Type the property is located along and directs developer/owner to Street Type, Sidewalk Type, and detailed Thoroughfare Standards.



## Street Types and Sidewalk Types

- Indicates basic Street Configurations (including on-street parking, travel lanes, bike lanes, and medians, etc) and Sidewalk Configurations (including sidewalks, tree lawns, amenities zones, etc.)



CODE STRUCTURE: PRINCIPLE BASED | TECHNICALLY SOUND



**FORM-BASED DISTRICT FRAMEWORK  
REGULATING PLAN**

**CHARACTER**

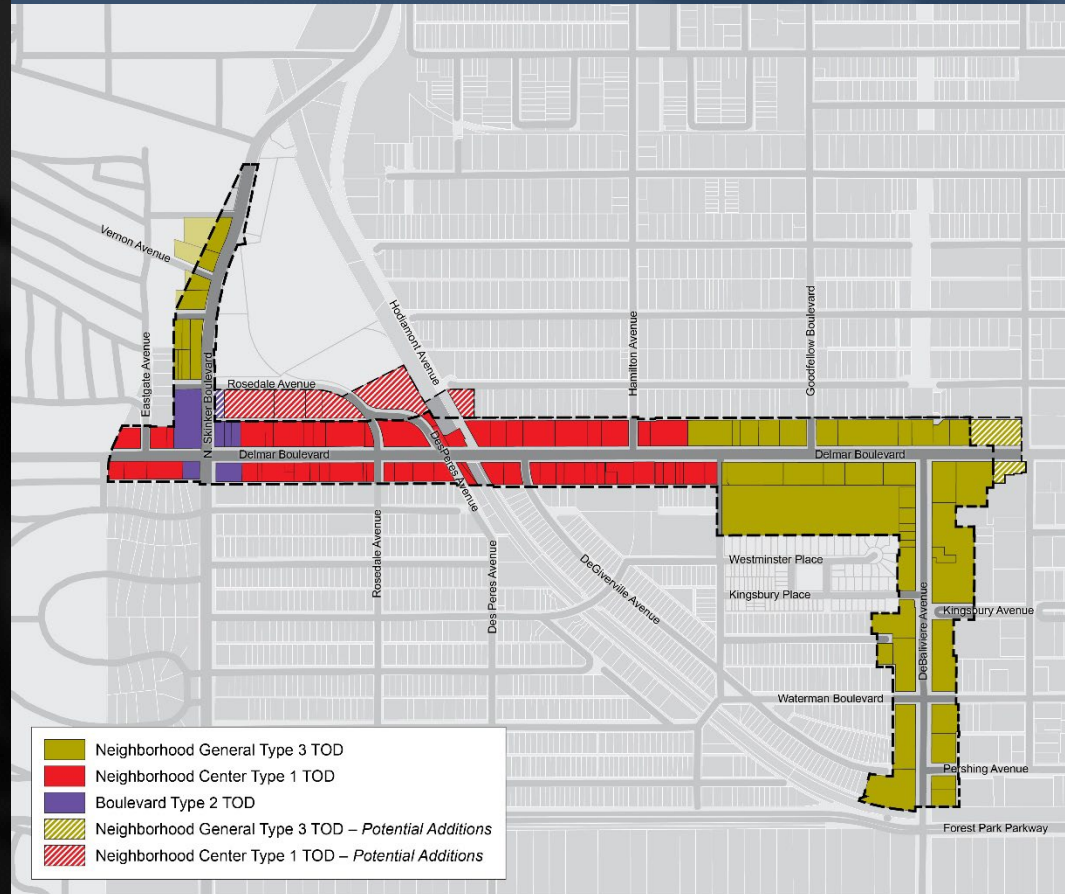
- Character Zones
- Minimum Building Heights
- Maximum Building Heights
- Ground Floor Uses
- Upper Floor Uses
- Building Setbacks
- Building Types

**PARKING**

- On-Site Parking Requirements

**STREETSCAPE**

- Streetscape Standards





# CHARACTER

Delmar – DeBaliviere Form-Based District



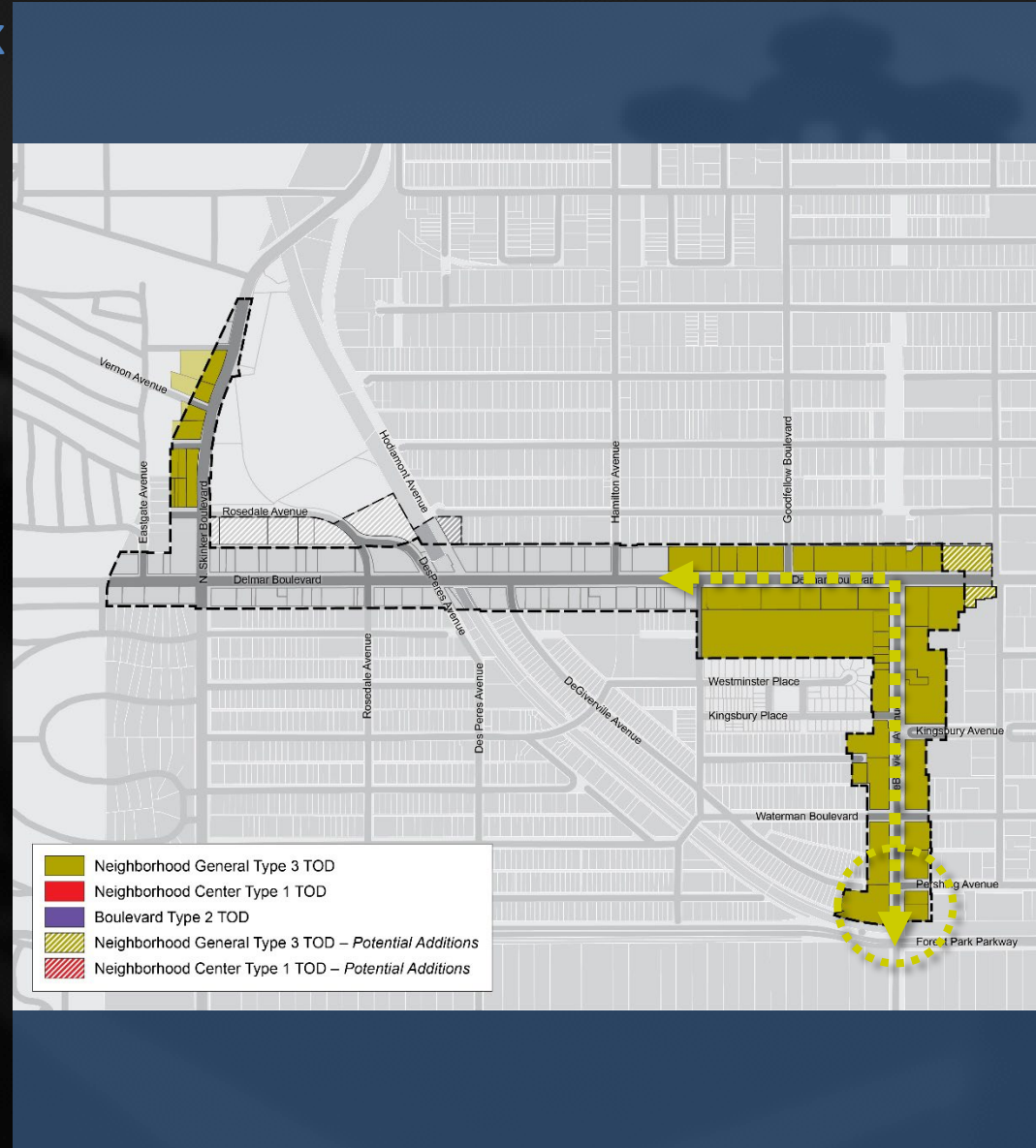
## FORM-BASED DISTRICT FRAMEWORK REGULATING PLAN

# 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.



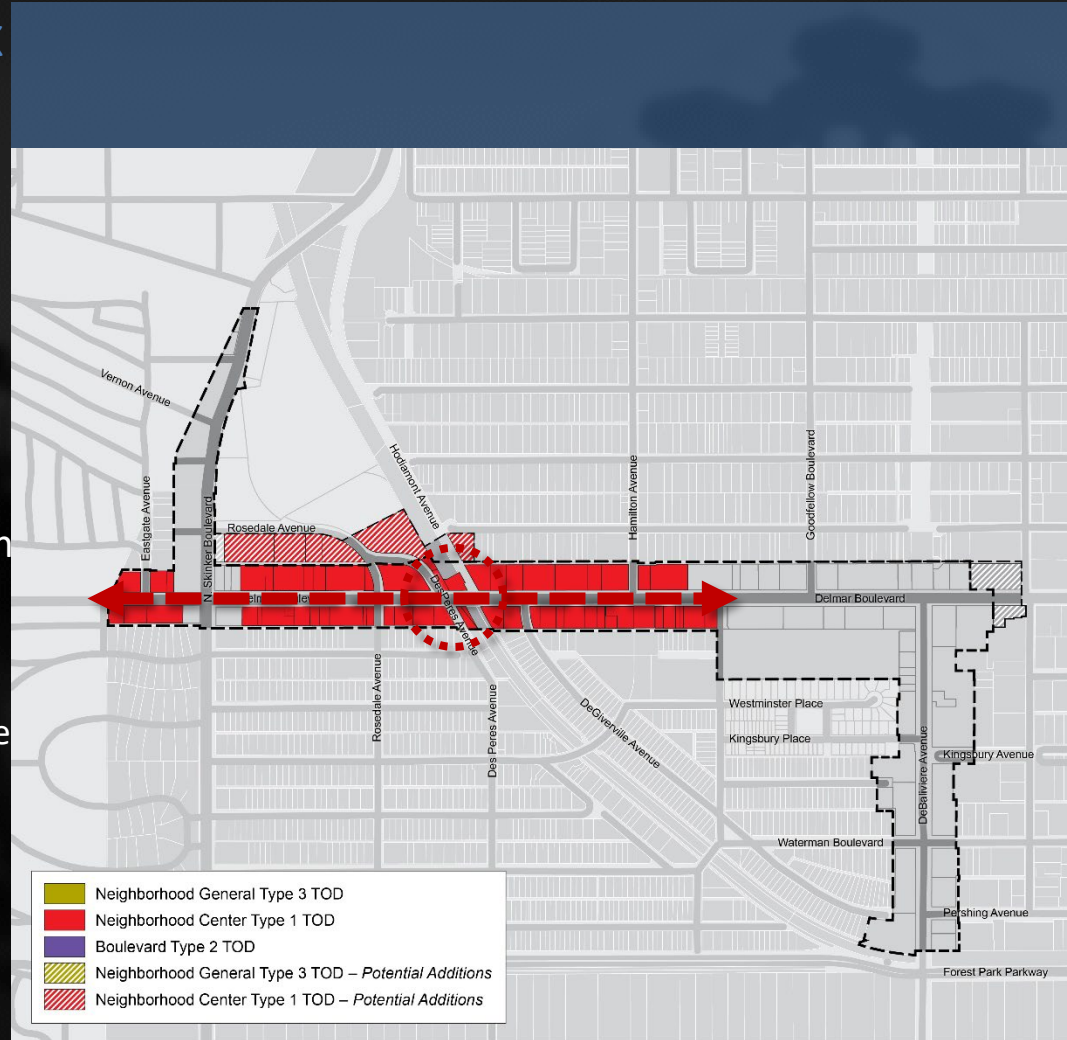
## FORM-BASED DISTRICT FRAMEWORK REGULATING PLAN

# 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.
- Lots of ground floor primary retail with active storefronts with entertainment, bar, retail, and restaurant uses.





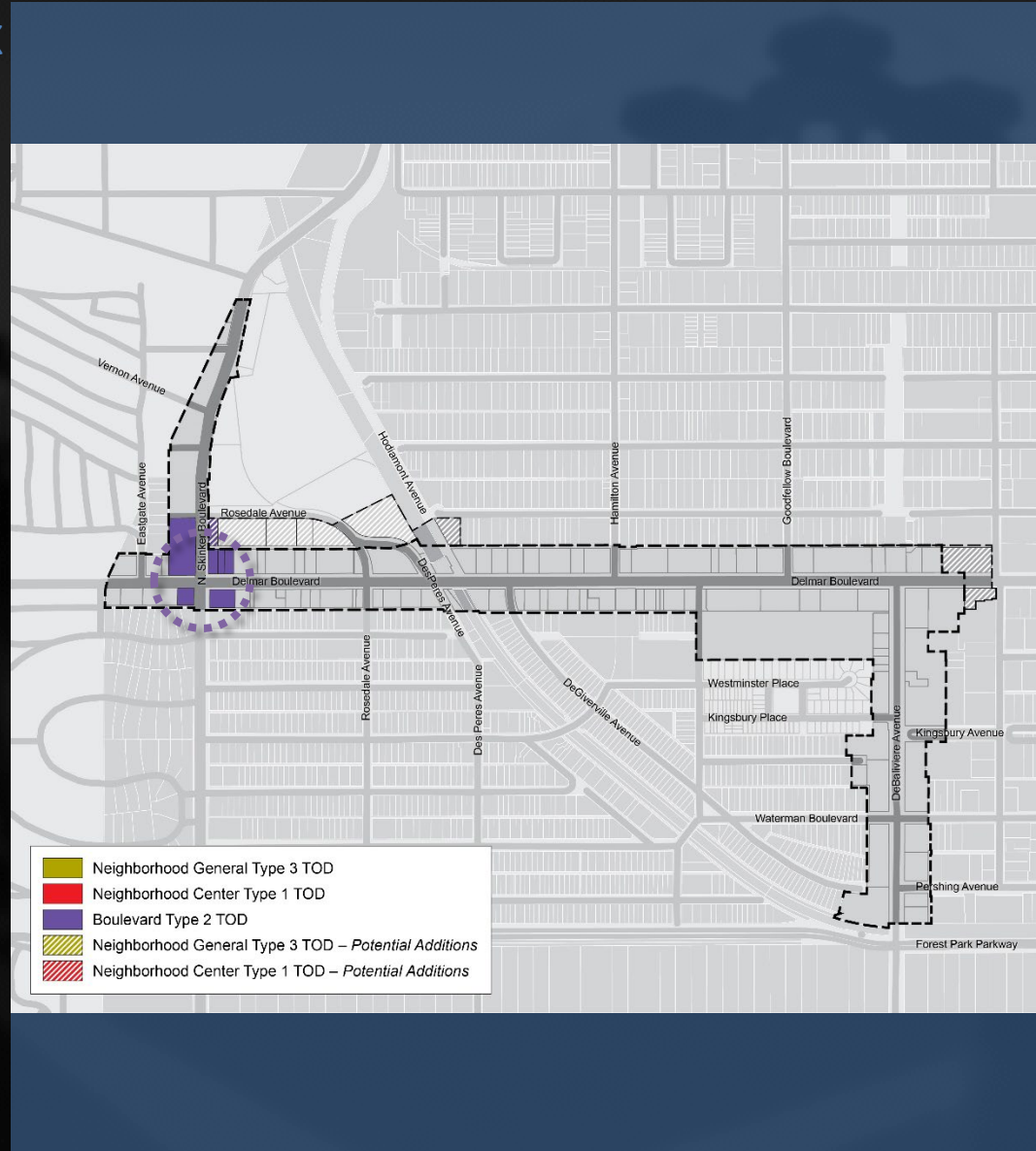
## FORM-BASED DISTRICT FRAMEWORK REGULATING PLAN

# CHARACTER ZONES

## Boulevard Type 2 TOD

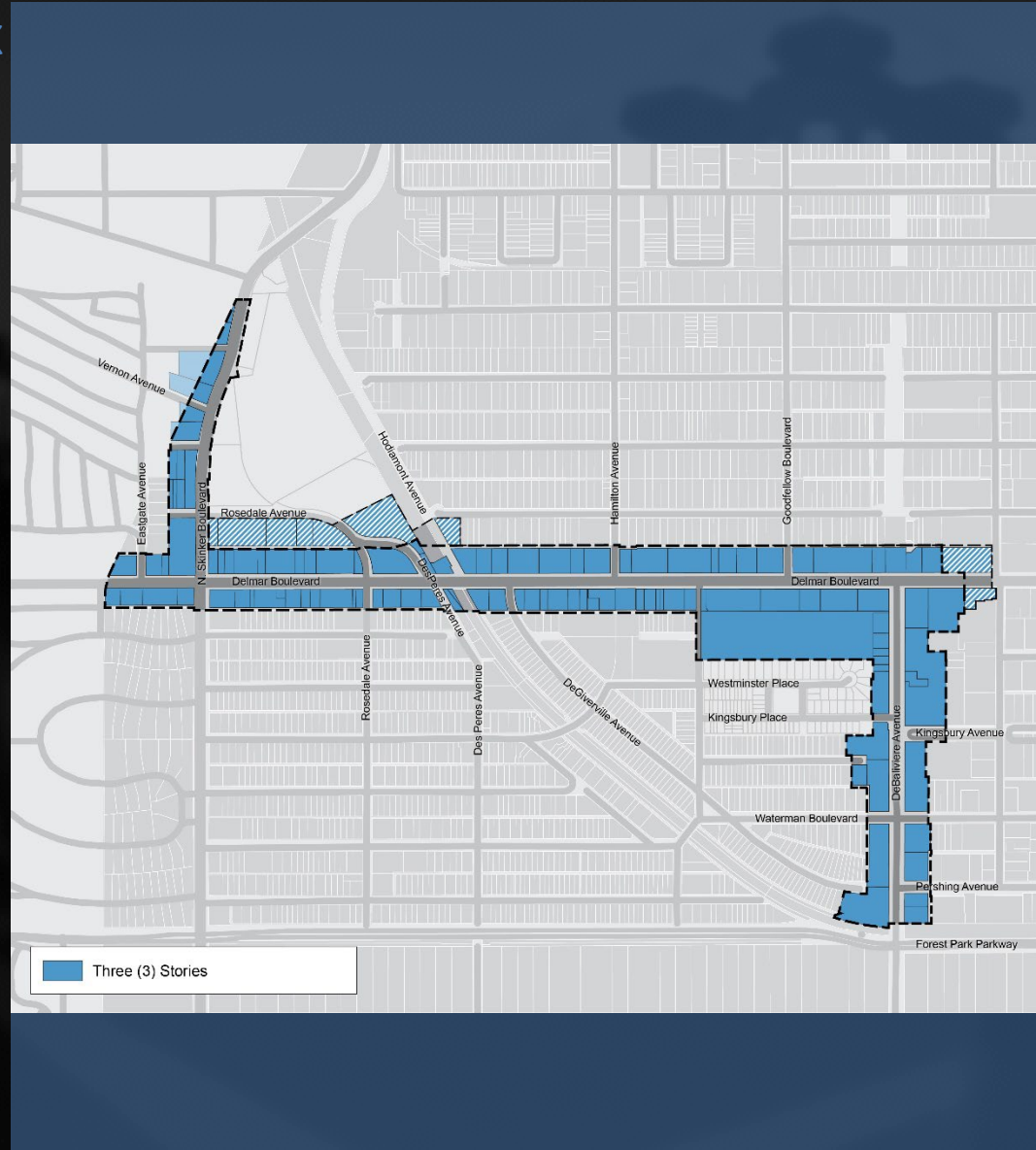
This area was identified as a primary gateway supporting high-rise mixed-use, office, and residential buildings at a key corner in the City..

- High rise residential and office with some ground floor commercial uses.
- Up to 12-story building height.
- Building frontages on Delmar are required to have ground floor commercial uses.



FORM-BASED DISTRICT FRAMEWORK

**MINIMUM  
BUILDING HEIGHT**



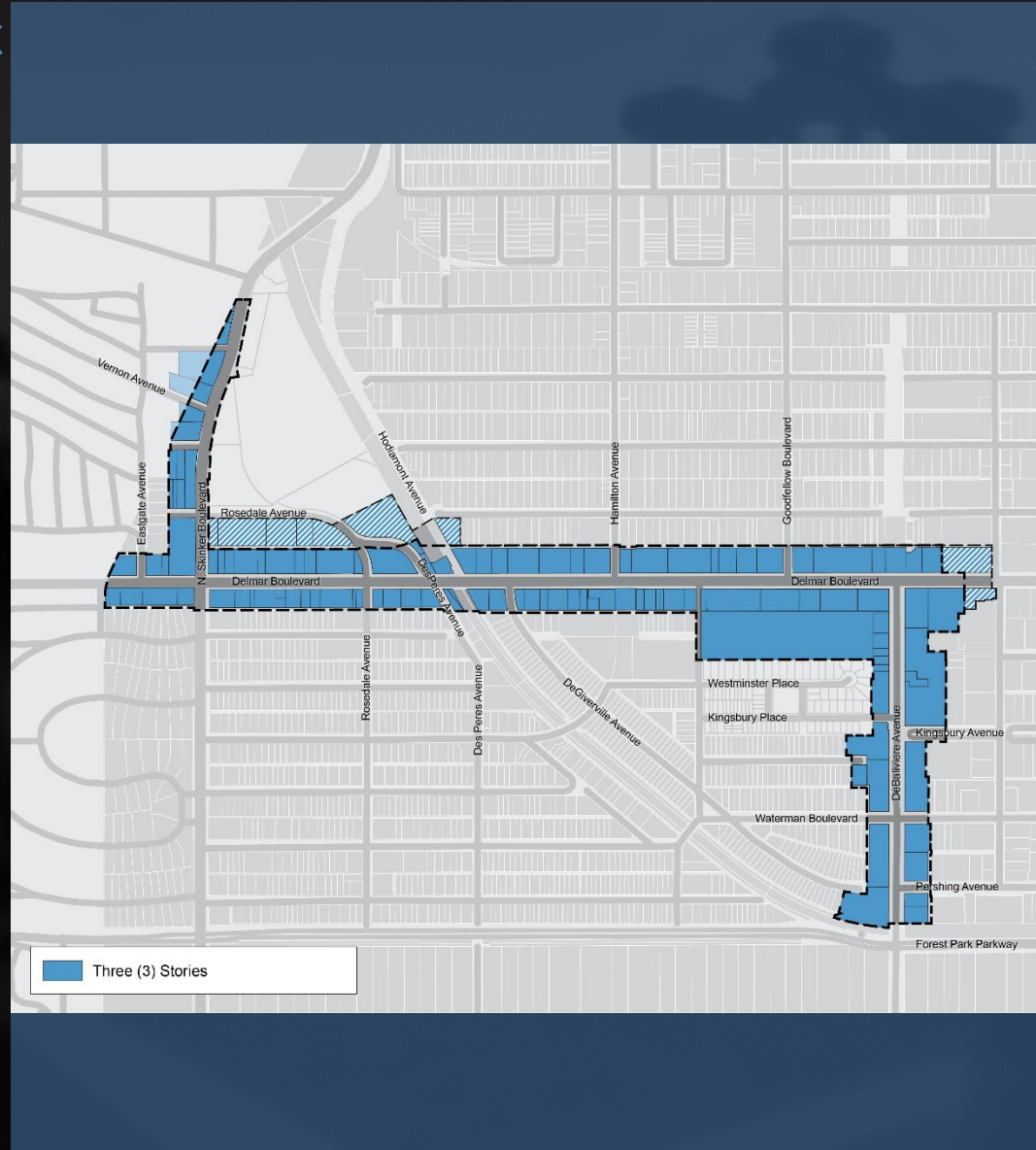


**FORM-BASED DISTRICT FRAMEWORK**

**MINIMUM  
BUILDING HEIGHT**

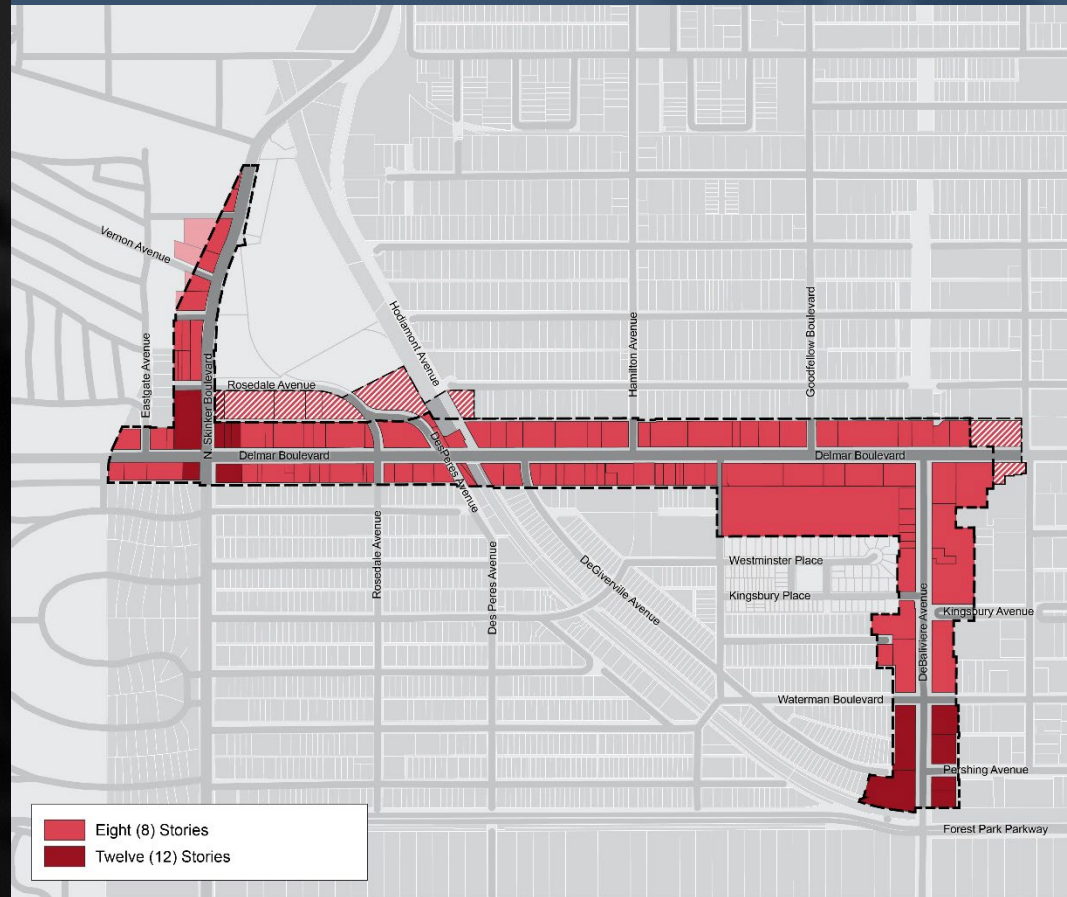
**3 Story (40 feet) Minimum  
Building Height**

**All Form-Based District streets...**



FORM-BASED DISTRICT FRAMEWORK

**MAXIMUM  
BUILDING HEIGHT**





FORM-BASED DISTRICT FRAMEWORK

**MAXIMUM  
BUILDING HEIGHT**

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

**Delmar Boulevard  
DeBaliviere Avenue (north of  
Waterman Boulevard)  
Des Peres Avenue  
North Skinker Boulevard (east side,  
north of Enright Avenue)  
Rosedale Avenue / Enright Avenue**



**FORM-BASED DISTRICT FRAMEWORK**

**MAXIMUM  
BUILDING HEIGHT**

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

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

**DeBaliviere Avenue (south of  
Waterman Boulevard)  
North Skinker Boulevard (south of  
Enright Avenue)**



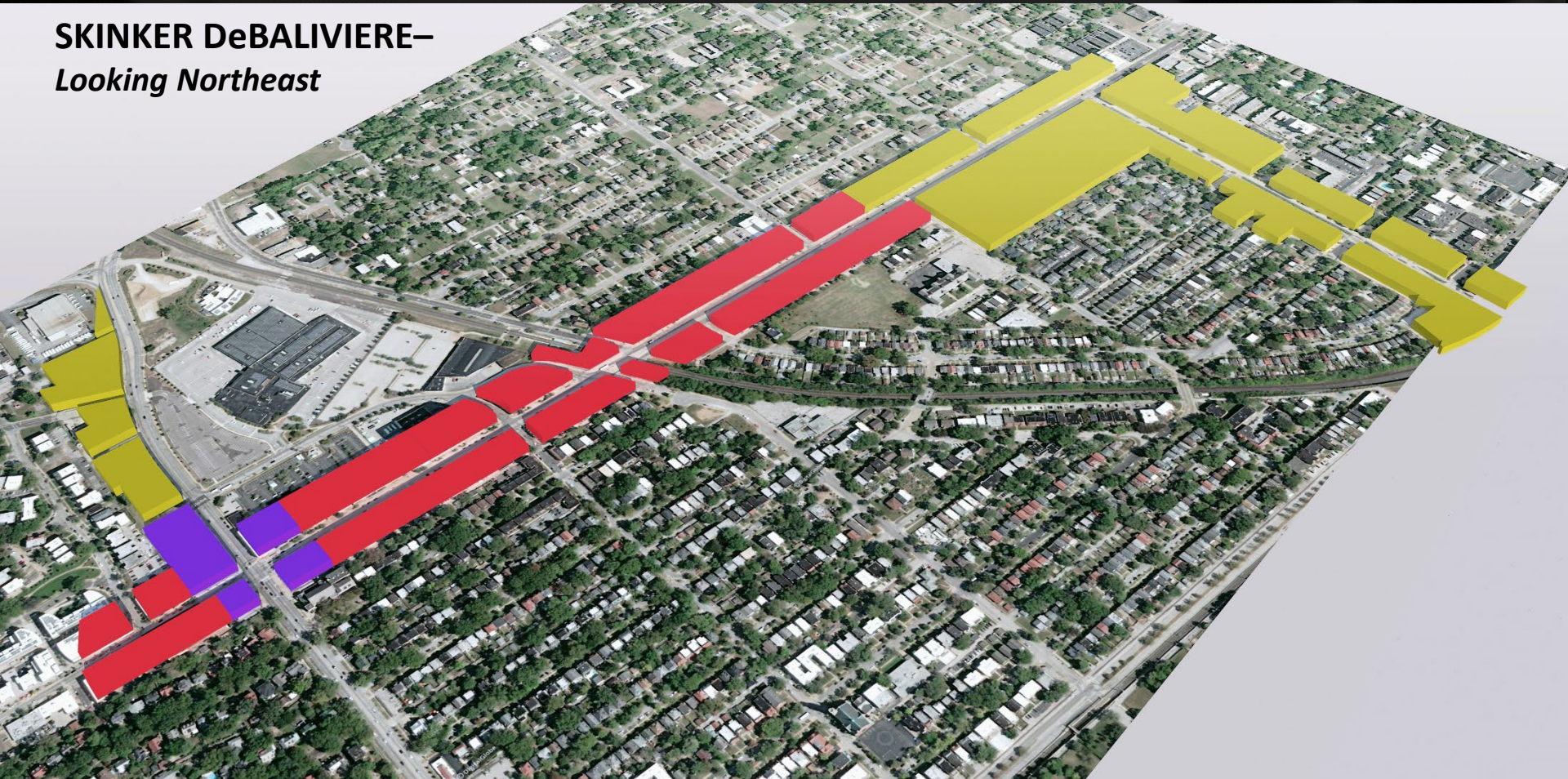


**FORM-BASED DISTRICT FRAMEWORK**

**MINIMUM BUILDING HEIGHTS**

**SKINKER DeBALIVIERE–**

*Looking Northeast*



**NOTE: Massing models represent maximum allowable building bulk. They do NOT represent proposed developments or actual buildings.**



**FORM-BASED DISTRICT FRAMEWORK**

**MAXIMUM BUILDING HEIGHTS**

**SKINKER DeBALIVIERE–**

*Looking Northeast*



**NOTE:** *Massing models represent maximum allowable building bulk. They do NOT represent proposed developments or actual buildings.*



**FORM-BASED DISTRICT FRAMEWORK**

**MINIMUM BUILDING HEIGHTS**

**DeBALIVIERE AVNEUE –**

*Looking Northwest*



**NOTE:** *Massing models represent maximum allowable building bulk. They do NOT represent proposed developments or actual buildings.*



**FORM-BASED DISTRICT FRAMEWORK**

**MAXIMUM BUILDING HEIGHTS**

**DeBALIVIERE AVNEUE –**

*Looking Northwest*



**NOTE:** *Massing models represent maximum allowable building bulk. They do NOT represent proposed developments or actual buildings.*



FORM-BASED DISTRICT FRAMEWORK

MAXIMUM BUILDING HEIGHTS – **LIKELY REDEVELOPMENT SITES**



**NOTE:** *Massing models represent maximum allowable building bulk. They do NOT represent proposed developments or actual buildings.*



FORM-BASED DISTRICT FRAMEWORK

MAXIMUM BUILDING HEIGHTS – **LIKELY REDEVELOPMENT SITES**

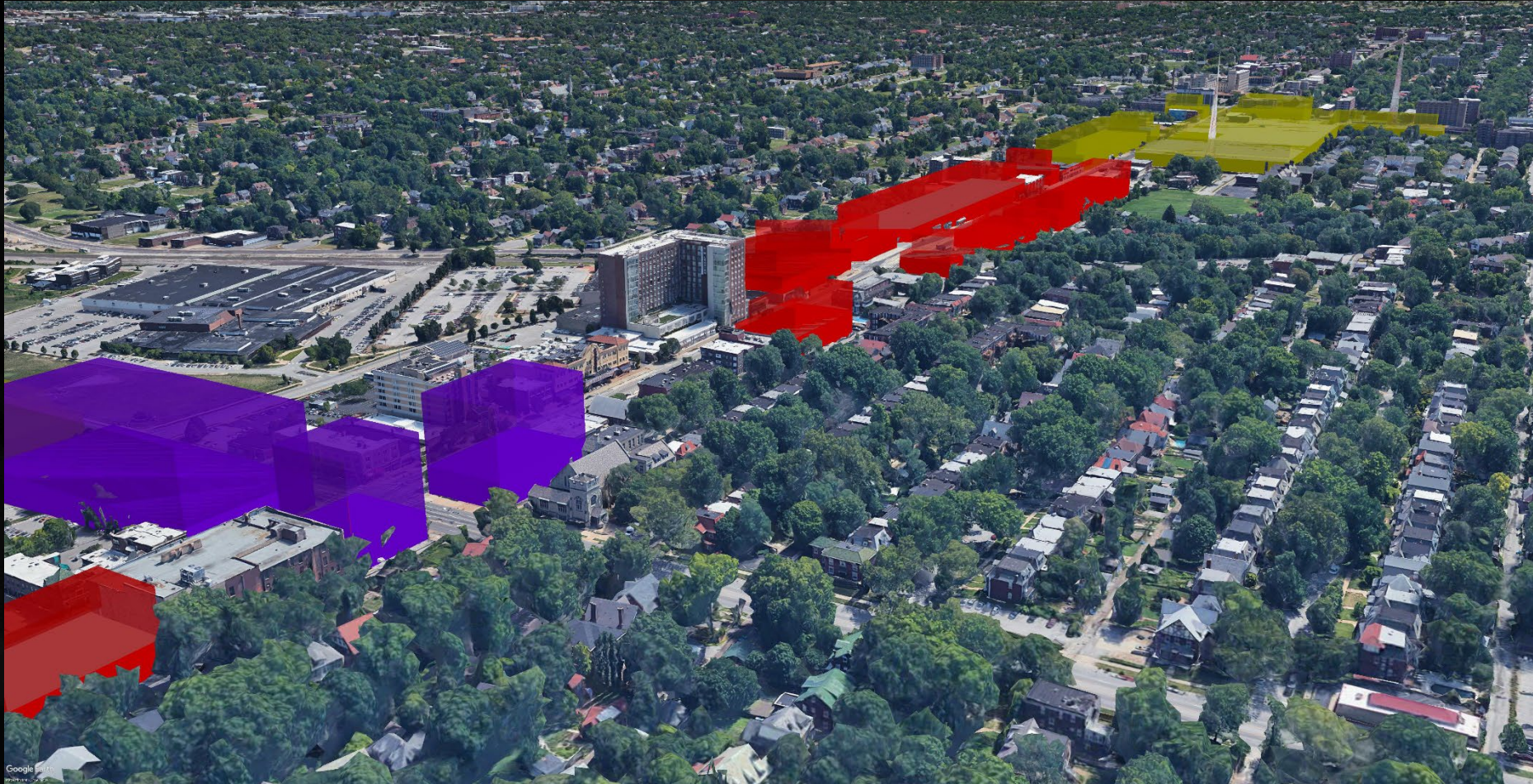


**NOTE:** *Massing models represent maximum allowable building bulk. They do NOT represent proposed developments or actual buildings.*



FORM-BASED DISTRICT FRAMEWORK

MAXIMUM BUILDING HEIGHTS – **LIKELY REDEVELOPMENT SITES**

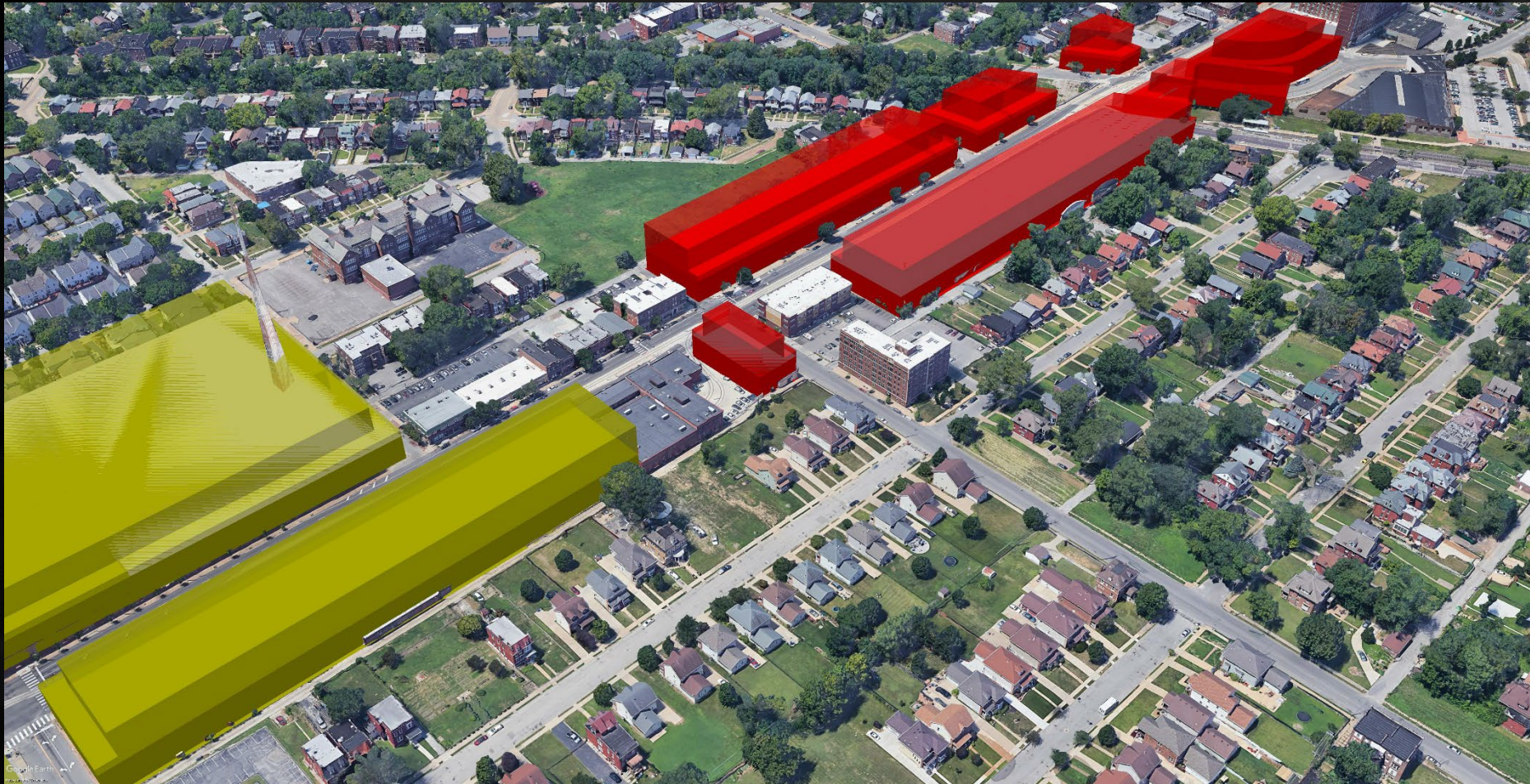


**NOTE:** *Massing models represent maximum allowable building bulk. They do NOT represent proposed developments or actual buildings.*



FORM-BASED DISTRICT FRAMEWORK

MAXIMUM BUILDING HEIGHTS – LIKELY REDEVELOPMENT SITES



**NOTE:** *Massing models represent maximum allowable building bulk. They do NOT represent proposed developments or actual buildings.*



## FORM-BASED DISTRICT FRAMEWORK

# GROUND FLOOR USES

### Primary Retail



### Secondary Retail



### Office Uses



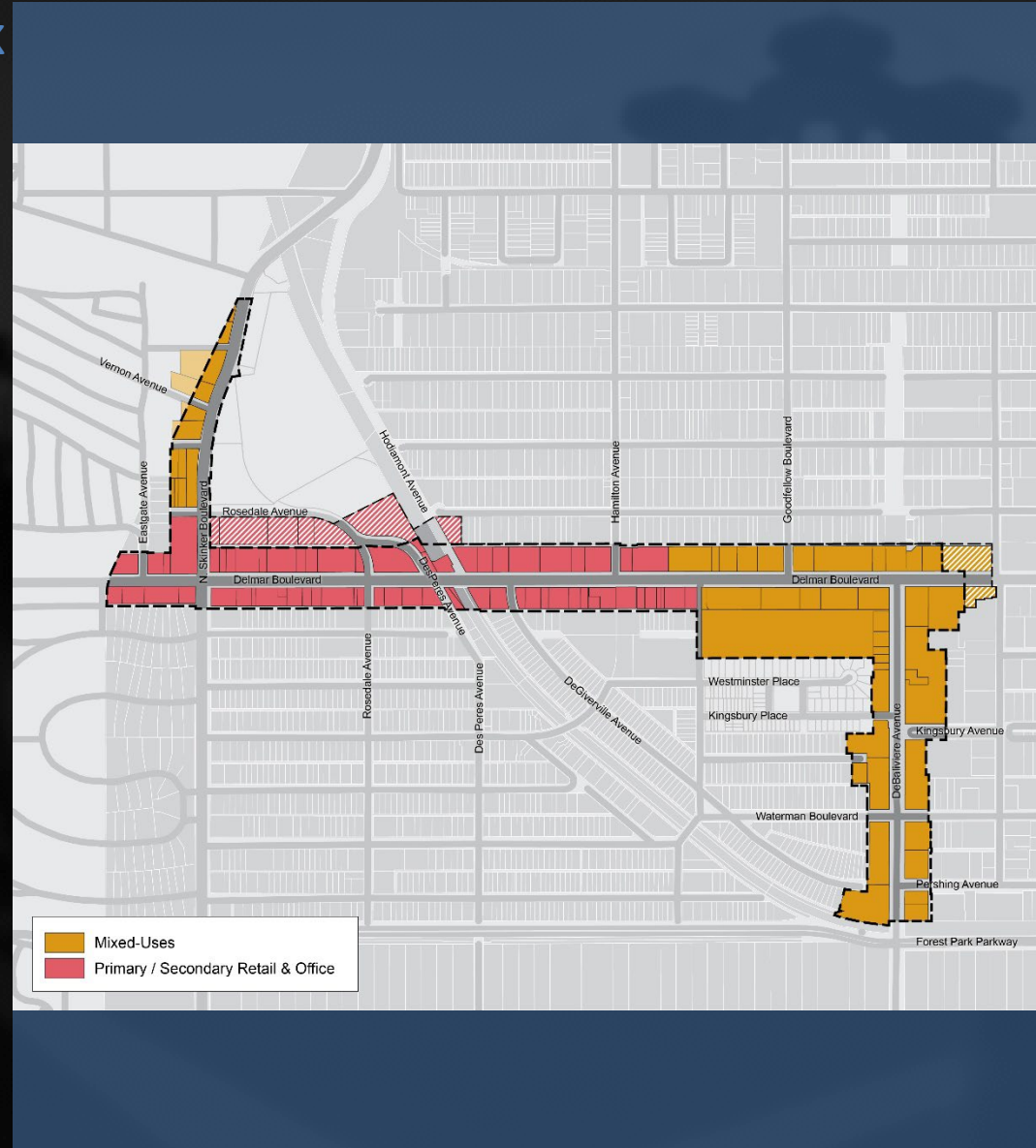
### Residential Uses



### Mixed-Uses



### Civic Uses



**FORM-BASED DISTRICT FRAMEWORK**

**GROUND  
FLOOR USES**

**Primary, Secondary Retail  
& Office Uses**

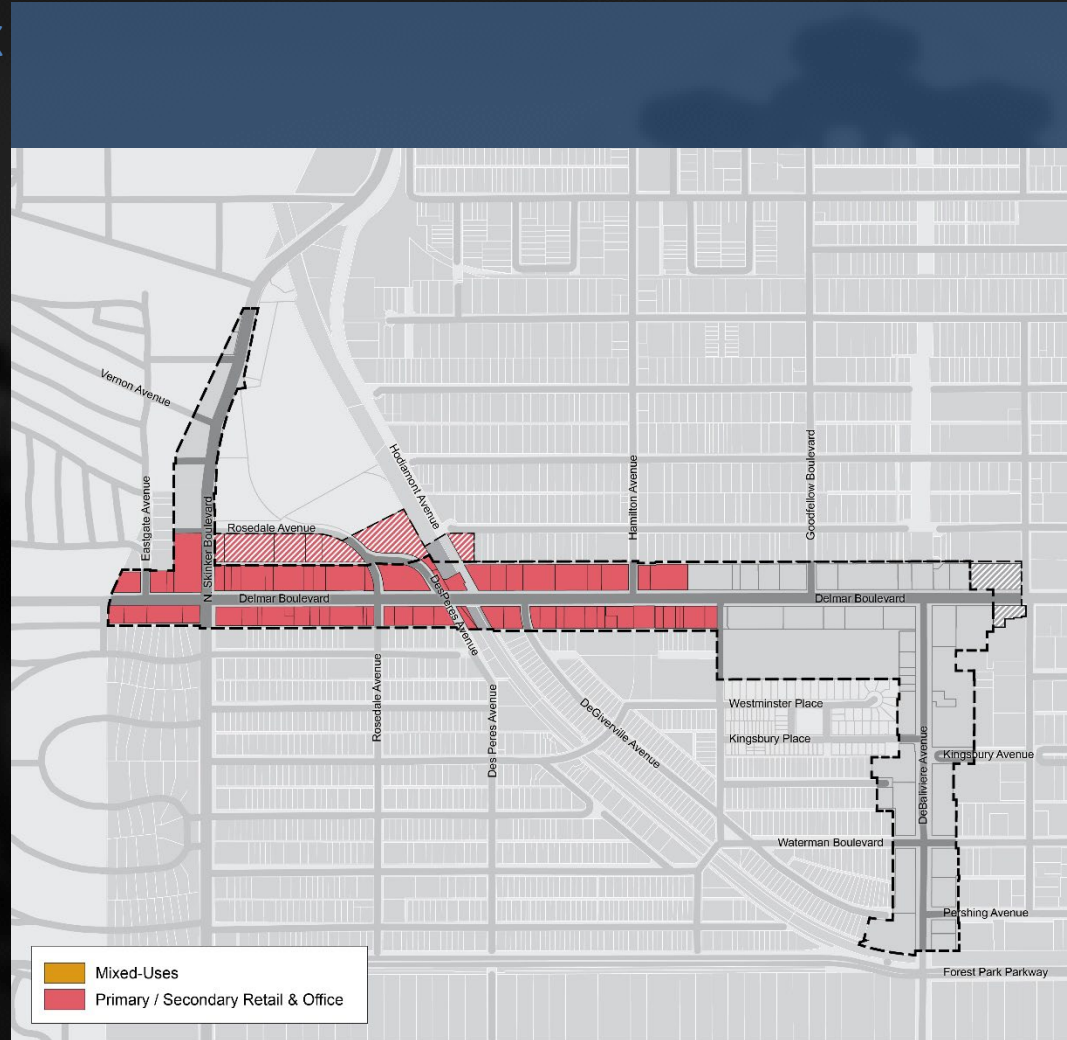
*Primary Retail*

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

*Secondary Retail & Office*

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

**Delmar Boulevard (west of Laurel)**  
**Rosedale Avenue**  
**Des Peres Avenue**





**FORM-BASED DISTRICT FRAMEWORK**

**GROUND  
FLOOR USES**

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

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

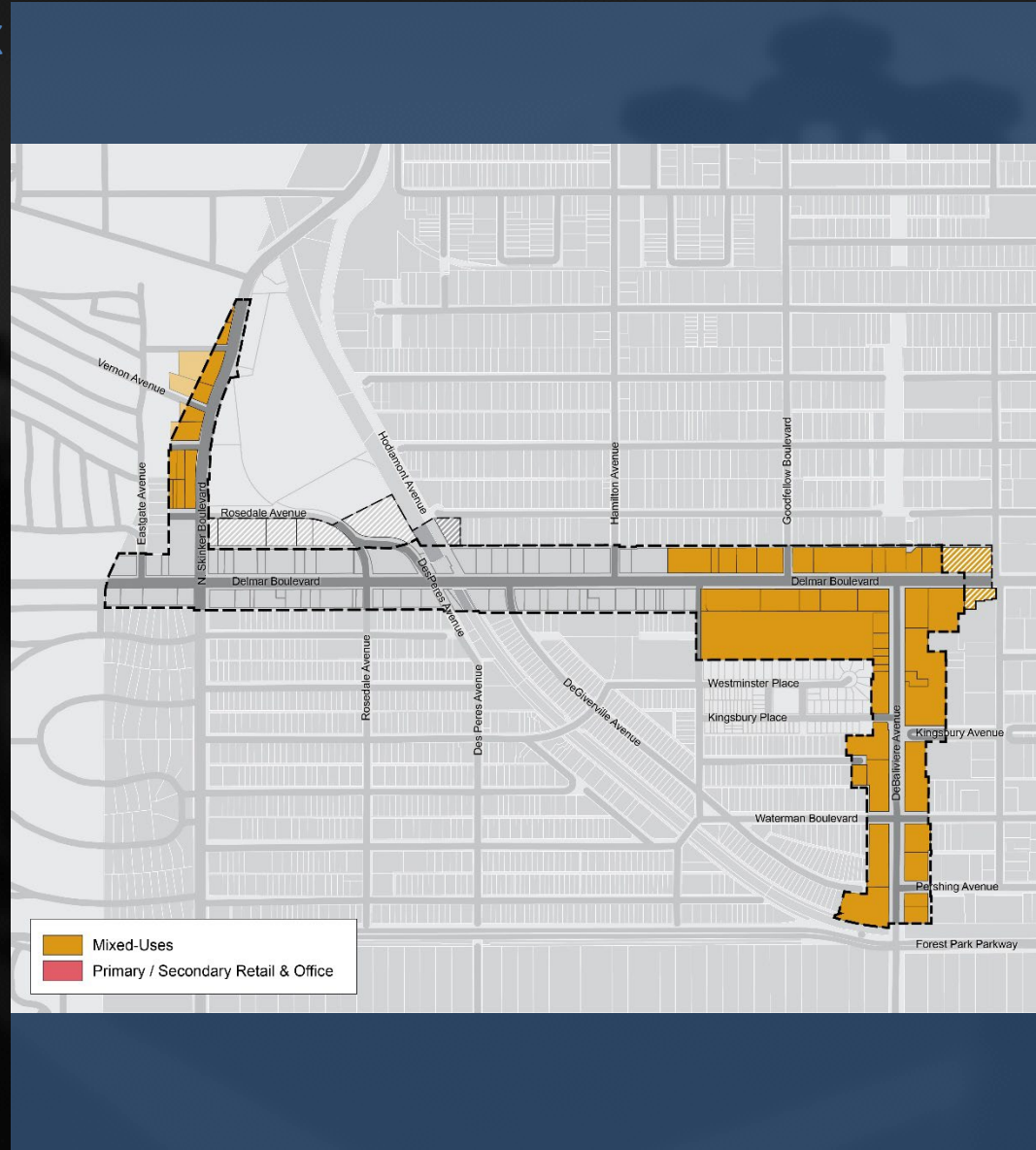
*Residential Uses*

*Special Uses (conditional)*

*Light Industrial (conditional)*

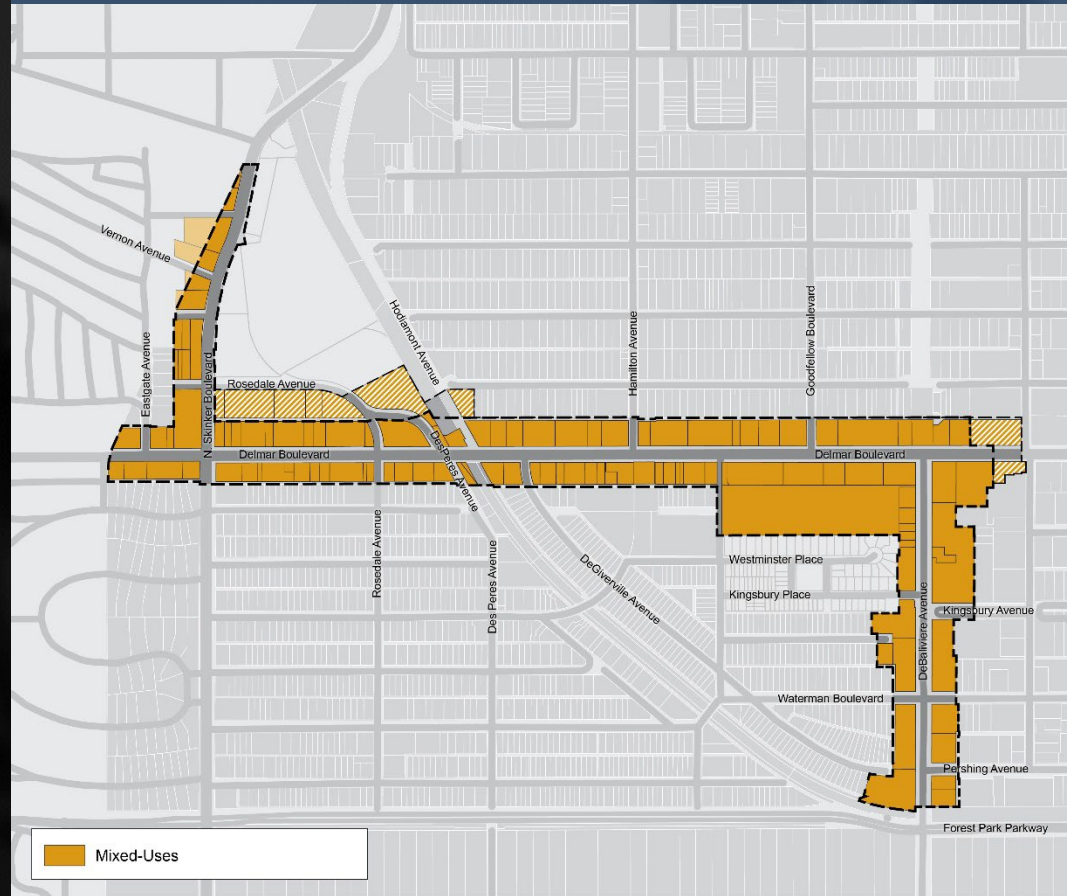
*Etc.....*

**Delmar Boulevard (east of Laurel)  
DeBaliviere Avenue  
North Skinker Boulevard (north of  
Enright / Rosedale)**



## FORM-BASED DISTRICT FRAMEWORK

## UPPER FLOOR USES





**FORM-BASED DISTRICT FRAMEWORK**

**UPPER  
FLOOR USES**

**Mixed-Uses**

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

*Residential Uses*

*Special Uses (conditional)*

*Light Industrial (conditional)*

*Etc.....*

**All district streets**



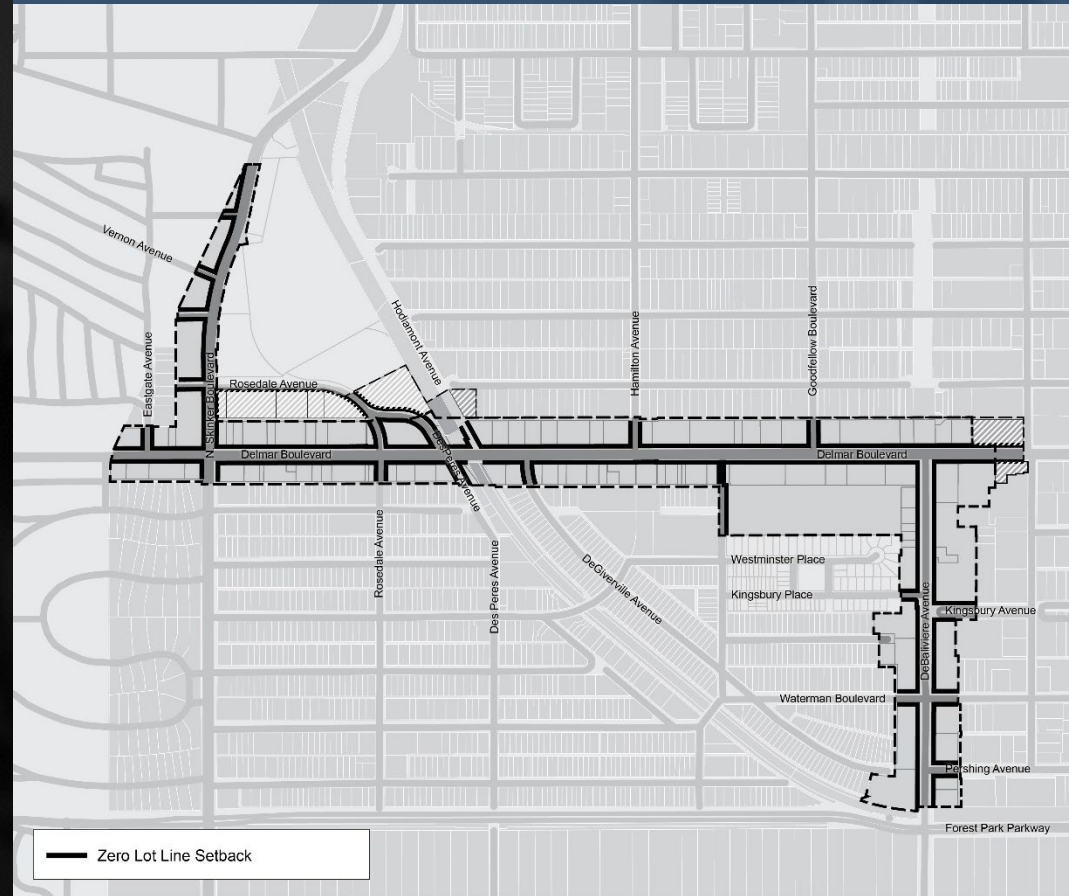
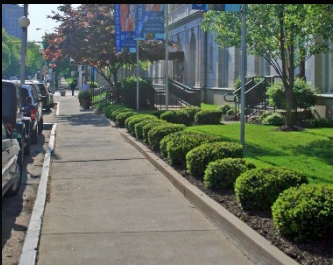
## FORM-BASED DISTRICT FRAMEWORK

# BUILDING SETBACKS

### Zero Lot Line



### Setbacks



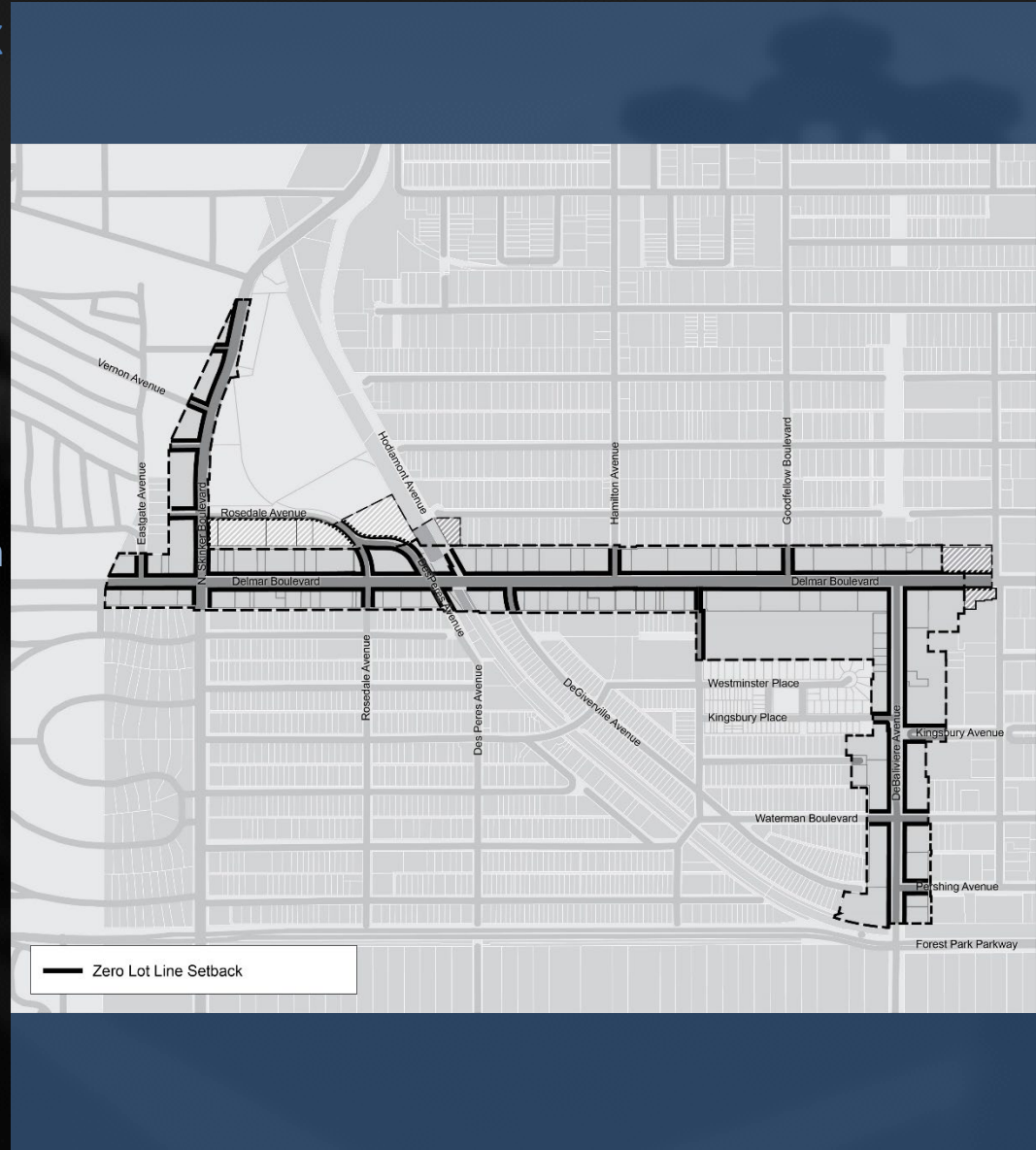


FORM-BASED DISTRICT FRAMEWORK

# BUILDING SETBACKS

## Zero Lot Line Buildings

**New buildings are required to be built up next to the street (at the back of the sidewalk) on all streets within the Delmar – DeBaliviere Form-Based District.**



## FORM-BASED DISTRICT FRAMEWORK Zero Lot Line Buildings

*New buildings are required  
to be up next to the street,  
at the back of the sidewalk.*



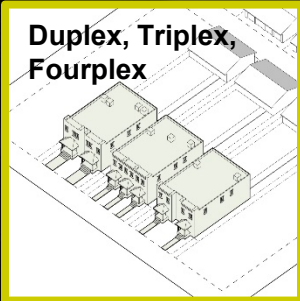


## FORM-BASED DISTRICT FRAMEWORK

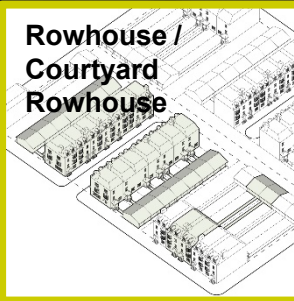
# BUILDING TYPES

## Neighborhood General Type 3 TOD

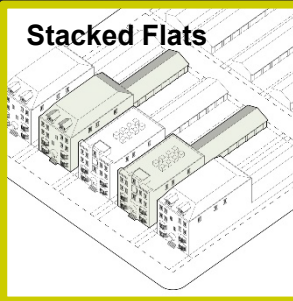
**Duplex, Triplex, Fourplex**



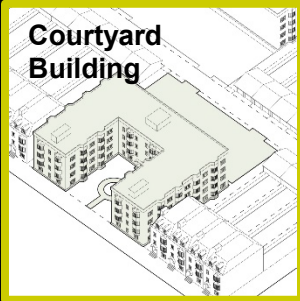
**Rowhouse /  
Courtyard  
Rowhouse**



**Stacked Flats**



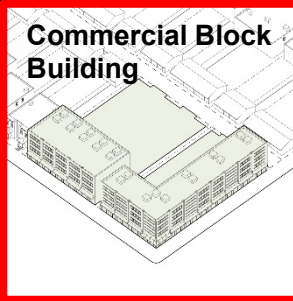
**Courtyard  
Building**



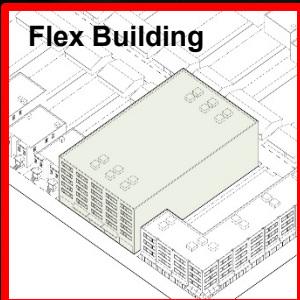
**High-rise  
Residential  
Building**



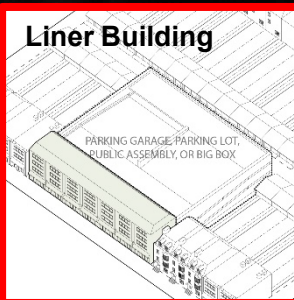
**Commercial Block  
Building**



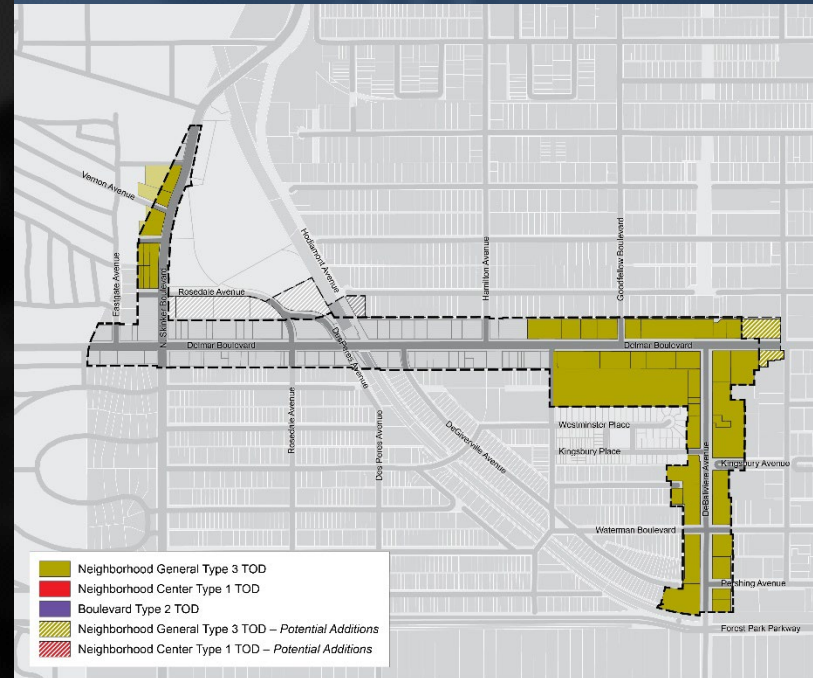
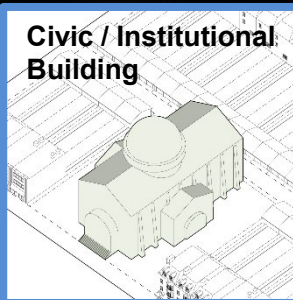
**Flex Building**



**Liner Building**



**Civic / Institutional  
Building**

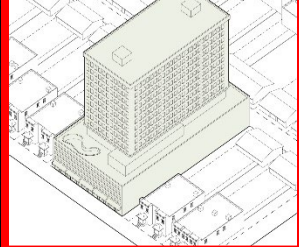


## FORM-BASED DISTRICT FRAMEWORK

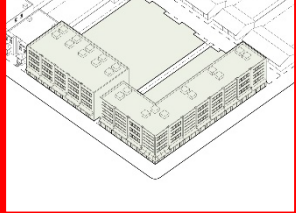
# BUILDING TYPES

## Neighborhood Center Type 1 TOD

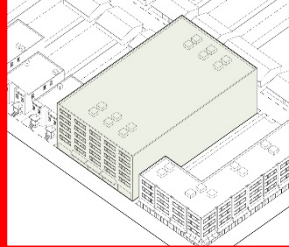
**Podium Building**



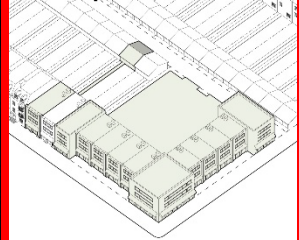
**Commercial Block Building**



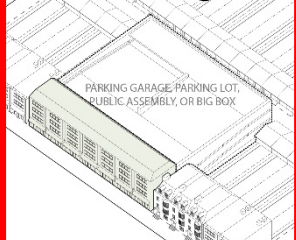
**Flex Building**



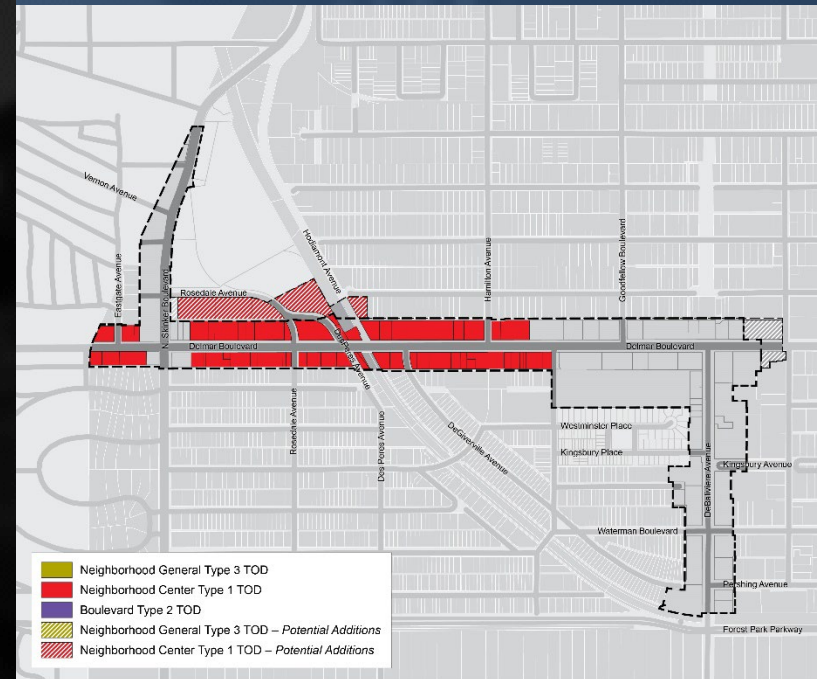
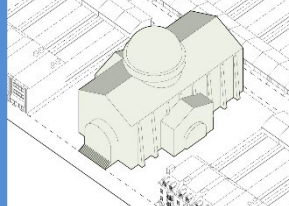
**Live | Work Units**



**Liner Building**



**Civic / Institutional Building**



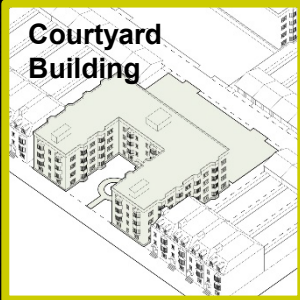


## FORM-BASED DISTRICT FRAMEWORK

# BUILDING TYPES

### Boulevard Type 2 TOD

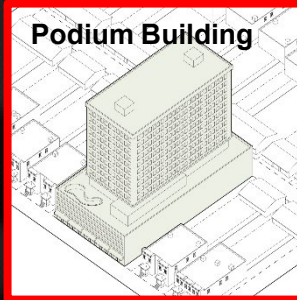
**Courtyard Building**



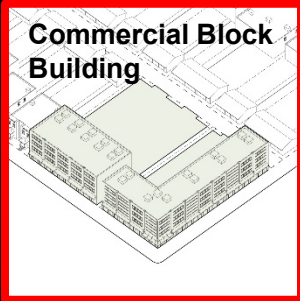
**High-rise Residential Building**



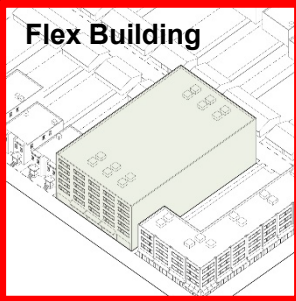
**Podium Building**



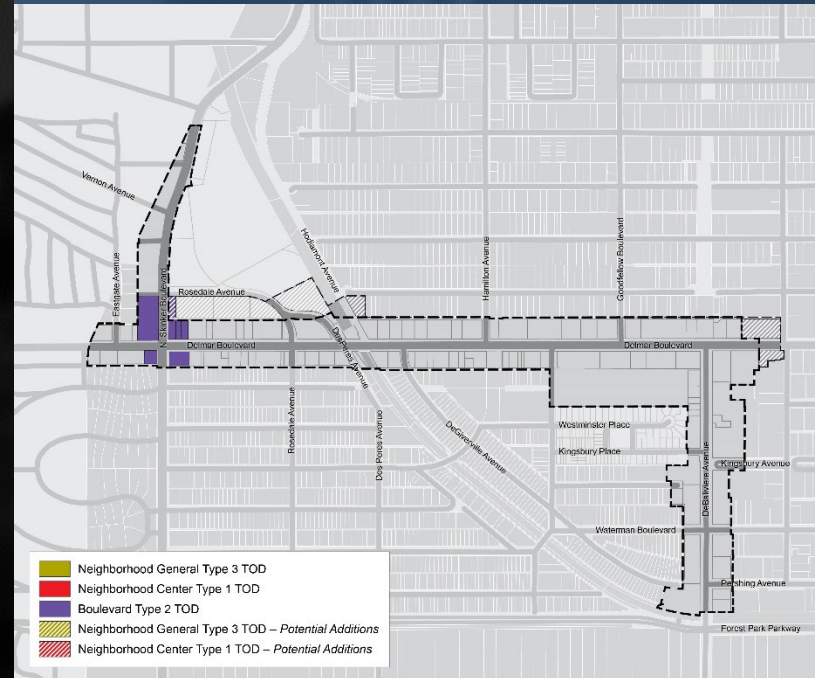
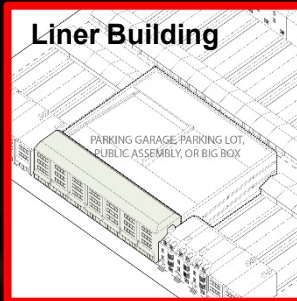
**Commercial Block Building**



**Flex Building**



**Liner Building**





# PARKING

Delmar – DeBaliviere Form-Based District

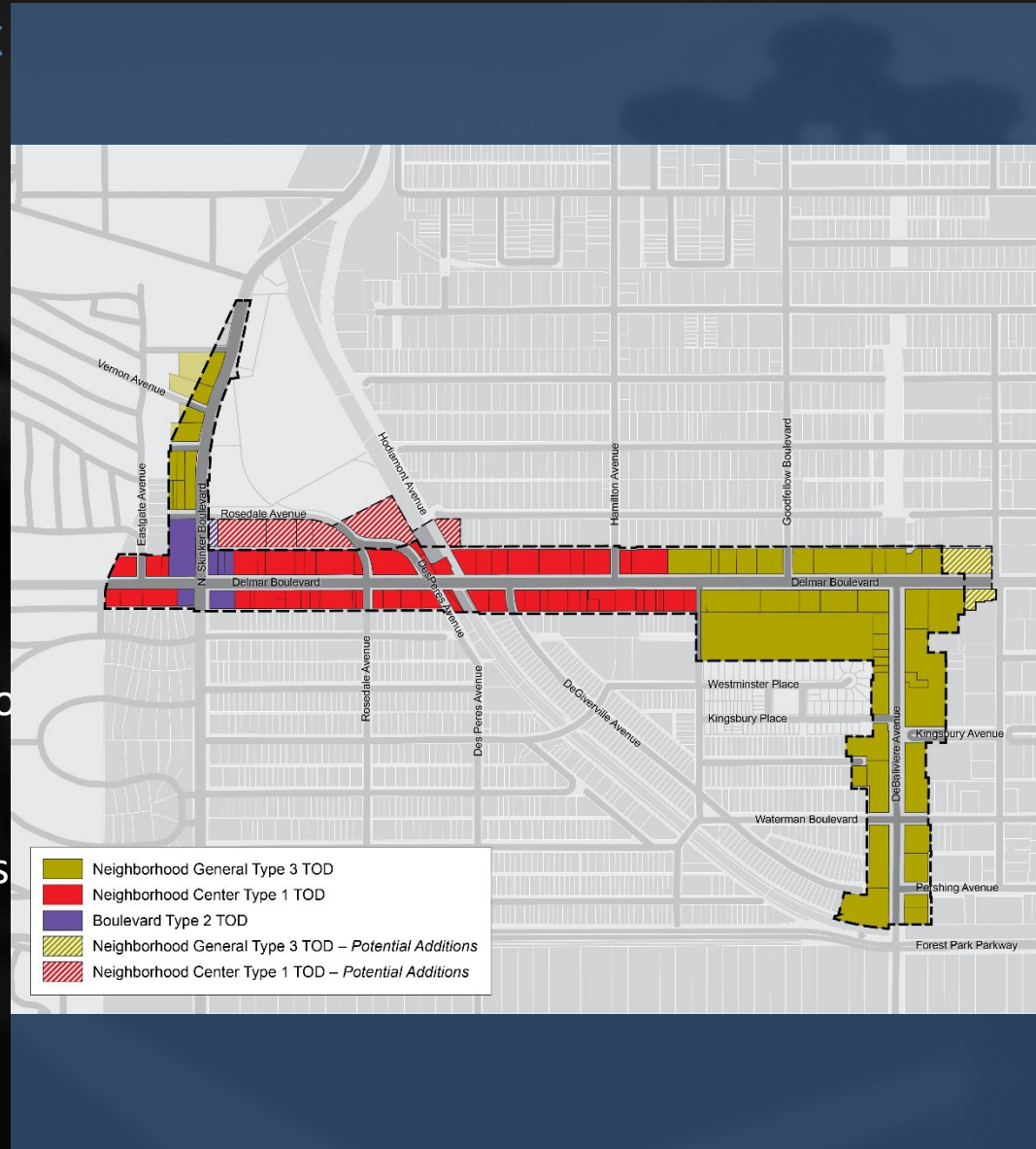


## FORM-BASED DISTRICT FRAMEWORK

## PARKING

Three approaches to off-street parking requirements for consideration and discussion...

- **Option 1:** Retain existing off-street parking requirements.
- **Option 2:** Reduce off-street parking requirements to respond to adjacency to transit.
- **Option 3:** Developer determines off-street parking requirements based on market considerations.



**FORM-BASED DISTRICT FRAMEWORK****PARKING****Option 1:**

Retain existing off-street parking requirements.

**Existing Parking Requirements  
Excerpt (“G” Zoning District,  
Title 26 Zoning Ordinance)**

- Multiple residential dwelling units:  
**1 parking space / dwelling unit.**
- Retail stores, floor area greater than 3,000 square feet:  
**1 parking space / 700 square feet in excess of 3,000 square feet.**
- Banks and offices, floor area greater than 7,500 square feet:  
**1 parking space / 1,250 square feet in excess of 7,500 square feet.**
- Restaurants, bars, and taverns, floor area greater than 1,000 square feet:  
**1 parking space / 200 square feet in excess of 1,000 square feet.**

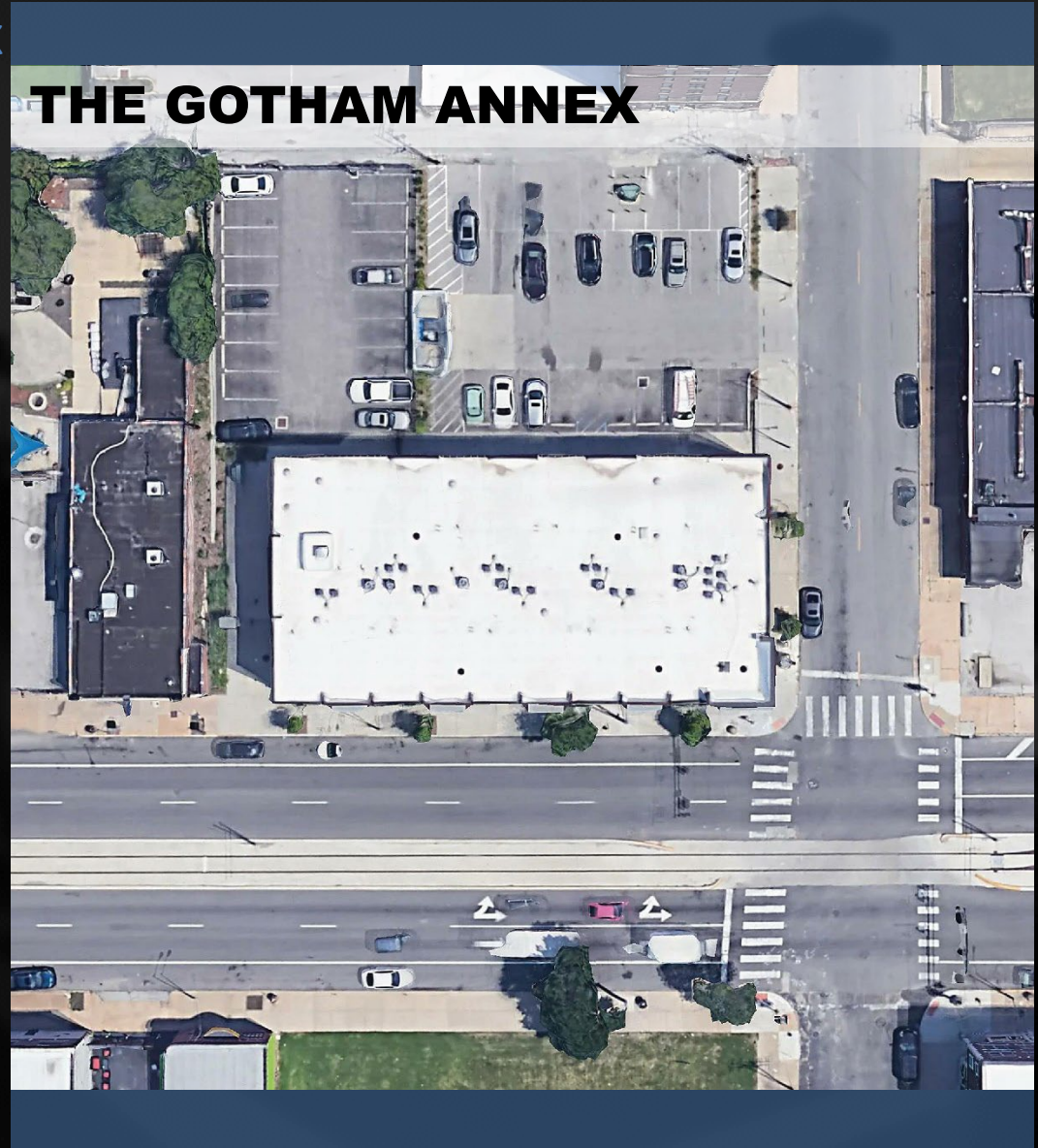


**FORM-BASED DISTRICT FRAMEWORK**

**PARKING**

**Option 1:**

Retain existing off-street parking requirements.



## FORM-BASED DISTRICT FRAMEWORK

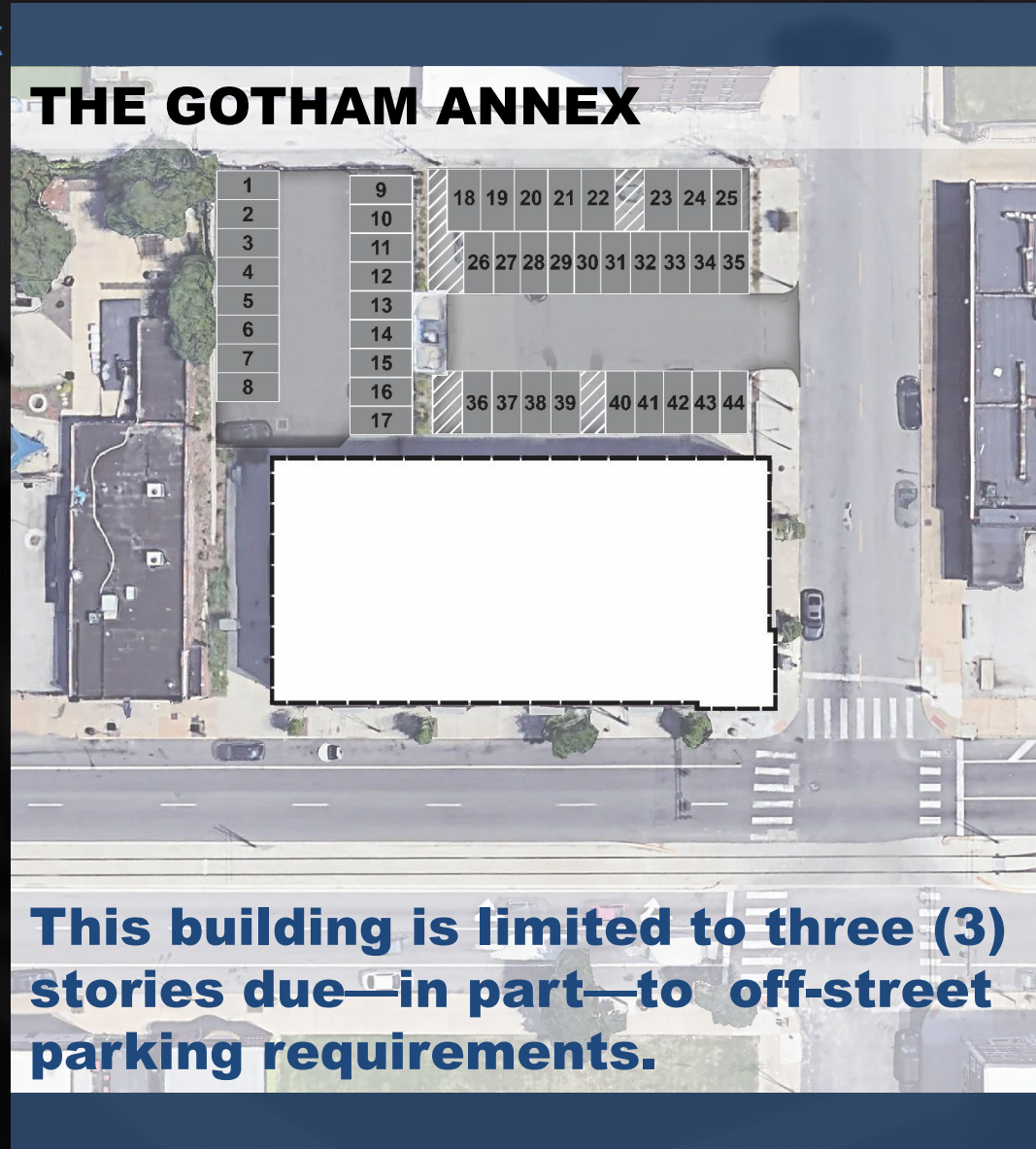
## PARKING

## Option 1:

Retain existing off-street parking requirements.

- **18 residential units:  
18 parking spaces**
- **5 retail units = 9,223 s.f.:  
22 parking spaces  
(9,223 - 5,000 = 4,223  
4,223 / 200 = 22 spaces)**
- **Required Spaces: 40  
Actual Spaces: 44**

## THE GOTHAM ANNEX



**This building is limited to three (3) stories due—in part—to off-street parking requirements.**



## FORM-BASED DISTRICT FRAMEWORK

**PARKING****Option 2:**

Reduce off-street parking requirements to respond to adjacency to transit.

**Reduction of Parking Requirements  
by Half (for example)**

- Multiple residential dwelling units:  
**0.5 parking space / dwelling unit.**
- Retail stores, floor area greater than 3,000 square feet:  
**1 parking space / 1,400 square feet in excess of 3,000 square feet.**
- Banks and offices, floor area greater than 7,500 square feet:  
**1 parking space / 2,500 square feet in excess of 7,500 square feet.**
- Restaurants, bars, and taverns, floor area greater than 1,000 square feet:  
**1 parking space / 400 square feet in excess of 1,000 square feet.**

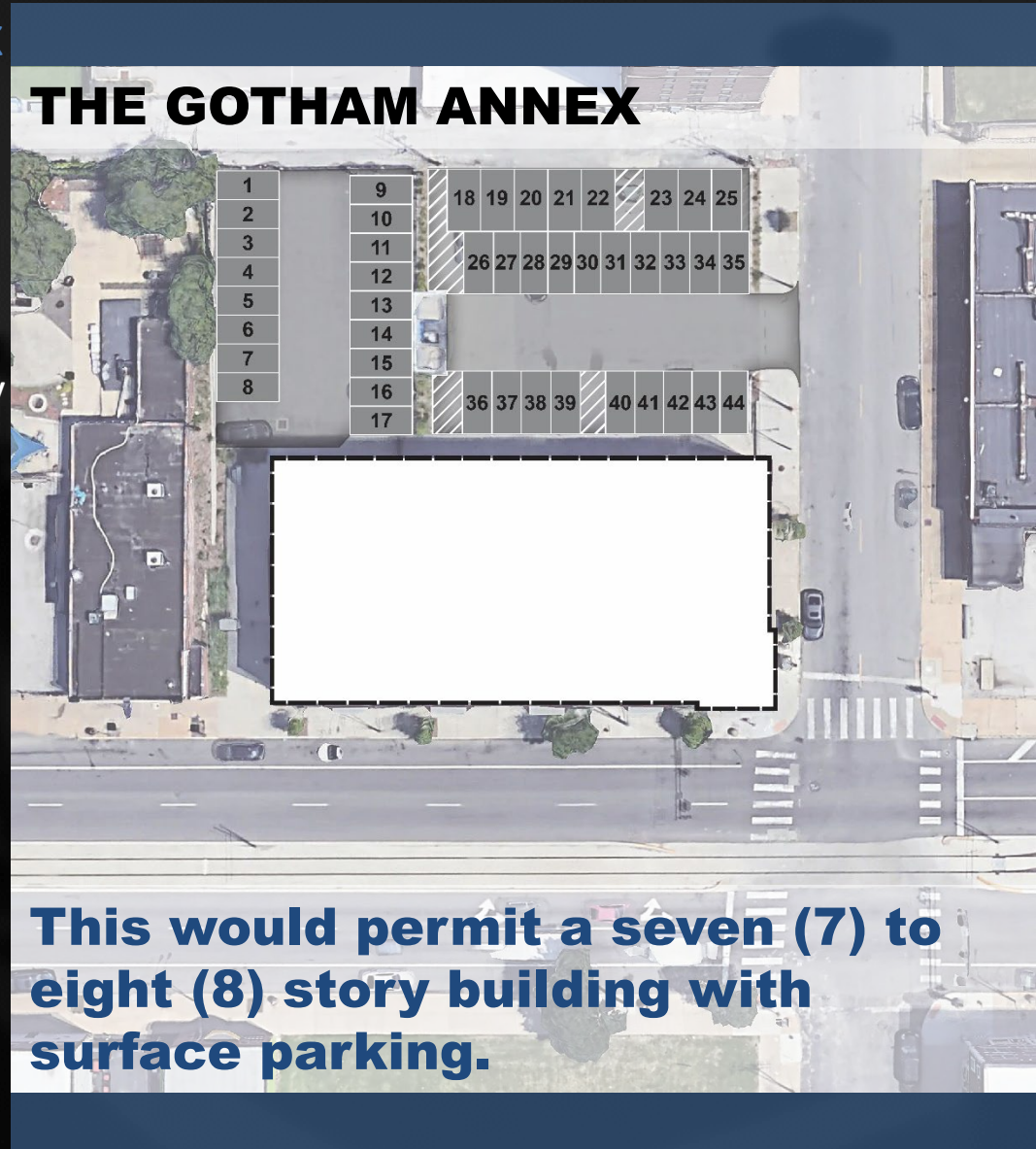
## FORM-BASED DISTRICT FRAMEWORK

**PARKING****Option 2:**

Reduce off-street parking requirements to respond to adjacency to transit.

- **54 residential units:  
27 parking spaces**
- **5 retail units = 9,223 s.f.:  
22 parking spaces**  
(9,223 - 5,000 = 4,223  
4,223 / 400 = 11 spaces)

**Required Spaces: 38**

**THE GOTHAM ANNEX**

**This would permit a seven (7) to eight (8) story building with surface parking.**

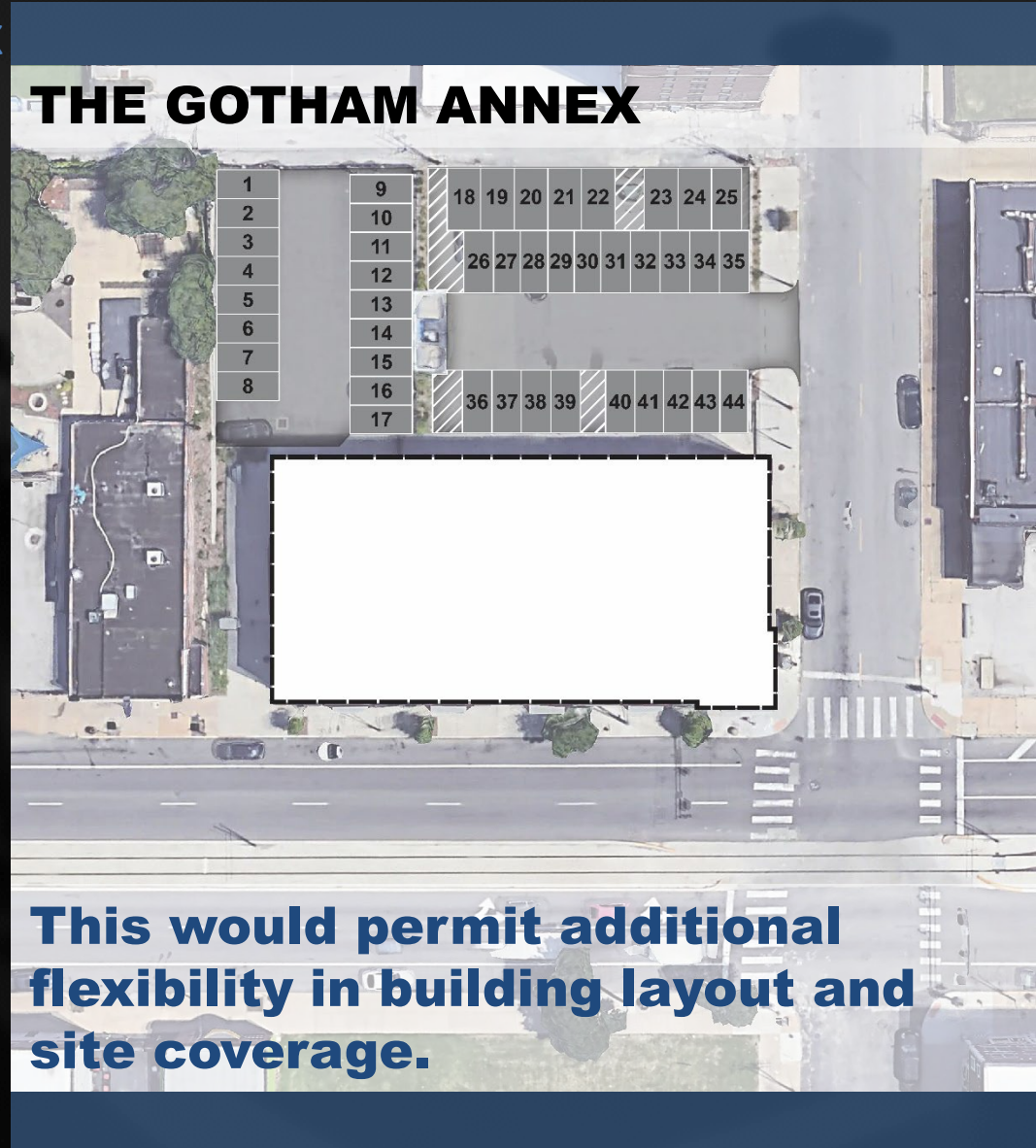


## FORM-BASED DISTRICT FRAMEWORK

**PARKING****Option 3:**

Developer determines off-street parking requirements based on market considerations.

**Developers would plan for and provide parking based on the needs of the desired market, including proximity to the station, lifestyles of residents, and other considerations.**

**THE GOTHAM ANNEX**

**This would permit additional flexibility in building layout and site coverage.**



# STREETSCAPE

Delmar – DeBaliviere Form-Based District



## FORM-BASED DISTRICT FRAMEWORK REGULATING PLAN

# STREETSCAPE

Streetscape standards regulate the redevelopment and improvement of sidewalks and streetscapes. Their purpose is to ensure a consistent public realm throughout the district based on the desired character and activity of adjacent buildings. Four (4) Streetscape Types are proposed, based on existing conditions and desired future character:

- **Commercial Street Type 1**
- **Avenue Type 1**
- **Avenue Type 2**
- **Neighborhood Street Type 1**



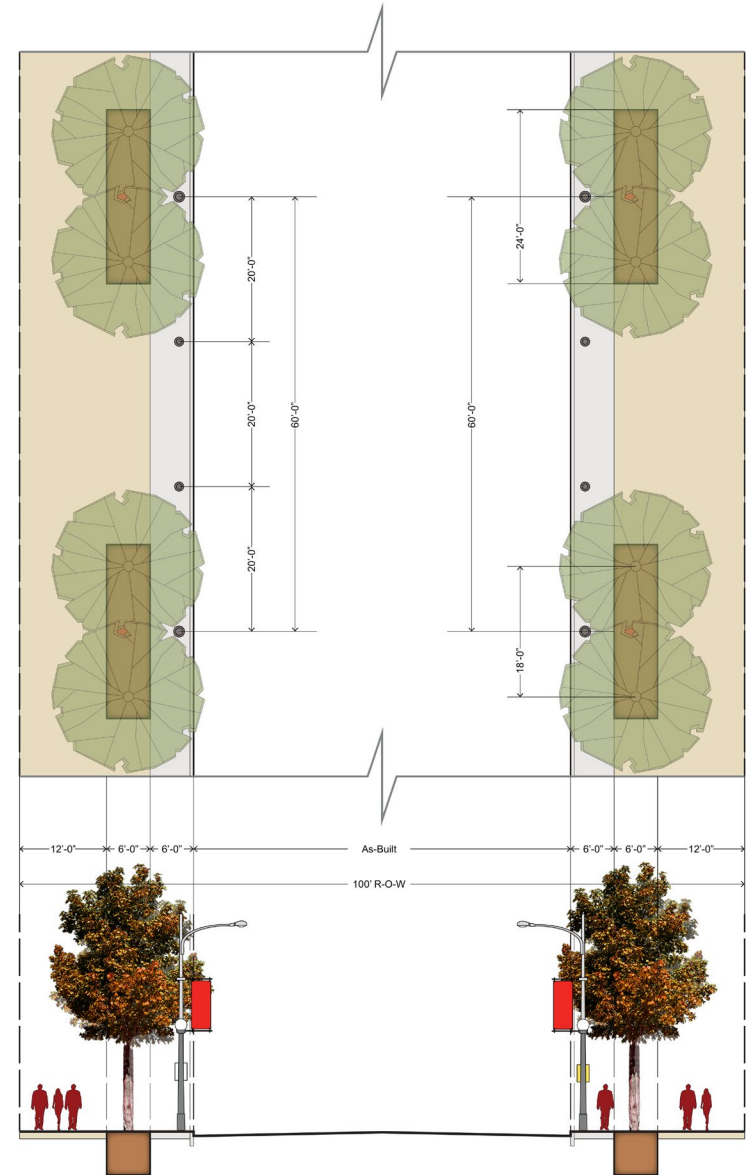
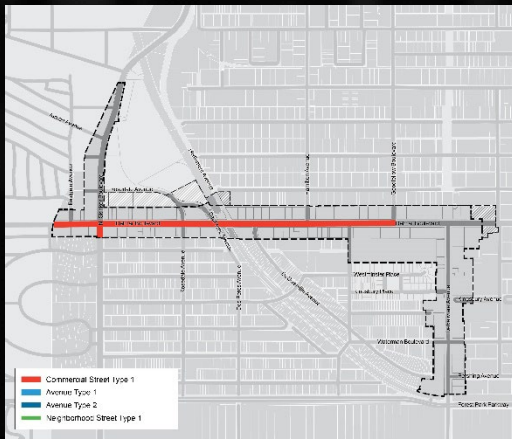
## FORM-BASED DISTRICT FRAMEWORK

## STREETSCAPE STANDARDS

## Commercial Street Type 1

A primary walkable retail and entertainment street with wide sidewalks and a high frequency of landscaping and street amenities

- 100 foot R-O-W; 24 foot wide sidewalks.
- Planters with street trees.
- Pedestrian lighting and vehicular travel lane lighting.
- Temporary “parklets” for sidewalk expansion.





## FORM-BASED DISTRICT FRAMEWORK

STREETSCAPE  
STANDARDS

## Commercial Street Type 1

A primary walkable retail and entertainment street with wide sidewalks and a high frequency of landscaping and street amenities

- 100 foot R-O-W; 24 foot wide sidewalks.
- Planters with street trees.
- Pedestrian lighting and vehicular travel lane lighting.
- Temporary “parklets” for sidewalk expansion.

**Temporary Sidewalk Expansion Parklet****Temporary Sidewalk Expansion Parklet –  
Laclede Ave & Vandeventer Ave**

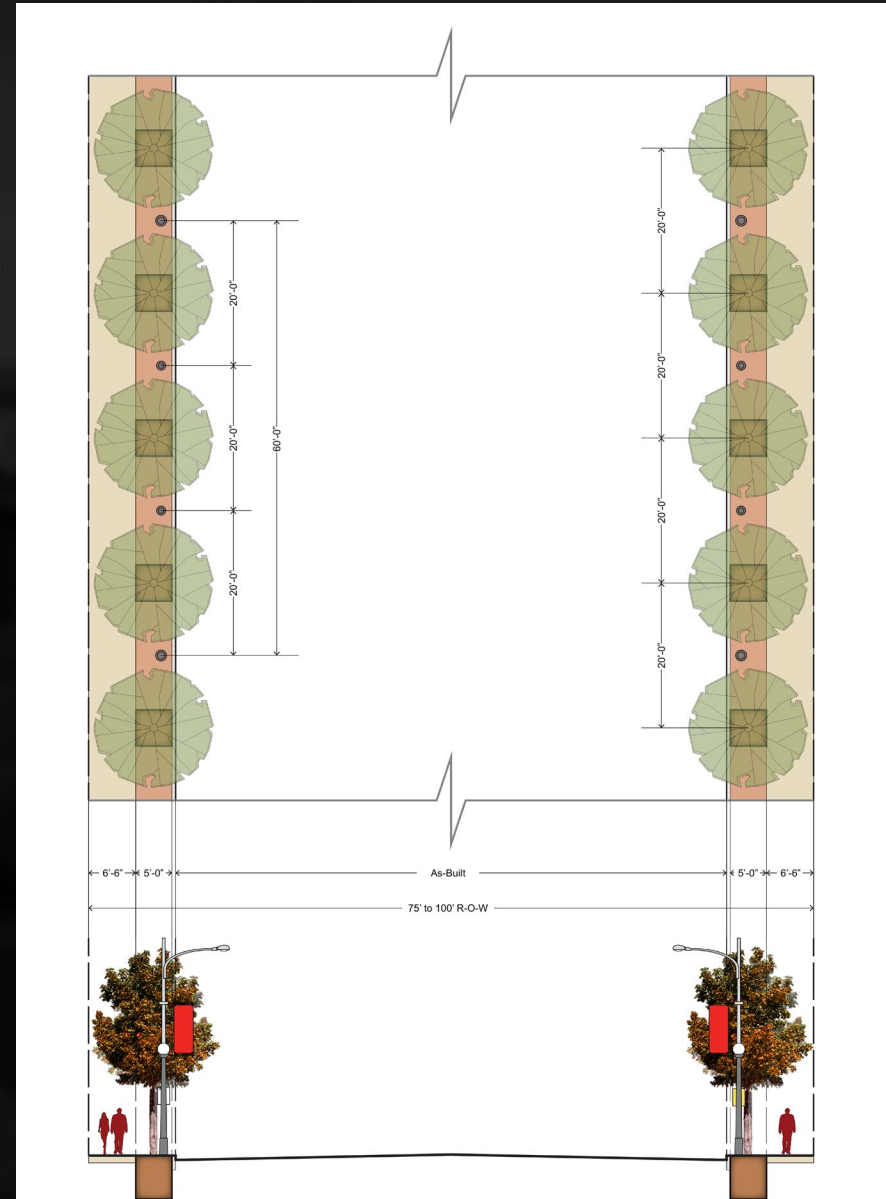
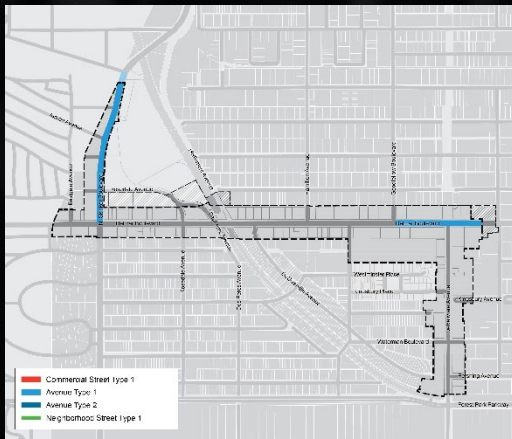
## FORM-BASED DISTRICT FRAMEWORK

## STREETSCAPE STANDARDS

## Avenue Type 1

A mixed-use street with enhanced sidewalks, consistent street trees and lighting, and a medium frequency of landscaping and street amenities.

- 75 to 100 foot R-O-W; 12 foot wide sidewalks.
- Street trees in tree wells.
- Pedestrian lighting and vehicular travel lane lighting.





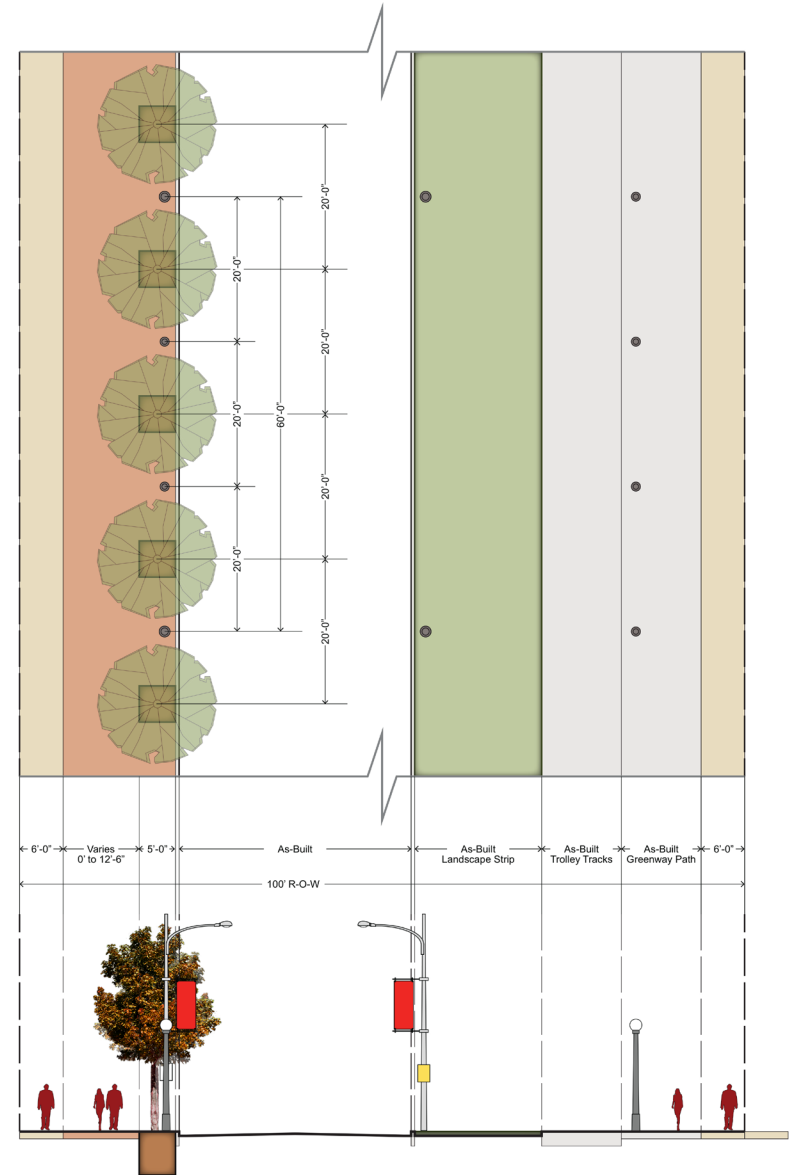
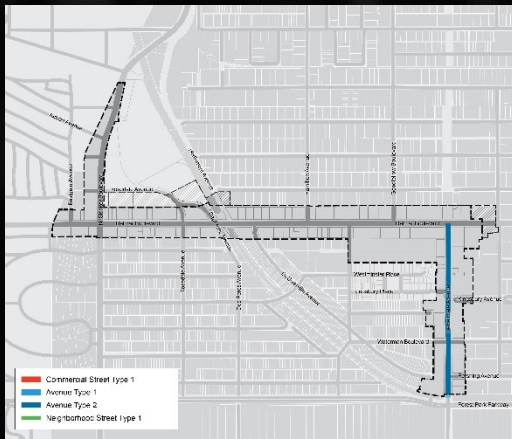
## FORM-BASED DISTRICT FRAMEWORK

## STREETSCAPE STANDARDS

## Avenue Type 2

A mixed-use street with existing infrastructure for the Loop Trolley and St. Vincent Greenway and a medium frequency of landscaping and streetscape amenities.

- 100 foot R-O-W; 12 to 24 foot wide sidewalks.
- Street trees in tree wells.
- Pedestrian lighting and vehicular travel lane lighting.



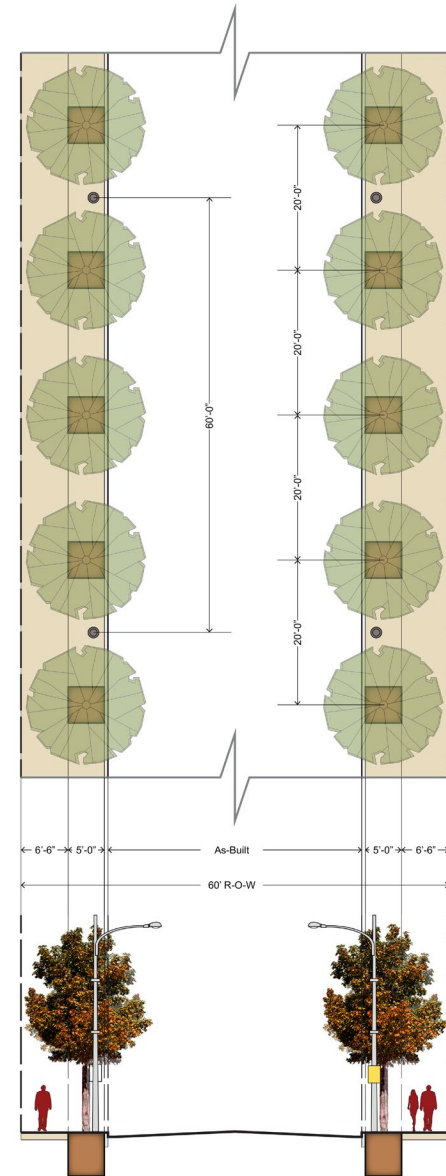
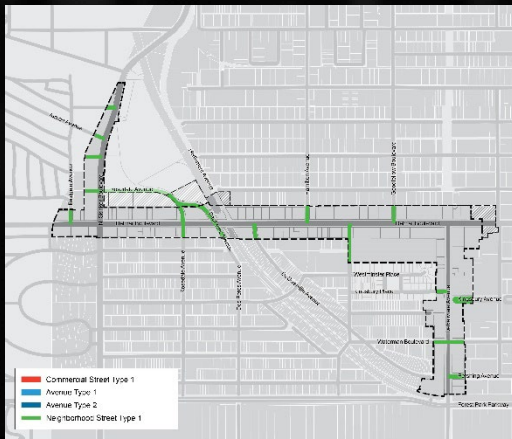
## FORM-BASED DISTRICT FRAMEWORK

STREETSCAPE  
STANDARDS

## Neighborhood Street Type 2

A transitional street type between the commercial corridor and surrounding neighborhoods, to provide public realm elements consistent with the Delmar – DeBaliviere Corridor.

- Variable R-O-W; 12 foot wide sidewalks.
- Street trees in tree wells.
- Vehicular travel lane lighting.





**FORM-BASED DISTRICT FRAMEWORK  
REGULATING PLAN**

**CHARACTER**

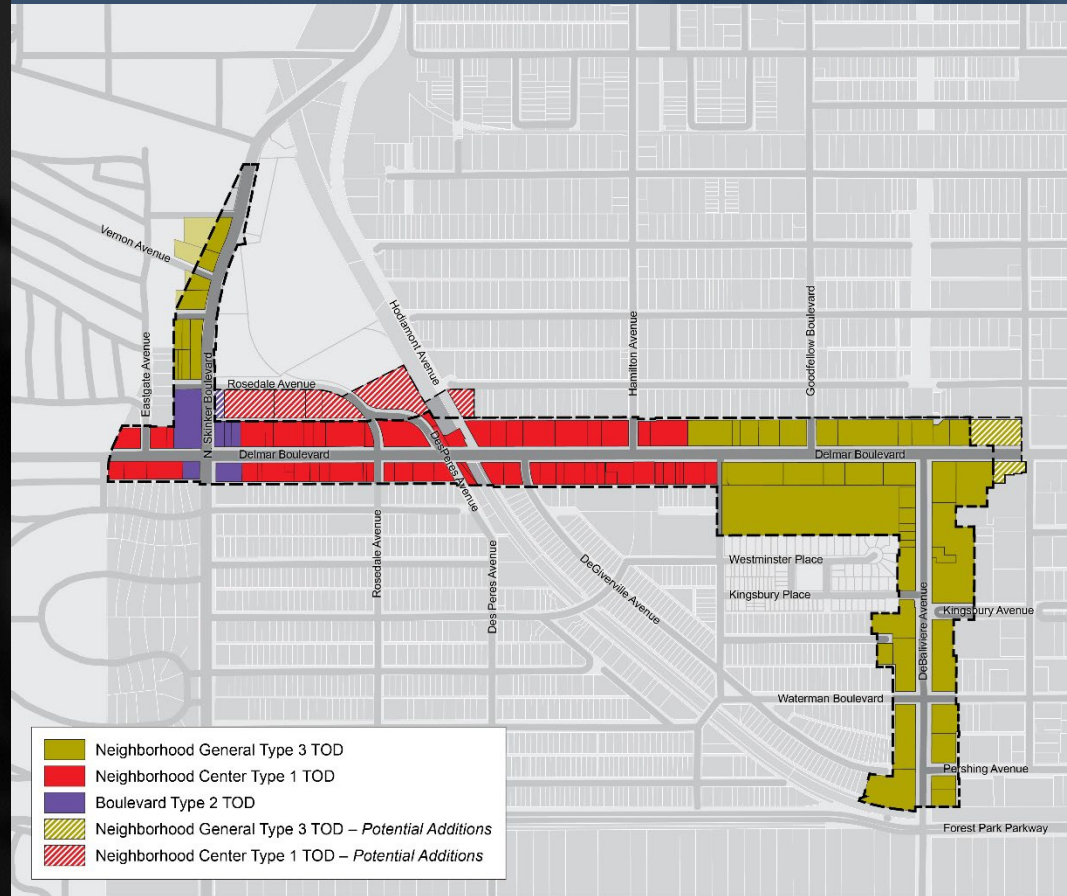
- Character Zones
- Minimum Building Heights
- Maximum Building Heights
- Ground Floor Uses
- Upper Floor Uses
- Building Setbacks
- Building Types

**PARKING**

- On-Site Parking Requirements

**STREETSCAPE**

- Streetscape Standards



## DISCUSSION

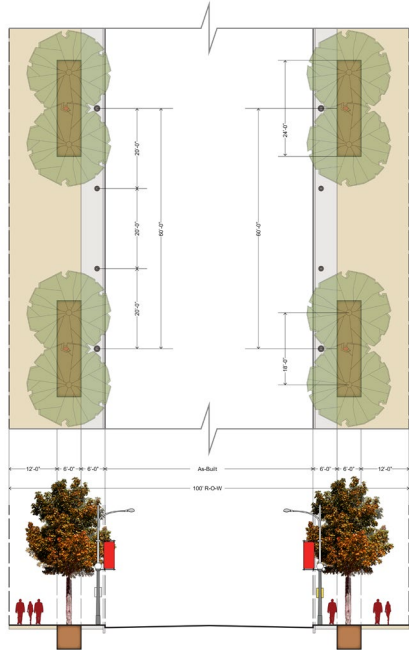
# TOPICS WE'D LIKE YOU TO PROVIDE FEEDBACK ON TONIGHT...

- *STREETSCAPE STANDARDS*
- *PARKING*
- *CHARACTER*
  - Building Types
  - Ground Floor & Upper Floor Building Use
  - Minimum & Maximum Building Heights
- *FORM-BASED DISTRICT BOUNDARY*
- *OTHER?*

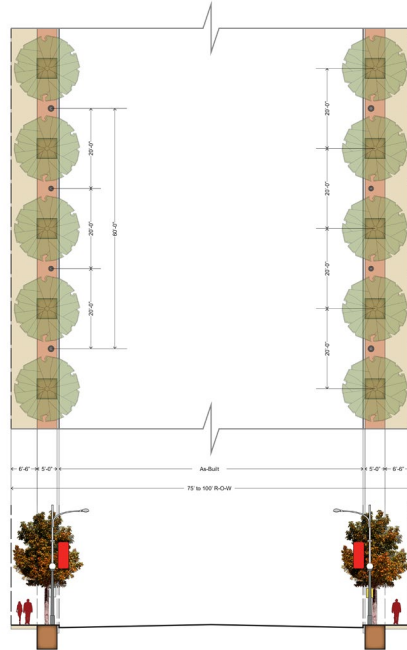


## DISCUSSION

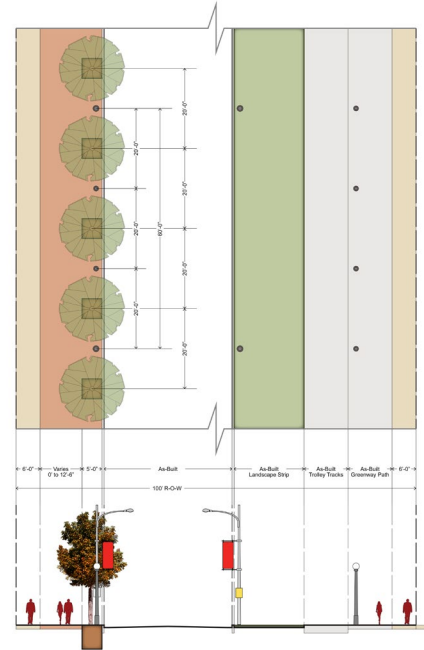
### STREETSCAPE STANDARDS



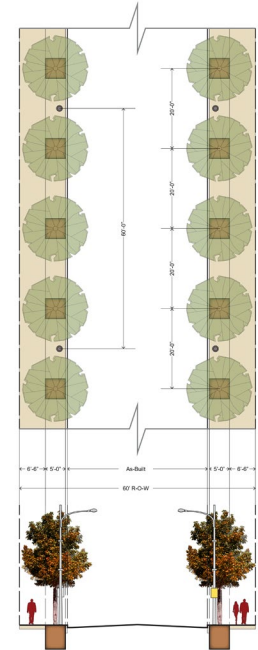
**Commercial Street Type 1**



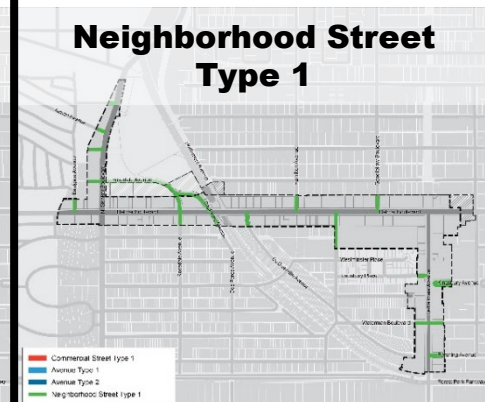
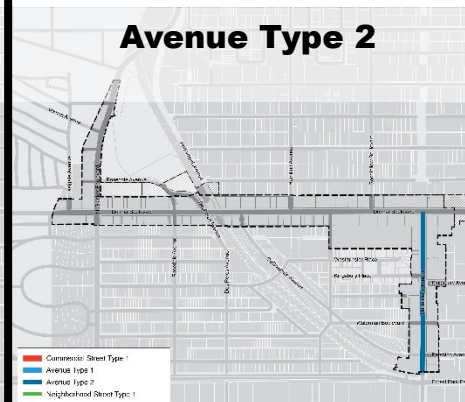
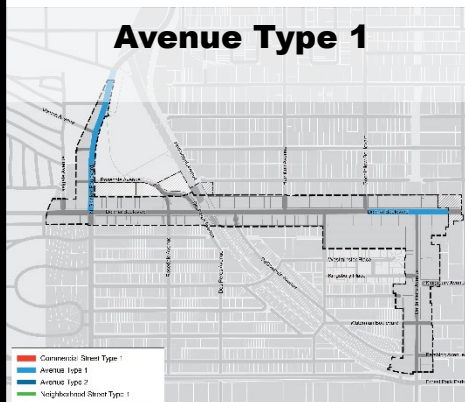
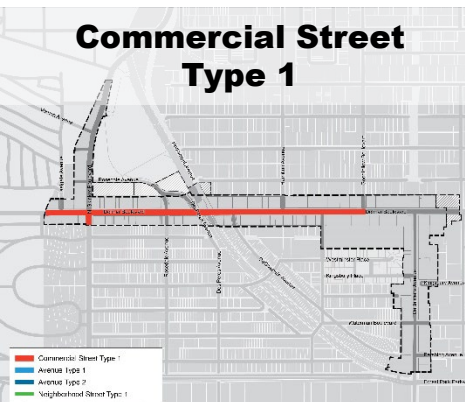
**Avenue Type 1**



**Avenue Type 2**



**Neighborhood Street Type 1**



## DISCUSSION

### PARKING

Three approaches to off-street parking requirements for consideration and discussion...

- **Option 1:** Retain existing off-street parking requirements.
- **Option 2:** Reduce off-street parking requirements to respond to adjacency to transit.
- **Option 3:** Developer determines off-street parking requirements based on market considerations.



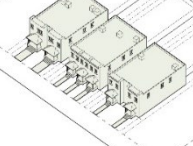


## DISCUSSION

### CHARACTER – BUILDING TYPES

#### NG3 - TOD

**Duplex, Triplex, Fourplex**



**High-rise Residential Building**



**Civic / Institutional Building**



**Rowhouse / Courtyard Rowhouse**



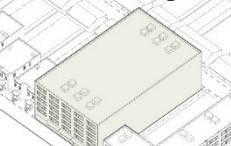
**Commercial Block Building**



**Stacked Flats**



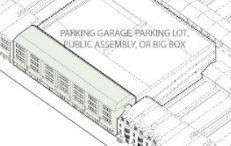
**Flex Building**



**Courtyard Building**

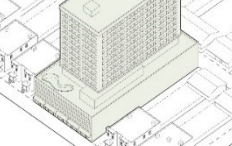


**Liner Building**

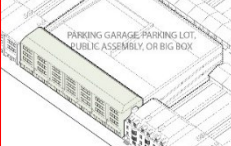


#### NC1 - TOD

**Podium Building**



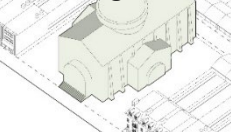
**Liner Building**



**Commercial Block Building**



**Civic / Institutional Building**



**Flex Building**



**Live | Work Units**



#### BV2 - TOD

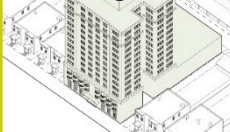
**Courtyard Building**



**Flex Building**



**High-rise Residential Building**



**Liner Building**



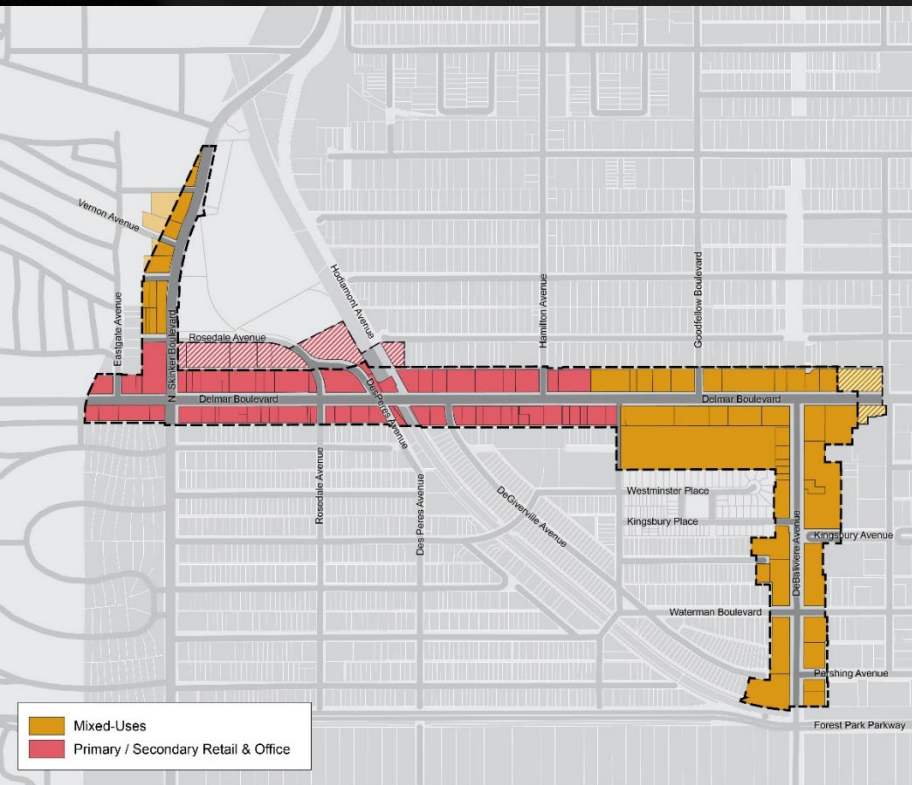
**Podium Building**



**Commercial Block Building**

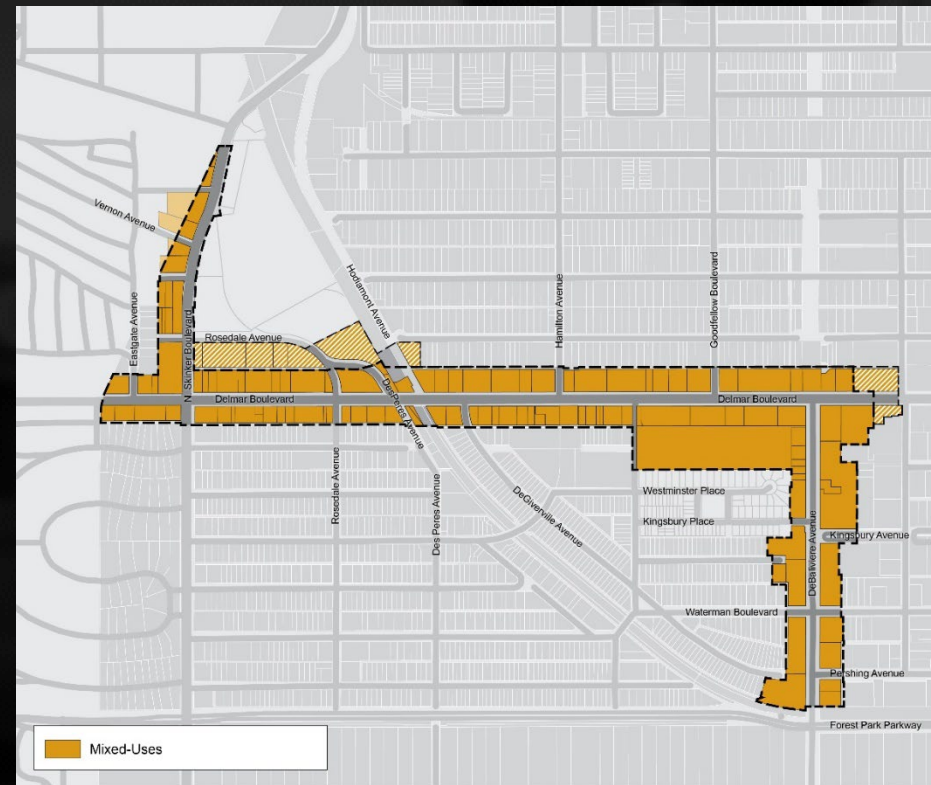


## DISCUSSION BUILDING USES



## GROUND FLOOR USES

- **Primary / Secondary Retail**  
Delmar east of Laurel
- **Mixed-Uses (incl. Residential)**  
All other streets



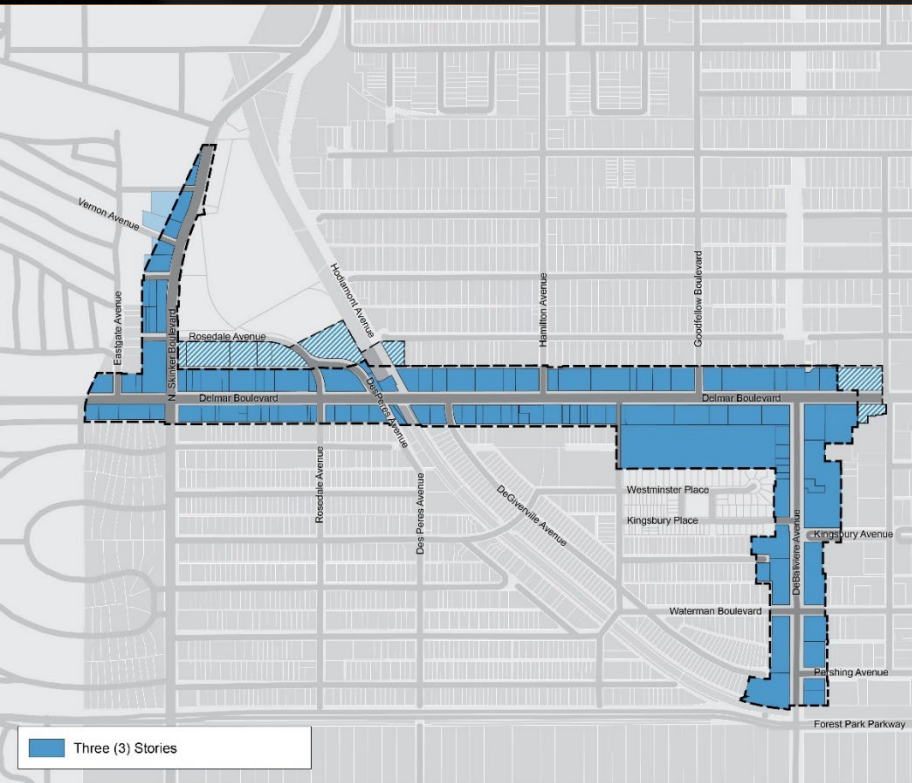
## UPPER FLOOR USES

- **Mixed-Uses (incl. Residential)**  
All streets



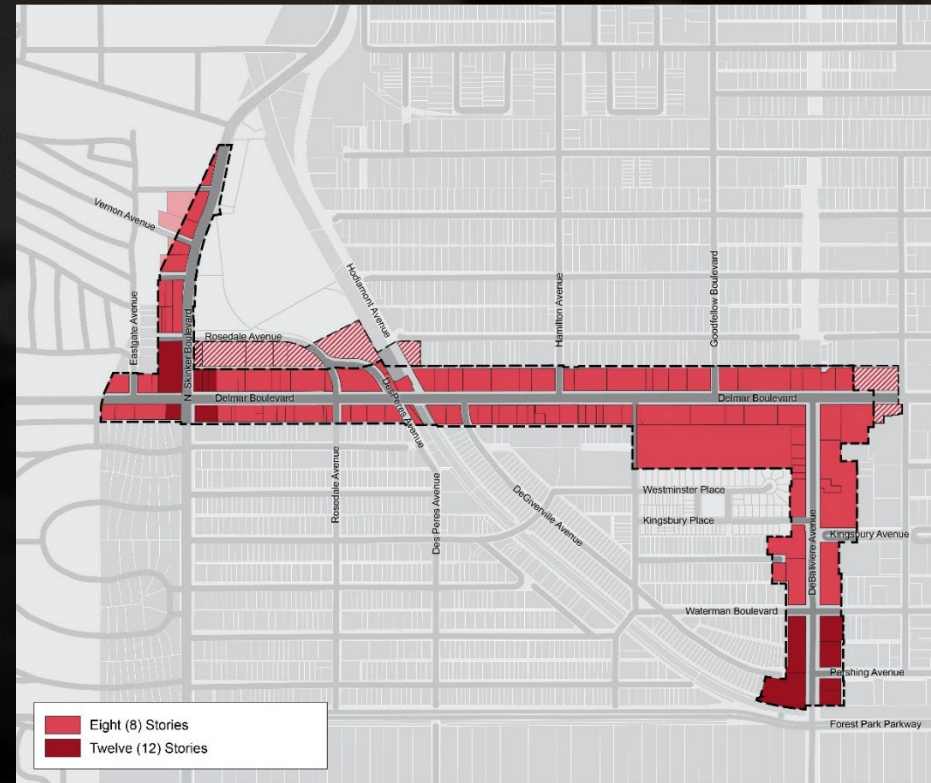
## DISCUSSION

### BUILDING HEIGHT



## MINIMUM HEIGHT

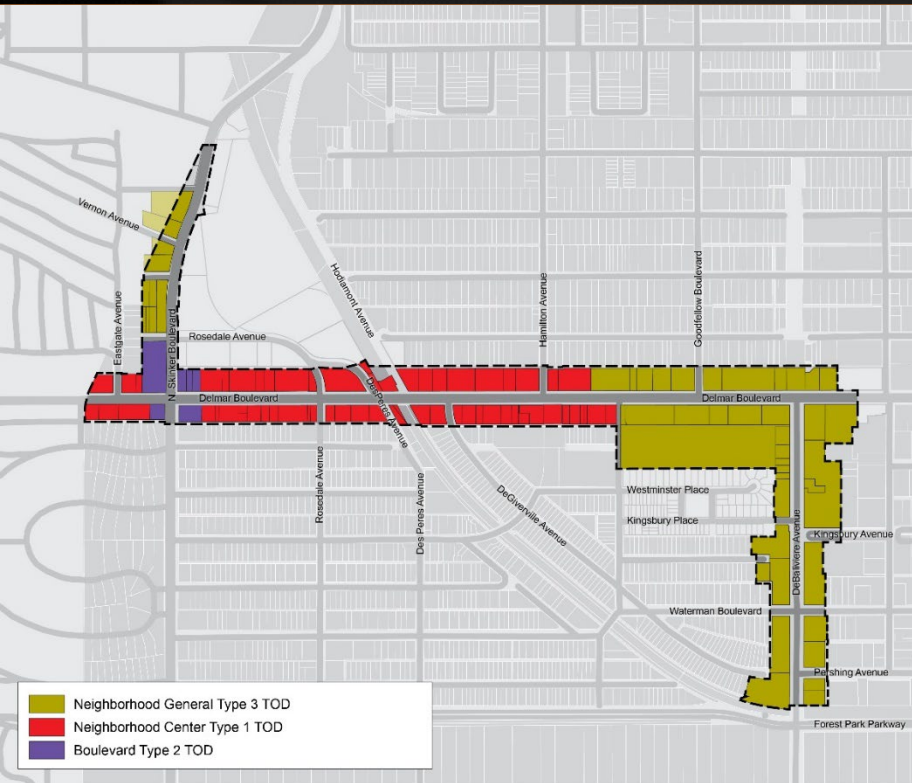
- **3 Stories (40 Feet)** – All Streets



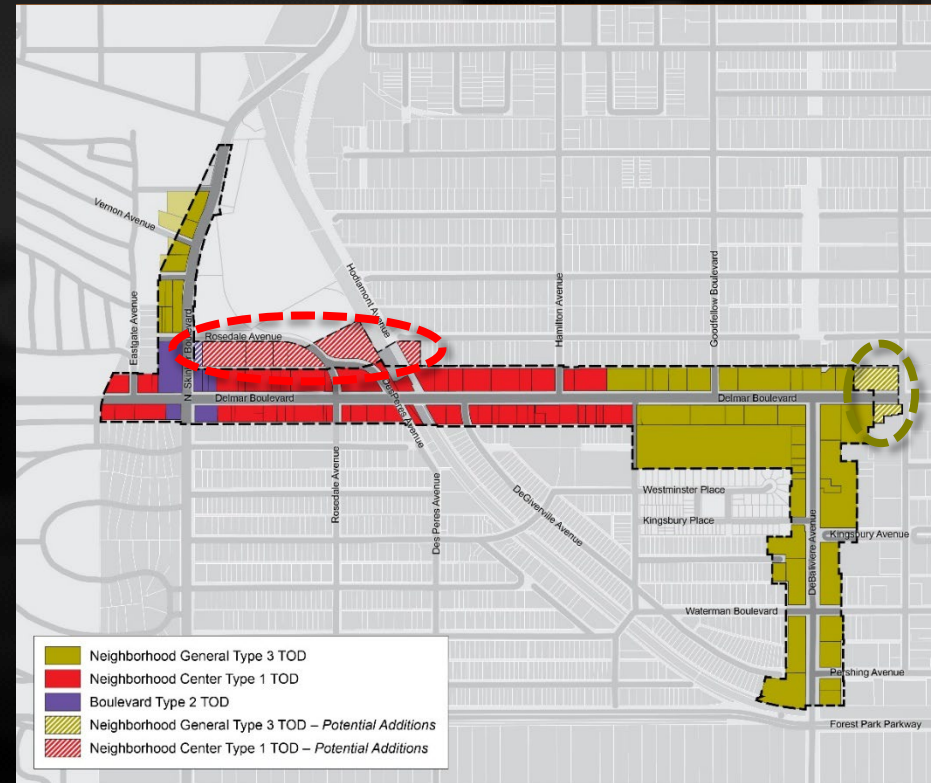
## MAXIMUM HEIGHT

- **12 Stories (130 Feet)**  
Skinker Boulevard south of Enright  
DeBaliviere Avenue south of Waterman
- **8 Stories (90 Feet)** – All other streets

## DISCUSSION BUILDING HEIGHT



## REVISED BOUNDARY OPTION



## REVISED BOUNDARY OPTION w/ ADDITIONS



## DISCUSSION

ANY OTHER TOPICS?





# **NEXT STEPS & THANK YOU!**

**Delmar – DeBaliviere Form-Based District**