
SKINKER-DEBALIVIERE HISTORIC DISTRICT

Ordinance 57688 (Board Bill No. 80)

An ordinance to amend the Zoning Code of the City of St. Louis, including the District Map 1960, by designating a certain area bounded generally by Laurel to the east-west alley between McPherson and Waterman to approximately DeBaliviere on the east, Lindell Boulevard on the south, the City Limits on the west, and the east-west alley north of Delmar to DesPeres Avenue where it approaches the Norfolk and Western Railroad tracks on the north, and more fully described in the body of this ordinance as a Historic District to be known as the Skinker-DeBaliviere-Catlin Tract Parkview Historic District and providing a development plan including standards to be applied within the district and land use controls and zoning regulations; containing severability clauses and an emergency clause.

WHEREAS, the preservation, protection and enhancement of buildings, other structures, parks and items of natural or artificial phenomena located within a district impart a distinctive aspect to the City of St. Louis by serving as a visible reminder of the historic, architectural and cultural heritage of the City; and

WHEREAS, the district herein described as the Skinker-DeBaliviere-Catlin Tract-Parkview Historic District has architectural and historical value which should be preserved for the people of the City of St. Louis and the State of Missouri; and

WHEREAS, Chapter 914B provides for the creation of historic districts and sets out the necessary procedure to be followed in establishing such a district.

Be it ordained by the City of St. Louis as follows:

SECTION ONE.

Pursuant to and in accordance with Chapter 914B of the Zoning Code of the City of St. Louis, Historic District, the area set out below is hereby designated as a Historic District to be known as the Skinker-DeBaliviere-Catlin Tract-Parkview Historic District and shall consist of the area described as follows:

Beginning at the point of intersection of the west line of DeBaliviere Avenue and the south line of Lindell Boulevard; thence westwardly along said south line of Lindell Boulevard, also the northern edge of Forest Park, across all intervening streets, drives and alleys, to its point of intersection with the west line of Skinker Boulevard in City Block 6413; thence northwardly along said west line of Skinker Boulevard to its point of intersection with the south line of Millbrook Boulevard or Rock Island Highway in City Block 5413, thence westwardly along said south line of Millbrook Boulevard or Rock Island Highway to its point of intersection with the city limits line of the City of St. Louis; thence northwardly along

said city limits line of the City of St. Louis to its point of intersection with the north line of the 15 foot wide east-west alley in City Block 4845W; thence eastwardly along said north alley line and its eastward projection across Eastgate Avenue and in City Block 4849E to a point on a north-south property line 143 feet 4 2/3 inches, more or less, east of the east line of Eastgate Avenue; thence northwardly along said north-south property line in City Block 4849E, to its point of intersection with the north line of parcel 10 in said city block; thence eastwardly along said north parcel line to its point of intersection with the west line of Skinker Boulevard; thence diagonally eastward on a line across Skinker Boulevard to its point of intersection with the north line of a 20 foot wide east-west alley in City Block 5975; thence eastwardly along said north alley line and its eastward projection, across all intervening streets and alleys, to its point of intersection with the eastern right-of-way line of the Norfolk and Western Railway Company; thence southeastwardly along said eastern right-of-way line to its point of intersection with the south line of Delmar Boulevard, a portion of said eastern right-of-way line also being the west line of Hodiamont Avenue and also the west line of the West End Renewal Area; thence eastwardly along said south line of Delmar Boulevard, across DeGiverville Avenue, to its point of intersection with the east line of DeGiverville Avenue, across all streets and alleys, to its point of intersection with the north line of Washington Boulevard; thence eastwardly along said north line of Washington Boulevard to its point of intersection with the northwestwardly projection of the northeast line of the 15 foot wide alley in City Block 5613; thence southeastwardly along said projection and said northeast alley line across all intervening streets and alleys to its point of intersection with the south line of Westminster Place; thence eastwardly 100 feet along said south line of Westminster Place to a point; thence northwardly, parallel with the west line of Laurel Street, to a point on the north line of Washington Boulevard; thence eastwardly along said north line of Washington Boulevard, and its eastward projection across all streets and alleys, to its point of intersection with the east line of Laurel Street in City Block 5663; thence southwardly along said east line of Laurel Street, across all intervening streets and alleys, to its point of intersection with the north line of the 15 foot wide east-west alley in City Block 5620; thence eastwardly along said north alley line and its eastern projection to its point of intersection with the east line of the 15 foot wide north-south alley in City Block 5520; thence southwardly along said east alley line to its point of intersection with the north property line of Lot Three in City Block 5520, said Lot Three being now or formerly owned by the Pershing Land Corporation; thence eastwardly along said east property line to its point of intersection with the west line of DeBaliviere Avenue; thence southwardly along said west line of DeBaliviere Avenue to its point of

intersection with the north line of Waterman Boulevard; thence westwardly along said north line of Waterman Boulevard to its point of intersection with the northward projection, across Waterman Boulevard, of the east line of the 15 foot wide alley in City Block 5521; thence southwardly along said east alley line and its projection, across all intervening streets and alleys, to its point of intersection with the south line of DeGiverville Avenue; thence westwardly along said south line of DeGiverville Avenue to its point of intersection with the west property line of Lot 23 in City Block 5522, said Lot 23 being now or formerly owned by Byron A. and Angeline Tompras; thence southwardly along said west property line and its southward projection, to the north right-of-way line of the Norfolk and Western Railway Company; thence eastwardly along said north right-of-way line to its point of intersection with the west line of DeBaliviere Avenue; thence southwardly along said west line of DeBaliviere Avenue and its southward projection across Lindell Boulevard, to its point of intersection with the south line of Lindell Boulevard, the point of beginning.

SECTION TWO.

The proposed standards to be applied within the district including but not limited to demolition, facades, setbacks, height, scale, materials, color and texture, for all structures and the design details of all fences, streets and drives, street furniture, signs and landscape materials are set out in the "Development Plan for the Skinker - DeBaliviere - Catlin Tract - Parkview Historic District," approved by the Community Development Commission, March 28, 1978 and recorded in the Office of the Recorder of Deeds at Book 168M, page 1753, which is hereby adopted and incorporated herein by reference, and copies of which shall be filed for inspection in the Office of the Register and in the Office of the Building Commissioner.

SECTION THREE.

All parts of the "Development Plan for the Skinker - DeBaliviere - Catlin Tract - Parkview Historic District" are hereby declared to be independent parts and notwithstanding any other evidence of the legislative intent it is hereby declared to be the controlling legislative intent that if any part of said plan, or the application thereof to any property, person or circumstance, other than those as to which it is held invalid shall not be affected thereby and it is hereby declared that this plan would have been passed independently of such part so held to be invalid.

SECTION FOUR.

All sections of this ordinance are hereby declared to be independent sections and parts of sections and notwithstanding any other evidence of the legislative intent it is hereby declared to be the controlling legislative intent that if any provision of said section, or the application thereof to any person or circumstance, other than those as to which it is held invalid, shall not be affected thereby and it is hereby declared that this ordinance would have been passed independently of such section, sections or parts of a section so held to be invalid.

SECTION FIVE.

This being an ordinance necessary for the immediate preservation of the Public Welfare, it is hereby declared to be an emergency measure and shall become effective immediately upon passage and approval of the Mayor.

**LEGAL DESCRIPTION FOR
SKINKER - DeBALIVIERE - CATLIN TRACT -PARKVIEW HISTORIC DISTRICT**

Beginning at the point of intersection of the west line of DeBaliviere Avenue and the south line of Lindell Boulevard; thence westwardly along said south line of Lindell Boulevard, also the northern edge of Forest Park, across all intervening streets, drives and alleys, to its point of intersection with the west line of Skinker Boulevard in City Block 5413; thence northwardly along said west line of Skinker Boulevard to its point of intersection with the south line of Millbrook Boulevard or Rock Island Highway in City Block 5413; thence westwardly along said south line of Millbrook Boulevard or Rock Island Highway to its point of intersection with the city limits line of the City of St. Louis; thence northwardly along said city limits line of the City of St. Louis to its point of intersection with the north line of the 15 foot wide east-west alley in City Block 4849W; thence eastwardly along said north alley line and its eastward projection across Eastgate Avenue and in City Block 4849E to a point on a north-south property line 143 feet 4 2/3 inches, more or less, east of the east line of Eastgate Avenue; thence northwardly along said north-south property line in City Block 4349E; to its point of intersection with the north line of parcel 10 in said city block; thence eastwardly along said north parcel line to its point of intersection with the west line of Skinker Boulevard; thence diagonally eastward on a line across Skinker Boulevard to its point of intersection with the north line of a 20 foot wide east-west alley in City Block 5975; thence eastwardly along said north alley line and its eastward projection, across all intervening streets and alleys, to its point of intersection with the eastern right-of-way line of the Norfolk and Western Railway Company; thence southeastwardly along said eastern right-of-way line to its point of intersection with the south line of Delmar Boulevard, a portion of said eastern right-of-way line also being the west line of Hodiamont Avenue and also the west line of the West End Renewal Area; thence eastwardly along said south line of Delmar Boulevard, across DeGiverville Avenue, to its point of intersection with the east line of DeGiverville Avenue; thence southwardly along said east line of DeGiverville Avenue, across all streets and alleys, to its point of intersection with the north line of Washington Boulevard; thence eastwardly along said north line of Washington Boulevard to its point of intersection with the northwestwardly projection of the northeast line of the 15 foot wide alley in City Block 5513; thence southeastwardly along said projection and said northeast alley line across all intervening streets and alleys to its point of intersection with the south line of Westminster Place; thence eastwardly 100 feet along said south line of Westminster Place to a point; thence northwardly, parallel with the west line of Laurel Street, to a point on the north line of Washington

Boulevard; thence eastwardly along said north line of Washington Boulevard; thence eastwardly along said north line of Washington Boulevard, and its eastward projection across all streets and alleys, to its point of intersection with the east line of Laurel Street in City Block 5663; thence southwardly along said east line of Laurel Street, across all intervening streets and alleys, to its point of intersection with the north line of the 15 foot east-west alley in City Block 5520; thence eastwardly along said north alley line and its eastern projection to its point of intersection with the east line of the 15 foot wide north-south alley in City Block 5520; thence southwardly along said east alley line to its point of intersection with the north property line of Lot Three in City Block 5520, said Lot Three being now or formerly owned by the Pershing Land Corporation; thence eastwardly along said east property line to its point of intersection with the west line of DeBaliviere Avenue; thence southwardly along said west line of DeBaliviere Avenue to its point of intersection with the north line of Waterman Boulevard; thence westwardly along said north line of Waterman Boulevard to its point of intersection with the northward projection, across Waterman Boulevard, of the east line of the 15 foot wide alley in City Block 5521; thence southwardly along said east alley line and its projection, across all intervening streets and alleys, to its point of intersection with the south line of DeGiverville Avenue; thence westwardly along said south line of DeGiverville Avenue to its point of intersection with the west property line of Lot 23 in City Block 5522; said Lot 23 being now or formerly owned by Byron A. and Angeline Tompras; thence southwardly along said west property line and its southward projection, to the north right-of-way line of the Norfolk and Western Railway Company; thence eastwardly along said north right-of-way line to its point of intersection with the west line of DeBaliviere Avenue; thence southwardly along said west line of DeBaliviere Avenue and its southward projection across Lindell Boulevard, to its point of intersection with the south line of Lindell Boulevard, the point of beginning.

STATEMENT OF SIGNIFICANCE

Historic District Review Committee

The Historic District Review Committee will serve as a standing committee of the Skinker - DeBaliviere Community Council, and its functions will include the following:

- 1) Maintaining a listing of materials and their costs for residents and owners wishing to improve their buildings.
- 2) Serving, if requested, as advocate for residents who may need aid or assistance in permit approval or appeal.
- 3) Carrying on a continuing review of the impact of the Historic District Ordinance in the Skinker - DeBaliviere area. The Committee will be alert to possible hardships and abuse and will recommend new procedures to better make the purpose of the Historic District a reality without being a detriment or bringing undue hardship to residents and owners of the area. There will be continual review of the Historic District ordinance, and amendments will be made as necessary.

APPEARANCE STANDARDS

The Skinker - DeBaliviere - Catlin Tract - Parkview Neighborhood has a high degree of visual continuity, due to a short period (1906-1925) and coordinated pattern of development. Building from this continuity and based on its ordering elements (established setbacks, scale, materials, street tree patterns, etc.), the following standards are concerned with the total appearance of the area. It is not the intention of these regulations to in any way discourage contemporary design which through careful attention to scale, materials, siting and landscaping is harmonious with the historic, existing structures. The design of any proposed construction or extensive alteration must be reviewed considering the existing structures on the street. Regarding existing older building, the recognition, maintenance and enhancement of their historical characteristics is encouraged. New buildings on Skinker and Delmar Boulevards must be sited and be of a scale that complements the houses on adjacent residential streets, and also contributes to the establishment of an orderly streetscape appropriate to major boulevards. The following are specific standards, developed by neighborhood residents to control the use of structures and to establish criteria by which alterations to existing structures as well as new construction can be reviewed. Some of the guidelines are precise whereas others are, by necessity, alternative solutions, all of which are compatible with the existing neighborhood. In the two private areas included, Parkview and the Catlin Tract, the trust indentures and other legal agreements remain in full effect in addition to an unaffected by the Historic District standards. In order for the following criteria to best become working tools for the developer, architect and client, they should be studied thoroughly before design work begins. These standards shall not be construed to prevent the ordinary maintenance or repair of any exterior feature in the Historic District which does not involve a change in design, material, or outward appearance. No building or structure within the Historic District shall be demolished, and no permit shall be issued for the demolition of any such building or structure, unless the Landmarks and Urban Design Commission and the Community Development Agency shall both find that the building or structure is in such a state of deterioration and disrepair, or is so unsound structurally, as to make rehabilitation impracticable, or unless the owner or the City can demonstrate that the new land use will be in accord with the overall development plan. The Historic District Review Committee shall endeavor to find a new owner for any structurally sound building whose current owner expresses a desire to demolish it.

Willful attempts to undermine preservation by allowing buildings to deteriorate will place the property owner in immediate and continued danger of citation under the City's Minimum Housing Code or Non-Residential Standards Code. In the event an element of these proposed use, construction and restoration standards is not consistent with the zoning ordinance for the City of St. Louis, or other City codes or ordinances, the more restrictive shall apply.