



Transit Oriented Development Plan

For the ARCH-LACLEDE'S and STADIUM
METROLINK STATIONS

prepared by H3 Studio

for the City of Saint Louis
Final Report

September 2013

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The Following Project Files Are Located at the St. Louis Development Corporation:
Transit Oriented Development Plan for the Arch-Laclede's and Stadium MetroLink Stations
Transit Oriented Development Plan Appendix

The Following Project Files Are Located at the East-West Gateway Council of Governments' Website:
Electronic files of this Plan and corresponding Appendix are available on the website of the East-West Gateway Council of Governments in adherence to the criteria for funding under an award with the U.S. Department of Housing and Urban Development through East-West Gateway Council of Governments.

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0 | Executive Summary



PLAN OBJECTIVE

BACKGROUND & CONTEXT

The City of Saint Louis has adopted a comprehensive, triple-bottom-line approach to sustainability planning. The triple-bottom-line approach acknowledges the three pillars of sustainability—environmental stewardship, improved social equity, and increased economic development—as equally important in their contribution to a sustainable future. Transit oriented development has been embraced as an exemplary model for holistic sustainable development and this Plan has embraced the three pillars of sustainability embodied in the seven Livability Principles defined by HUD, DOT, and EPA.

The City of Saint Louis has listed Transit Oriented Development (TOD) as an essential component of its Sustainability Plan and Mayor's Sustainability Action Agenda. As a result, the City wanted to conduct detailed TOD station area plans at several existing and proposed MetroLink stations. These stations are: the Cherokee and Kingshighway stations on the proposed Northside/Southside alignment; the existing Arch-Laclede's MetroLink station, the existing Stadium MetroLink station, and the existing Demar Loop and Forest Park–DeBaliviere MetroLink stations.

The Arch-Laclede's and Stadium MetroLink stations are two of the most important entertainment and cultural tourism stations in the entire MetroLink system. Both stations are located within and provide service to Downtown Saint Louis, as well as to regional destinations such as Busch Stadium and the Jefferson National Expansion Memorial & Gateway Arch. By targeting specific opportunities and linking existing assets to a community-based vision for Downtown development, the City of Saint Louis and its partners possess a significant opportunity to establish the Arch-Laclede's and Stadium Station Areas as highly desirable living and working districts in Downtown Saint Louis.

The *Transit Oriented Development (TOD) Plan for the Arch-Laclede's and Stadium 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

The Plan sets forth a market-based, community-supported vision for transit oriented development around the Arch-Laclede's and Stadium MetroLink stations, and a roadmap for the City of Saint Louis to make this vision reality.

around the Arch-Laclede's and Stadium MetroLink stations, and a roadmap for the City of Saint Louis to make this vision reality.

PLAN DEVELOPMENT & FUNDING

This Plan is funded with a portion of the \$4.7 million Sustainable Communities Regional Planning Grant from the joint U.S. Department of Housing and Urban Development (HUD)–U.S. Department of Transportation (DOT)–U.S. Environmental Protection Agency (EPA) Partnership for Sustainable Communities. This grant was awarded to and administered by the East-West Gateway Council of Governments as part of OneSTL (formerly the Regional Plan for Sustainable Development). This Plan builds upon the existing Saint Louis TOD Framework Plan, which was completed by Design Workshop for the entire MetroLink system. As a Consortium Partner for OneSTL, the City of Saint Louis is contributing this Plan to East-West Gateway as part of the OneSTL planning effort.

Strengthening existing neighborhoods and connecting residents to transit is a major component of sustainable neighborhood development and a stated requirement of this Plan. The project Study Area incorporates the 10-minute walk shed (half-mile) for the Arch-Laclede's and Stadium stations. This Study Area is home to approximately 14,000 residents and has seen over \$5 billion in both public and private investment since the early 1990s. These areas offer a significant opportunity for new development, which will enhance connectivity, mobility, and access to transit.

PARTNERS & ADMINISTRATION

The planning process was administered by the Saint Louis Development Corporation (SLDC). SLDC, in partnership with the City of Saint Louis Planning and Urban Design Agency, was the Client Group (Client) for the Plan. The Project Team was led by H3 Studio, performing project direction, transit oriented development planning, and project management. Project Team partner Development Strategies performed economic development program analysis and funding plan development. Bernardin, Lochmueller & Associates (BLA) performed transportation, parking, connectivity planning, and ridership projections. Innis Consulting assisted BLA with transit policy and operations recommendations. M3 Engineering Group (M3) developed the civil and environmental engineering recommendations and cost estimates. Finally, Vector Communications led public outreach and communication efforts.



EAST-WEST GATEWAY
Council of Governments



Metro



IMAGE OF HISTORIC SAINT LOUIS

Over the past century, the City's street grid has evolved with the introduction of boulevards, streetcar lines, and interstate highways. Despite these changes, the City has remained a nexus of transit in the larger Saint Louis region.

The planning process for this Plan was administered by the Saint Louis Development Corporation (SLDC) on behalf of the City of Saint Louis. Amy Lampe, Major Project Manager, was in charge as project coordinator. The Client Group team consisted of Otis Williams (Executive Director, St. Louis Development Corporation), Amy Lampe (Major Project Manager, St. Louis Development Corporation), Don Roe (Director, City of Saint Louis Planning and Urban Design Agency), and Connie Tomasula (Urban Designer, City of Saint Louis Planning and Urban Design Agency)). The project team held four (4) coordination and review meetings with the Client Group team throughout the course of the planning process for regular guidance and review of materials and work products.

PLANNING PROCESS

This planning process took place over the course of six months and involved regular interface between the Client Group and the Project Team. In addition, the Project Team met with an assembled Technical Advisory Committee (TAC) and conducted extensive public and stakeholder outreach. These efforts allowed the Project Team to collect a large amount of data and feedback from a wide cross-section of neighborhood residents, institutional and governmental staff, and community members. The public and stakeholder outreach initiatives have helped to enrich the recommendations of the study and have helped to build a broad base of consensus and support for the project.

TRANSIT IN SAINT LOUIS

The historic settlement patterns of Saint Louis produced an urban fabric that makes for easy walkability and facilitates various forms of transit. Small blocks and tightly-knit residential neighborhoods are punctuated with numerous parks and street-corner commercial districts. Over the past century, the City's street grid has evolved with the introduction of boulevards, streetcar lines, and interstate highways. Despite these changes, the City has remained the nexus of transit in the greater Saint Louis region.

THE POSITIVE IMPACTS OF TRANSIT ORIENTED DEVELOPMENT

In 1993, Metro began operating MetroLink, the region's first light rail system. Despite 20 years of service, MetroLink stations have not delivered on the potential of transit oriented development. Nevertheless, many of the neighborhoods retain a tight knit residential base, and shifting demographic trends have resulted in new demand for these communities. Now is the time to capitalize on this momentum to foster new development and sustainable infrastructure.

SUMMARY OF EXISTING CONDITIONS

The Arch-Laclede's and Stadium MetroLink stations are both located within the formal boundaries of Downtown Saint Louis, to the north and south of the City's core, respectively. Both stations are located near regional destinations and unique cultural amenities such as Busch Stadium (visited by over three million fans a year) and the Jefferson National Expansion Memorial & Gateway Arch (visited by over four million tourists a year). When combining the specific destinations and attractions offered at each station with the unique elevational positioning of the stations within the MetroLink System, each station area offers a unique character and identity.

Arch-Laclede's Station Area

The Arch-Laclede's Station is an elevated single-platform station which services Laclede's Landing, the Jefferson National Expansion Memorial & Gateway Arch, and Lumière Place. The station offers great views of the Laclede's Landing National Historic District to the north, which boasts a range of beautiful nineteenth century warehouse and commercial buildings along 1st Street and 2nd Street now being used for offices and entertainment. This MetroLink stop is the first and last stop on the Missouri side of the Mississippi River and is driven primarily by cultural tourism ridership within the Station Area.

The Arch-Laclede's Station is located within the Eads Bridge structure immediately north of the Gateway Arch grounds. To the north of the station, Laclede's Landing features historic warehouse buildings and cobblestone streets. The Lumière Place Casino is located to the north of Laclede's Landing. The Mississippi River is located immediately to the east of Laclede's Landing. Interstate 70, located immediately to the west of Laclede's Landing, creates a significant physical and visual barrier to the rest of Downtown Saint Louis to the west.

Approximately 30 years ago, many of the buildings in Laclede's Landing were renovated to house restaurants, bars, and offices. While the area thrived initially, competing development in the region and a perception of crime has worked against the potential of Laclede's Landing over the past decade. However, recent announcements show that local developers have a renewed interest in opportunities at Laclede's Landing. Focusing on the creation of a desirable mixed-use neighborhood with an emphasis on residential will help in redevelopment efforts of the area.



LEONOR K SULLIVAN
BOULEVARD NEAR BIDDLE



SOUTH BROADWAY UNDER
INTERSTATE 64 | HIGHWAY 40



ELEVATED INTERSTATE 70
NEAR COLE & CARR STREETS



Some key characteristics of the Arch-Laclede's Station Area include the following:

- The Arch-Laclede's Station has 34,550 monthly boardings (July 2011 - June 2012), which is considered average ridership for the MetroLink system;
- The Station Area is near 15 MetroBus routes (having 12 stops within a quarter-mile; though none are located within the Station Area);
- The Station Area has a mean WalkScore of 79.5, though it is disconnected from Downtown by Interstate 70 on the west;
- The Station Area is primarily an entertainment and tourism destination which includes the Jefferson National Expansion Memorial & Gateway Arch, Laclede's Landing, and Lumière Place;
- The Station Area contains a fair amount of under-utilized sites including surface parking lots and vacant sites, especially north of Laclede's Landing Boulevard;
- The Station Area includes the Laclede's Landing National Historic District, which includes some basic regulation of building character and quality through the Secretary of the Interior's guidelines;
- The Station Area contains a number of elevated pedestrian barriers including Interstate 70 and the Eads & MLK Bridges.

When combining the specific destinations and attractions offered at each station with the unique elevational positioning of the stations within the MetroLink System, each station area offers a unique character and identity.

Stadium Station Area

The Stadium Station is located immediately adjacent to Busch Stadium and the Cupples Station Complex near the southern edge of Downtown Saint Louis. The Stadium Station is a below-grade, double-sided platform station which serves the Cupples Station complex, Busch Stadium, and the future Ballpark Village development. The station offers convenient access during St. Louis Cardinals baseball games throughout the year, which is the primary driver of ridership within the Station Area.

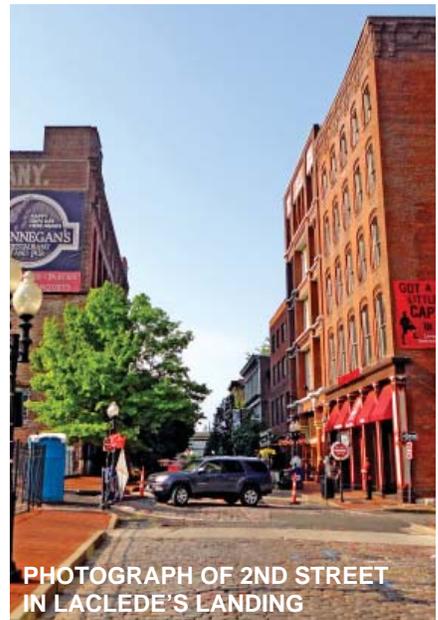
Over the past decade, the area surrounding the Stadium Station has changed dramatically. Most of the Cupples Station buildings were renovated to house office space, restaurants, residential lofts, and a hotel. A new Busch Stadium was constructed immediately adjacent to the station and opened in 2006. The first phase of Ballpark Village, an entertainment and dining complex located immediately north of the stadium, is scheduled to open in spring 2014.

Some key characteristics of the Stadium Station Area include the following:

- The Stadium Station has 43,350 monthly boardings (July 2011 - June 2012), which is considered above average ridership for the MetroLink System;
- The Station Area is near 18 MetroBus routes (having 25 stops within a quarter-mile including Civic Center and the Gateway Transportation Center);
- The Station Area has a mean WalkScore of 82; though much of it is highly disconnected by Interstate 64 on the south;
- The Station Area is primarily a sports and entertainment destination driven by attendance at St. Louis Cardinals games (and other events) surrounding Busch Stadium throughout the year;
- The Station Area contains an abundance of under-utilized sites including surface parking lots and vacant sites, especially south of Interstate 64;
- Many blank structured parking garage walls and vehicular garage entrances disrupt otherwise pedestrian-friendly streets and street connectivity throughout the Station Area;
- The Station Area includes the Cupples National Historic District, which includes some basic regulation of building character and quality through the Secretary of the Interior's guidelines.



PHOTOGRAPH OF
BUSCH STADIUM



PHOTOGRAPH OF 2ND STREET
IN LACLEDE'S LANDING



PHOTOGRAPH OF BALLPARK
VILLAGE UNDER CONSTRUCTION



ARCH-LACLEDE'S STATION AREA PLAN 2043

ARCH-LACLEDE'S STATION AREA PLAN SUMMARY

Perhaps one of the most important assets of this area and particular only to this MetroLink Station on the Missouri side, this area offers the unique possibility of establishing a new riverfront living district in Downtown Saint Louis.

The Arch-Laclede's Station Area Plan was conceived in order to establish a singular, united mixed-use district along the Saint Louis riverfront, which will connect the Jefferson National Expansion Memorial & Gateway Arch to the Laclede's Landing National Historic District and Lumière Place. By focusing infill development around existing assets within the Landing area and taking advantage of under-utilized areas to the north, a singular district can be established that will foster the addition of new businesses into the area while simultaneously transforming a majority of the area into a unique, riverfront living district.

Within this strategy, the Station Area Plan proposes to fortify the connections between the Central Business District and Columbus Square by strengthening both pedestrian and vehicular connections underneath and through Interstate 70. This action will build on the work of CityArchRiver 2015 and feed on the energy established by the westward march of Washington Avenue through the MX District. By reinforcing this relationship to Downtown and facilitating a greater level of access for pedestrians and cyclists, the perceptions of the area will be transformed, and a new identity will be borne.

When combined with the proximity to the Gateway Arch grounds and St. Louis Riverfront Trail access, the opportunity to build new open spaces as a neighborhood framework is a realistic possibility. Imagine living in an area where the Jefferson National Expansion Memorial was your back yard. This unique positioning to Downtown Saint Louis and the riverfront further builds the argument that this station area is the foremost opportunity in the region for a new riverfront neighborhood. The images on the following pages briefly summarize the Station Area Plan.



ARCH-LACLEDE'S STATION AREA PLAN

LEGEND

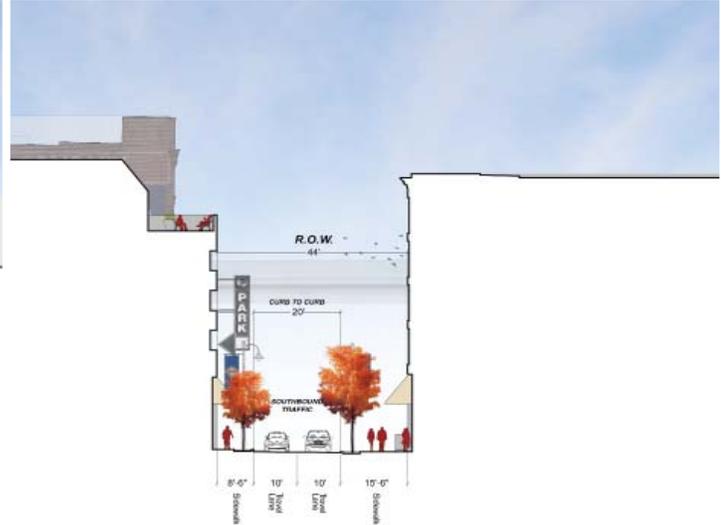
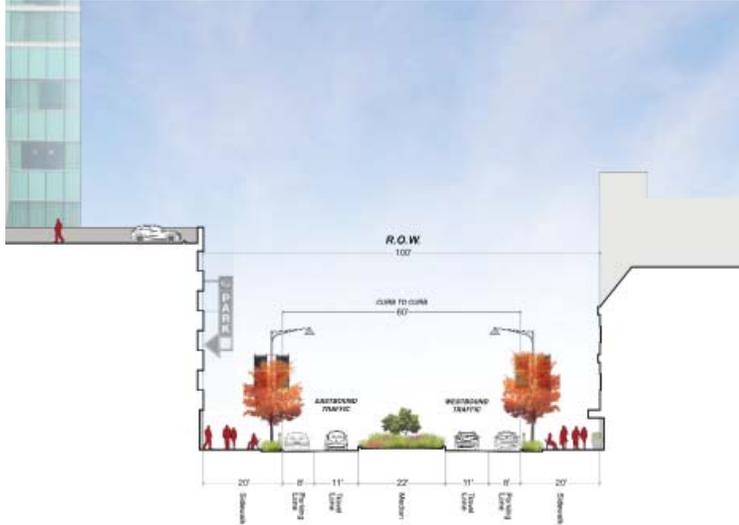
- NEW MIXED-USE DEVELOPMENT
- NEW RESIDENTIAL DEVELOPMENT
- NEW STOREFRONT RETAIL
- NEW PARKING GARAGE
- NEW SIGNATURE INTERSECTION
- NEW CROSSWALKS
- NEW MIXED-USE TRAIL
- NEW BIKE LANES
- NEW OPEN SPACE
- NEW PLAZA | PUBLIC SPACE
- RIVERFRONT | FUTURE PARKS
- EXISTING BUILDINGS
- RENOVATION OF EXISTING BUILDING
- FUTURE DEVELOPMENT
- METROLINK STATION
- STATION AREA BOUNDARY
- 1/4 MILE TRANSITSHED
- 1/2 MILE TRANSITSHED

Proposed Development Program:

- Residential: 1000 Units (1,000 S.F./Unit)
- Retail: 150,000 S.F.
- Office: 250,000 S.F.
- Structured Parking: 1,500 Spaces (South of Biddle Street)
- Parks & Plazas 300,000 S.F.

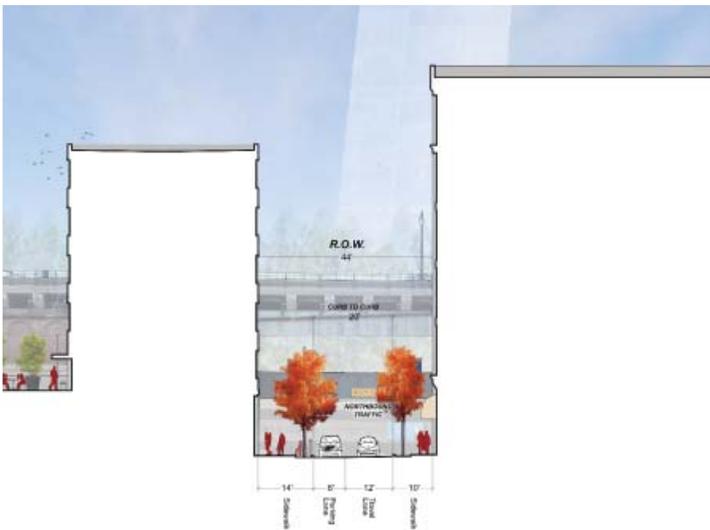


ARCH-LACLEDE'S STATION AREA PLAN 2043





PROPOSED IMAGE OF FIRST STREET





STADIUM STATION AREA PLAN 2043

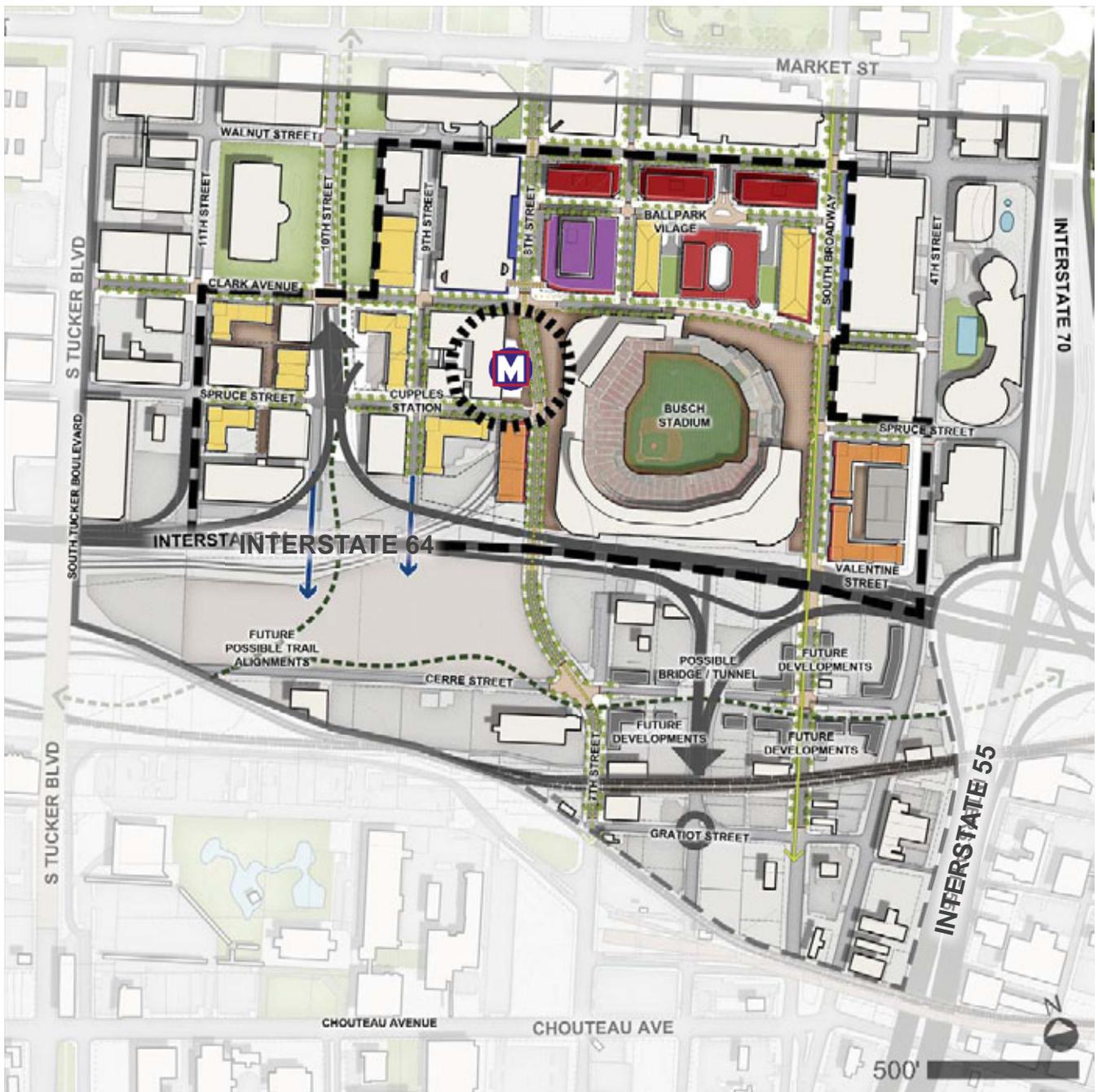
STADIUM STATION AREA PLAN SUMMARY

The Stadium Station Area Plan was conceived in order to seam the historic buildings of the Cupples Complex and the new developments in Ballpark Village into a singular, cohesive mixed-use district which will frame Busch Stadium and reinvent the entryways into this area of Downtown Saint Louis. Furthermore, the plan places a significant importance on the immediate station area and the first impressions that the rider experiences when arriving to the Station Area. By focusing the transformation of the immediate station area with new development and streetscape improvements, this area can reach the full aspirations and goals of the transit oriented district.

Firstly, by reconfiguring some of the infrastructure related to Interstate 64, the Station Area can take advantage of new opportunities for development and build on the existing assets of the Cupples Historic Complex. Infilling this area will insert a critical mass of residents that balance the mix of uses with the existing offices and other hotels adjacent to the area. Forming the northern portion of the Station Area, the Ballpark Village site offers the unique opportunity to build an office, retail, and residential district near Busch Stadium. In what amounts to essentially a blank slate, the character of this development can build from the identity of the stadium while establishing a new character defined by walkable scaled blocks for workers and great views of the game for residents and hotel guests.

When all of these areas are filled out, the character and identity of the Stadium MetroLink Station, and the first experience of the rider, will be transformed from vacancy and surface parking to an active, vibrant transit oriented district that is built around the character of the Cupples Historic Complex and the vibrancy of Busch Stadium.

When all of these areas are filled out, the character and identity of the Stadium MetroLink Station, and the first experience of the rider, will be transformed from vacancy and surface parking to an active, vibrant transit oriented district.



STADIUM STATION AREA PLAN

LEGEND

- NEW MIXED-USE DEVELOPMENT
- NEW RESIDENTIAL DEVELOPMENT
- NEW OFFICE DEVELOPMENT
- NEW STOREFRONT RETAIL
- NEW HOTEL DEVELOPMENT
- NEW PARKING GARAGE
- NEW SIGNATURE INTERSECTION
- NEW CROSSWALKS
- NEW BIKE LANES
- NEW OPEN SPACE
- NEW PLAZA | PUBLIC SPACE
- EXISTING BUILDINGS
- FACADE IMPROVEMENTS
- FUTURE DEVELOPMENT
- POSSIBLE STREET CONNECTIONS
- POSSIBLE MIXED-USE TRAIL
- METROLINK STATION
- STATION AREA BOUNDARY
- 1/4 MILE TRANSITSHED
- 1/2 MILE TRANSITSHED

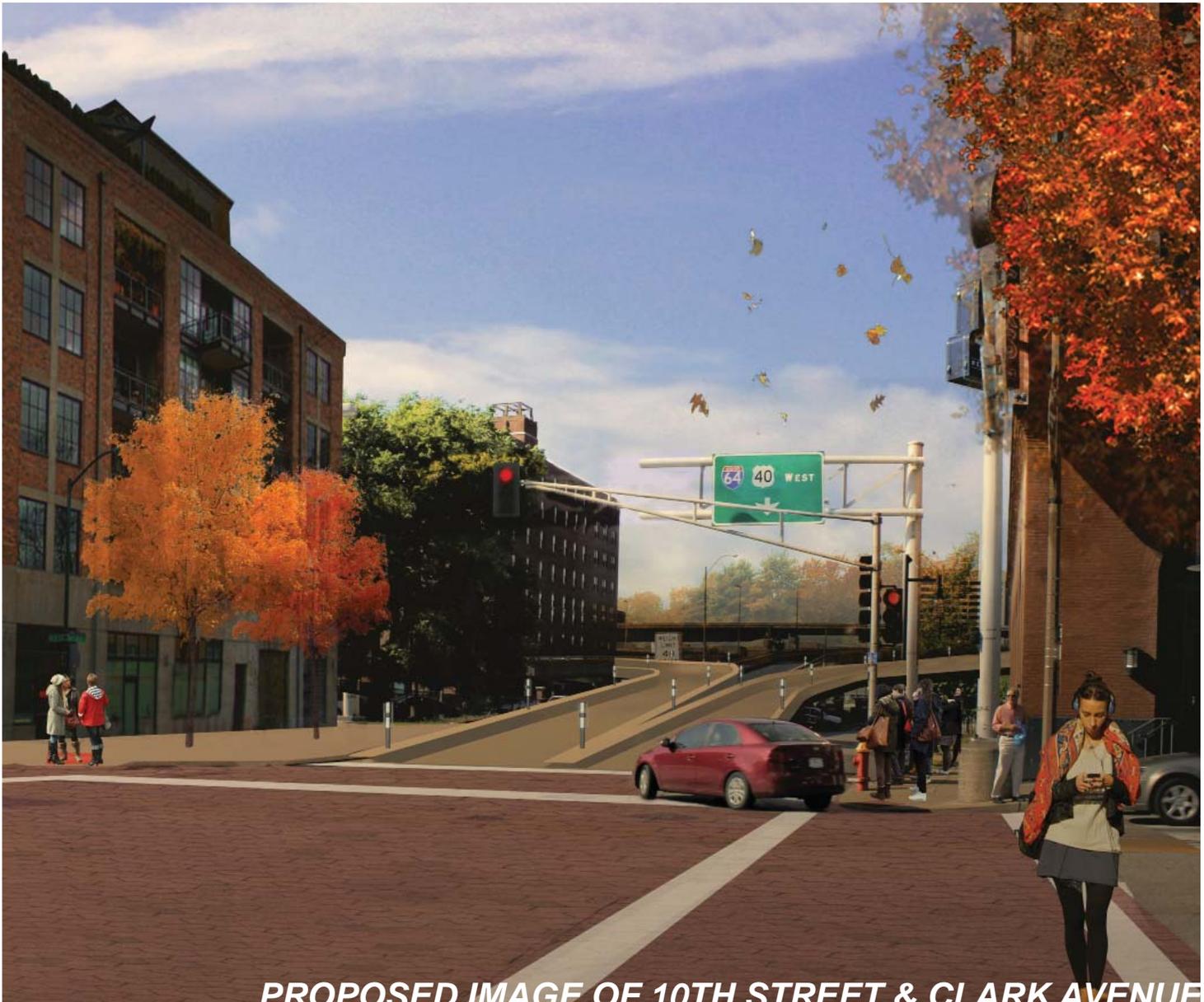
Proposed Development Program:

- Residential: 800 Units (1,000 S.F./Unit)
- Retail: 250,000 S.F.
- Office: 650,000 S.F.
- Hotels: (1) Total (600,000 S.F. estimated)
- Structured Parking: 0 Spaces
- Parks & Plazas: 35,000 S.F.

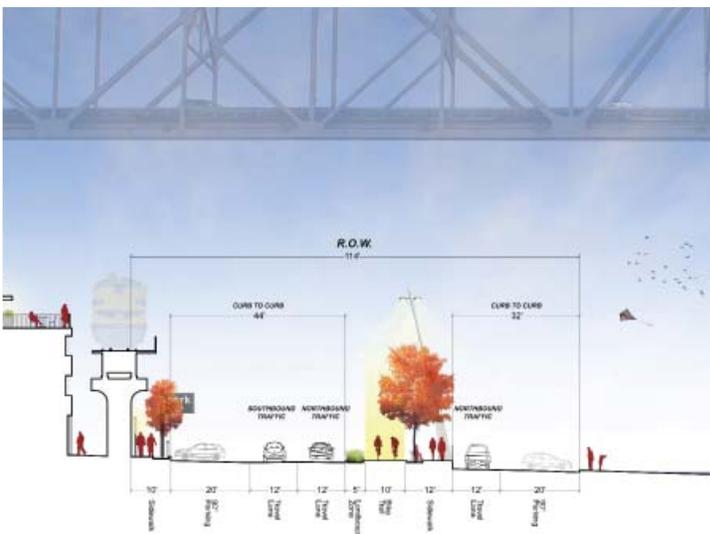


STADIUM STATION AREA PLAN 2043





PROPOSED IMAGE OF 10TH STREET & CLARK AVENUE





IMPLEMENTATION SUMMARY

OVERALL IMPLEMENTATION CONSIDERATIONS

Successful implementation of all the Station Area Plans will require taking the Plans “on the road.” It is recommended that the City of Saint Louis engage with partner organizations, public and private, including professional associations that represent components of the real estate development industry. A result of this widespread policy recognition will likely be the creation of appropriate partnerships to implement prioritized parts of each plan.

Resources will be needed for prioritized redevelopment projects. Money, access to and preparation of applications for various governmental and foundations grants, incentive programs and their creation/management, fast-track permitting, political advocacy, staff support and expedited reviews, etc., can all be offered as part of a package to entice the private market and land owners to move quickly toward plan implementation. Further details on Overall Implementation Considerations are on Page 116 of this document.

ARCH-LACLEDE’S STATION AREA IMPLEMENTATION ACTION ITEMS

While the Landing was redeveloped in the 1980s to much fanfare, the area has experienced lower demand over the past decade. The development of Lumière Place Casino and Hotels has not brought a substantial increase in visitors to the area. Despite more recent positive trends, the MetroLink station has not yielded that dense, mixed-use development that would encourage increased use of transit and create a truly urban atmosphere. While some issues are beyond the City’s control, the City can play a key role in encouraging for future development in the area. We recommend that the following near-term activities:

1. Initiate Form-Based District with the Planning Commission, as outlined in the Form-Based District Recommendations for the station area.
2. Focus initial efforts on achieving the market-supported development recommended of this TOD Station Area Plan;
3. The City should show a concerted effort to work with the Metropolitan Police Department and business owners to curb violence or other undesirable activities. Similar to the recent issues on Washington Avenue, the City must show an immediate concerted effort to clean up the area. Police or other security should be visible at all times of day both in the Landing and at parking lots along Leonor K. Sullivan Boulevard. Bar or restaurant owners— especially those with 3 a.m. liquor licenses—must be made responsible for violence or other issues with their patrons at closing;

A result of this widespread policy recognition will, and should, be creation of appropriate partnerships to implement prioritized parts of each plan. Almost certainly, the City and Metro should be partners around both stations.

4. SLDC, the City Streets Department, MoDOT, and any other willing participant should invest in improving the pedestrian experience to the Landing from downtown. While the proposed infrastructure changes will reorient streets and provide better vehicular activity, it is crucial that serious consideration is given to lighting, noise reduction, and wayfinding to enhance the sense of safety at the “front door” to the Landing;
5. The Drury Hotels and Lawrence Group have proposed to construct a substantial mixed-use building at this “front door.” This represents a major new investment in the heart of the Landing.
6. While the CID and the business association are a good start, there should be a dedicated group focused on the long-term vision for the Landing.

STADIUM STATION AREA IMPLEMENTATION ACTION ITEMS

Much of the identified redevelopment to occur in or around the Stadium Station will be completed as part of the Ballpark Village development; however, certain key issues remain in the area and must be addressed by the City to ensure that future phases of Ballpark Village and other developments will occur in the future. While some issues are beyond the City’s control, the City can play a key role in encouraging for future development in the area. We recommend that the following near-term activities:

1. Initiate Form-Based District with the Planning Commission, as outlined in the Form-Based District Recommendations for the station area.
2. Focus initial efforts on achieving the market-supported development recommended of this TOD Station Area Plan;
3. Discuss possible development or joint venture opportunities with the owners of the parking lot to the south of the Tums Building. Secure property if possible;
4. SLDC should continue to offer ongoing support for the Ballpark Village development.



**ARCH-LACLEDE'S
STATION AREA PLAN
ESTIMATED FUNDING GAP
& FINANCIAL RETURN**

DEVELOPMENT COST
\$293.4 M

DEVELOPMENT VALUE
\$197.2 M

FUNDING GAP
\$96.2 M

**AVAILABLE PUBLIC
SUBSIDY**
\$59.8 M

**RETURN WITHOUT
GAP FINANCING**
7.4%

**RETURN WITH
GAP FINANCING**
10.8%

**LAND RESIDUAL
VALUE @ 15%**
\$27.2 M

**LAND RESIDUAL
VALUE @ 20%**
\$36.2 M

**STADIUM
STATION AREA PLAN
ESTIMATED FUNDING GAP
& FINANCIAL RETURNS**

DEVELOPMENT COST
\$514.6 M

DEVELOPMENT VALUE
\$422.3 M

FUNDING GAP
\$92.3 M

**AVAILABLE PUBLIC
SUBSIDY**
\$145.0 M

**RETURN WITHOUT
GAP FINANCING**
5.8%

**RETURN WITH
GAP FINANCING**
6.7%

**LAND RESIDUAL
VALUE @ 15%**
\$70.9 M

**LAND RESIDUAL
VALUE @ 20%**
\$94.6 M

SUMMARY OF FUNDING CHALLENGES & STRATEGIES

At this time, the City of Saint Louis has an array of development tools to help offset some costs. Tax Increment Financing, a tool that allows a developer to collect incremental real property and economic activity tax revenue, is a popular way to finance property acquisition, infrastructure improvements, and renovation costs in the city. Other tools, such as Community Improvement Districts, allow for a developer to generate funds for area amenities or other programs. Gap financing can come from private sources as well. It should be noted that competition for these limited resources is great and that the inherent opportunities at each station area will inform the type of incentive. Further details on existing redevelopment areas and other subsidies in the station areas are located in Appendix C on Page 10 for the Arch-Laclede's Station Area and on Page 3 for the Stadium Station Area.

Challenges in the Arch-Laclede's Station Area

The Arch-Laclede's Station offers a unique opportunity for significant new residential mixed-use development to occur over the next five years and for additional development to occur in years six through thirty. However, it is likely that a gap between the development cost and the actual value of the development post-development will exist. Therefore, it is necessary to find some sort of financing—be it public or private—to fill the gap and entice development.

Challenges Stadium Station Area

In many ways, the Stadium Station is already on the road to denser, more transit oriented development. The ongoing construction of Ballpark Village will provide additional restaurant and entertainment options within an easy walk of the station, and additional office, residential, and hotel development is planned for the area over the next decade. Despite this flurry of activity, there is a need for public subsidy to fill the probable gap required for initial developments. However, it is hoped that as density—and demand—increases, there will be less need for the use of additional public subsidy for the Station Area. The development costs and the actual value of the development post-development will exist. Therefore, it is necessary to find some sort of financing—be it public or private—to fill the gap and entice development.

Potential Strategies & Incentives

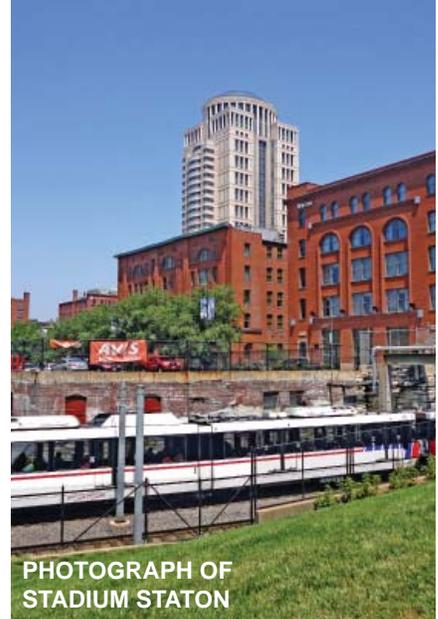
Some potential sources of gap financing include: the Business Community, Community-Based Organizations, Developers, Financial Institutions, and Philanthropic Organizations. In addition to tools geared towards property redevelopment, the City offers some assistance to small business owners in the form of grants, tax credits, and other specialized programs. In order to entice businesses into each station area, it is critical that these programs be marketed towards the business community. The following is a list of General and Specialized Development Incentives. Further details on General and Specialized Development Incentives are in Appendix C.

General Development Incentives:

- Tax Increment Financing: A TIF collects a portion of net new real property, earnings, and sales taxes. These funds are then used to finance development and other improvements within the TIF district.
- Community Improvement District (CID): A CID can levy real property and/or additional sales taxes to be used for certain improvements or services within the boundaries of the CID. Sales tax CIDs are capped at 1.0%.
- Transportation Development District (TDD): A TDD can be funded through special assessment, real property tax, or sales tax. Sales tax TDDs are capped at 1.0%. Funds are used to support transportation improvement projects like signage, road conditions, or other transport-related needs within the districts of the TDD.
- Chapter 353 Redevelopment: This program allows for full or partial abatement of real property taxes for up to 25 years.
- Chapter 99 Redevelopment: This program allows for full or partial abatement of real property taxes for up to 10 years.

Specialized Development Incentives:

- Tax-Exempt Bond Financing: This bond incentive provides long-term capital financing for major projects.
- Chapter 100 Bond Financing: This bond incentive provides long-term capital financing for major projects.
- Chapter 100 Sales Tax Exemption: Used in conjunction with Chapter 100 Bonds, the Chapter 100 Sales Tax Exemption reduces the costs of purchasing non-manufacturing equipment.
- The Small Business Association 7(a) Loan Guaranty: The SBA provides financing to small businesses with reasonable terms.
- New Markets Tax Credits (NMTC): These credits are typically used to attract investments to low-income areas and offer tax credits for a portion of the investment. Typically, NMTC are utilized for large areas of redevelopment to increase return.
- Historic Tax Credits: Offers tax credits for owners of recognized historic structures.



PHOTOGRAPH OF STADIUM STATION



SUMMARY OF FORM-BASED DISTRICT RECOMMENDATIONS

In order to define the “urban transect” areas of the City, our team has developed an additional four (4) types of BES categories which are applicable to the higher density, taller, and transitional areas of Downtown. These new Building Envelope Standards include the Urban General Types (1, 2 & 3) and Campus Type 1. Within each of the Station Areas, a form-based district will apply, as outlined in the Building Envelope Standards recommendations in the Implementation section of this document (on Page 113). Building Envelope Standards regulate the allowable placement of buildings, land uses, and types of buildings, as well as establish requirements for the placement of parking for a given area. When these regulations are combined with improvements to the public realm, the new development and redevelopment within the station area will exhibit more of the vibrant qualities which are characteristic of transit-oriented development.

Arch-Laclede’s Station Area Form-Based District

In the Arch-Laclede’s Station Area, the Form-Based District is purposed to concentrate the majority of the commercial activity along 2nd Street and 3rd Street, while placing more residential and neighborhood services along 1st Street. Additionally, the range of heights established within the Form-Based District have been arranged to provide for a stepping of heights within the Landing area to provide opportunities for views of the river. The Building Envelope Standards have been calibrated to the characteristics of the transitional areas and dense historic buildings of the transit shed. This district is indicated by a (1) on the opposite page; and further details on the Form-Based District Recommendations are located on Page 136 of this document.

Stadium Station Area Form-Based District

In the Stadium Station Area, the Form-Based District is purposed to concentrate the majority of the residential uses within the Cupples Historic Complex, while also allowing a mixed-use area of office, residential, and hotels to develop within Ballpark Village and the other areas surrounding Busch Stadium. Additionally, the range of heights established within the Form-Based District have been arranged to provide for greater heights along the Gateway Mall and in the Ballpark Village and civic areas, and lower heights respectful of the Cupples Station Complex. The Building Envelope Standards have been calibrated to the characteristics of the transitional areas within the transit shed, as well as to codify the campus qualities of the Purina Campus and Stadium. This district is indicated by a (2) on the opposite page; and further details on the Form-Based District Recommendations are located on Page 170 of this document.

A result of this widespread policy recognition will, and should, be creation of appropriate partnerships to implement prioritized parts of each plan. Almost certainly, the City and Metro should be partners around both stations.



PROPOSED REGULATING PLAN FOR ARCH-LACLEDE'S STATION AREA & STADIUM STATION AREA

LEGEND

- URBAN GENERAL TYPE 1 (UG1)
- URBAN GENERAL TYPE 2 (UG2)
- URBAN GENERAL TYPE 3 (UG3)
- CAMPUS TYPE 1 (CM1)



1 | Introduction



The proximity of these stations provides Downtown Saint Louis with excellent access to transportation, as well as a framework to build and establish a critical mass of activity through new living and working districts in Downtown.

PROJECT INTRODUCTION

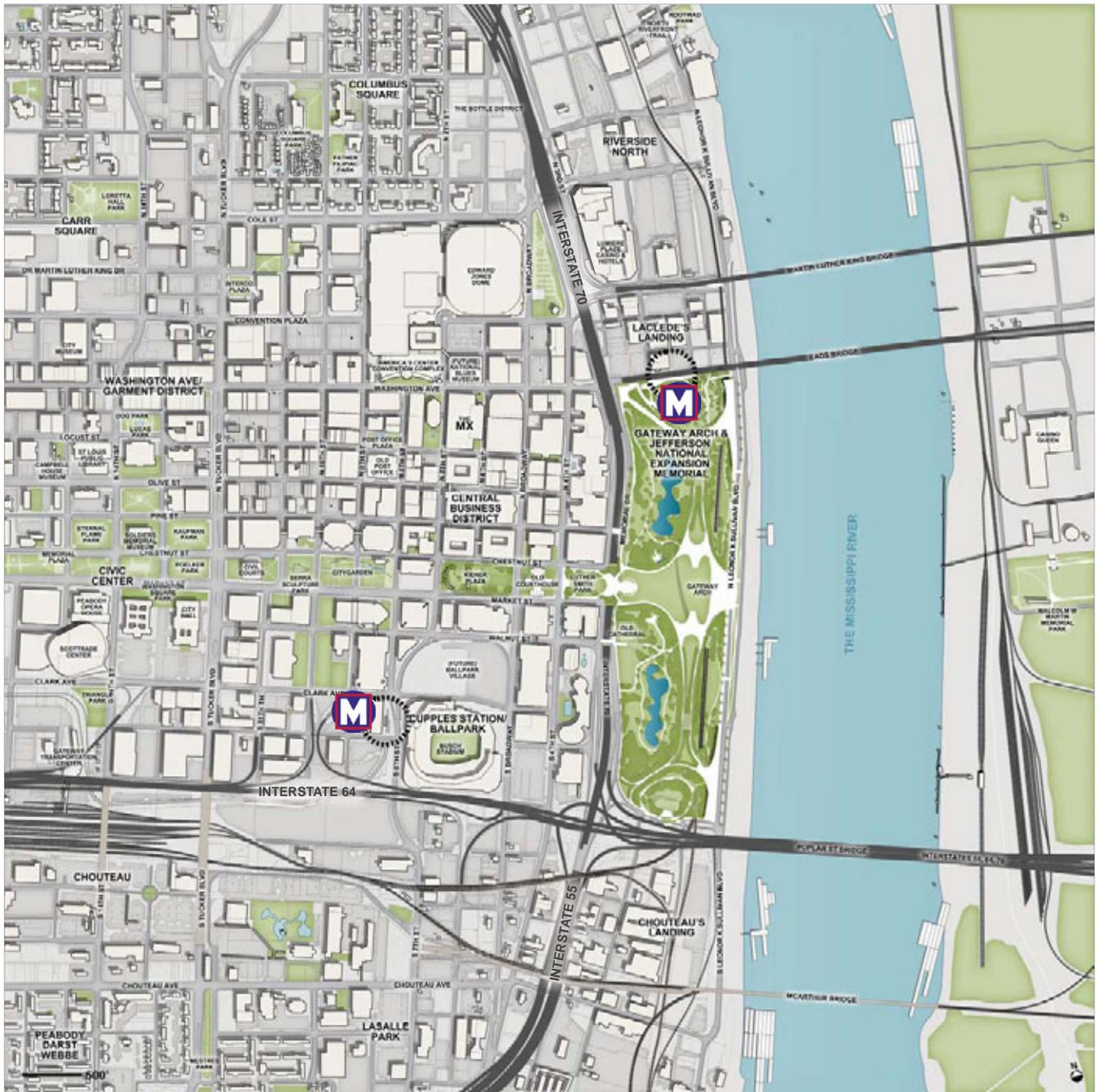
The Arch-Laclede's and Stadium MetroLink stations are two of the most important entertainment and cultural tourism stations in the entire MetroLink system. Both stations are located within and provide service to Downtown Saint Louis, as well as to regional destinations such as Busch Stadium and the Jefferson National Expansion Memorial & Gateway Arch. These stations are just two of the five stations which serve Downtown Saint Louis, including areas such as the Central Business District, the Washington Avenue / Garment District, Columbus Square, and the Cupples Station / Ballpark area.

These two stations, along with the other three Downtown stations, are all located within a one mile radius of each other. The Arch-Laclede's Station is the first and last stop on the MetroLink system between Missouri and Illinois. To the south, the station offers immediate access to the Jefferson National Expansion Memorial & Gateway Arch. To the north, the station offers convenient transportation for the visitors and workers within the Laclede's Landing area, as well as access to the Saint Louis riverfront and Lumière Place. The Stadium Station is immediately adjacent to the new Busch Stadium, and the primary ridership is attributable to attendees of Cardinals baseball games and a limited amount of employees working in the area.

Despite the surrounding assets and the 20-year history of MetroLink in Saint Louis, the development potential surrounding both of these stations has never been realized. Much of the areas surrounding both of these stations contains an abundance of surface parking lots and vacant sites for new development. While historic assets and key destinations at both stations provide an excellent opportunity to build the character of transit oriented development, there have been limited new developments in either areas. The proximity of these stations provides Downtown Saint Louis with excellent access to transportation, as well as a framework to build and establish a critical mass of activity through new living and working districts in Downtown.

The City of Saint Louis, Saint Louis Development Corporation, Metro, and their partners possess a significant opportunity to establish the Arch-Laclede's and Stadium Station Areas as significant new living and working districts in Downtown Saint Louis. By targeting specific opportunities and linking existing assets to a community-based vision for downtown development, the leadership can foster a place that supports transit oriented development through the creation of vibrant and active streets and public spaces. The *Transit Oriented Development (TOD) Plan for the Arch-Laclede's and Stadium MetroLink Stations* is a roadmap for the City of Saint Louis, its partners, and the development community to achieve the development promise of MetroLink light rail transit.

EXISTING STATION AREA CONTEXT PLAN SHOWING DOWNTOWN SAINT LOUIS





PLAN OBJECTIVE

The *Transit Oriented Development (TOD) Plan for the Arch-Laclede's and Stadium 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 the recommended Station Area development. The Plan includes recommended improvements to existing streets, parks, and infrastructure that 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 Arch-Laclede's and Stadium MetroLink stations, and a roadmap for the City of Saint Louis to make this vision reality.

PLAN DEVELOPMENT & FUNDING

This Plan is funded with a portion of the \$4.7 million Sustainable Communities Regional Planning Grant from the joint U.S. Department of Housing and Urban Development (HUD)–U.S. Department of Transportation (DOT)–U.S. Environmental Protection Agency (EPA) Partnership for Sustainable Communities. This grant was awarded to and administered by the East-West Gateway Council of Governments as part of OneSTL (formerly the Regional Plan for Sustainable Development.) This plan builds upon the existing Saint Louis TOD Framework Plan, which was completed by Design Workshop for the entire MetroLink systems. As a Consortium Partner for OneSTL, the City of Saint Louis is submitting both this Plan and the TOD Framework Plan to East-West Gateway as part of the OneSTL Plan.

The Transit Oriented Development Plan for the Arch-Laclede's and Stadium MetroLink Stations is closely aligned with the goals of the HUD-DOT-EPA Partnership for Sustainable Communities Livability Principles. The Principles are to: Provide More Transportation Choices; Promote Equitable, Affordable Housing; Enhance Economic Competitiveness; Support Existing Communities; Coordinate and Leverage Federal Policies and Investment; and Value Communities and Neighborhoods.

In order to achieve these principles through actionable implementation initiatives, the Plan is comprised of the following components: 1) economic analysis and development proforma outlining the Station Area development program, projected costs, land values, and development gaps; 2) transportation analysis outlining street, sidewalk, and public space improvements,

The Plan sets forth a market-based, community-supported vision for transit oriented development around the Arch-Laclede's and Stadium MetroLink stations, and a roadmap for the City of Saint Louis to make this vision reality.

parking, and multi-modal transit access; 3) stormwater and environmental planning analysis outlining performance criteria and green infrastructure best management practices; 4) public improvement cost estimates and funding tools; and 5) a Form-Based District Regulating Plan, Building Envelope Standards, and recommended changes to the City of Saint Louis Strategic Land Use Plan.

Strengthening existing neighborhoods and connecting residents to transit is a major component of sustainable neighborhood development and a stated requirement of this Plan. The project Study Area incorporates the 10-minute walk shed (half-mile) for the Arch-Laclede's and Stadium stations. This area extends from approximately one-half block north of Biddle Street to the north to approximately one-half block south of Chouteau Avenue to the south; and from the Saint Louis riverfront to the east to approximately one-half block west of 14th Street to the west. Downtown Saint Louis is home to approximately 14,000 residents, and has seen over \$5 billion dollars in both public and private investment since 2000. These areas offer a significant opportunity for new development which will enhance connectivity, mobility, and access to transit.

PARTNERS & ADMINISTRATION

The planning process was administered by the Saint Louis Development Corporation (SLDC). SLDC, in partnership with the City of Saint Louis Planning and Urban Design Agency, was the Client Group (Client) for the Plan. The Project Team was led by H3 Studio, performing project direction, transit oriented development planning, and project management. Project Team partner Development Strategies performed economic development program analysis and funding plan development. Bernardin, Lochmueller & Associates (BLA) performed transportation, parking, connectivity planning, and ridership projections. Innis Consulting assisted BLA with transit policy and operations recommendations. M3 Engineering Group (M3) developed the civil and environmental engineering recommendations and cost estimates. Finally, Vector Communications led public outreach and communication efforts.

The planning process for this Plan was administered by the Saint Louis Development Corporation (SLDC) on behalf of the City of Saint Louis. Amy Lampe, Major Project Manager, was in charge as project coordinator. The Client Group team consisted of Otis Williams (Executive Director, St. Louis Development Corporation), Amy Lampe (Major Project Manager, St. Louis Development Corporation), Don Roe (Director, City of Saint Louis Planning and Urban Design Agency), and Connie Tomasula (Urban Designer, City of Saint Louis Planning and Urban Design Agency). The project team held four (4) coordination and review meetings with the Client Group team throughout the course of the planning process for regular guidance and review of materials and work products.



PLANNING PROCESS SCHEDULE

Project Kick-Off Meeting

March 13, 2013

Client Group Coordination Meeting 02

April 11, 2013

Technical Advisory Committee (TAC) Meeting 01

May 10, 2013

Public Workshop 01

May 23, 2013

Initial Stakeholder Interviews

June 2013

Technical Advisory Committee (TAC) Meeting 02

June 6, 2013

Client Group Coordination Meeting 03

July 10, 2013

Additional Stakeholder Interviews

July 2013

Client Group Coordination Meeting 04

August 27, 2013

PLANNING PROCESS

This Study took place over the course of six months and involved regular interface between the Client Group and the Project Team. In addition, the Project Team met with an assembled Technical Advisory Committee (TAC) and conducted extensive public and stakeholder outreach. These efforts allowed the Project Team to collect a large amount of data and feedback from a wide cross-section of neighborhood residents, institutional and governmental staff, and community members. The public and stakeholder outreach initiatives have helped to enrich the recommendations of the study and have helped to build a broad base of consensus and support for the project.

TECHNICAL ADVISORY COMMITTEE (TAC)

The purpose of the Technical Advisory Committee was to provide directed guidance to the Planning Team and review of in-progress work, public engagement materials and initiatives, and public work products. The Advisory Committee was comprised of representatives from key agencies and institutions involved in the Plan, including the Laclede's Landing Community Improvement District, the East-West Gateway Council of Governments, Metro, the Board of Public Service, the St. Louis Cardinals, the Partnership for Downtown Saint Louis, the Missouri Department of Transportation, local developers, and the City of Saint Louis. Refer to the Acknowledgements section on page 2 for a complete list. The Technical Advisory Committee was identified by the Client Group, with assistance from the Project Team, to serve as a representative cross-section of project partners and stakeholders for decision-making and feedback. For presentations utilized during TAC Meetings, refer to Pages 1 and 69 of Appendices A.

STAKEHOLDER INTERVIEWS

Additionally, the Client Group and the Project Team identified 12 key project stakeholders to be interviewed initially as part of the planning process. Stakeholders included business and property owners, local developers, City staff, Alderpersons, institutional representatives, non-governmental organizations, and other interested parties. These stakeholders were invited to speak with the Project Team in one-on-one, confidential work sessions. These Stakeholder Interviews were one of multiple key components in shaping the Project Team's understanding of the Station Area, surrounding neighborhoods, and transit use and accessibility. While comments provided by the stakeholders are confidential and not attributed to any particular individual, information collected is compiled in the Consensus Issues and Consensus Ideas.

In addition to these initial stakeholder interviews, and to be certain that the planning process would reach the maximum amount of vested individuals, Vector Communications conducted an additional set of six individual stakeholder interviews as part of the process. While comments provided by the stakeholders are confidential and not attributed to any particular individual, information collected assisted the team to further develop the plan and form a strategy for plan implementation. A summary of major themes provided by stakeholders conducted as part of this process is provided on Page 4 of Appendix B.

PUBLIC ENGAGEMENT

In addition to the regular meetings with the Client Group team and Technical Advisory Committee, the Project Team and Client conducted one Public Workshop. The purpose of this Workshop was to present the Plan deliverables to date and collect input and feedback from the attendees. The Public Workshop was held on May 23, 2013, at Confluence Preparatory Academy in Downtown Saint Louis. The Workshop began with a presentation by the Project Team outlining the current development of the Plan. This presentation lasted approximately 45 minutes. Following the presentation, attendees worked in a small group to work hands-on with work boards that summarized the content of the presentation. Attendees were encouraged to draw their ideas on these work boards, which were collected by the Project Team for review and summation. This small group work session about lasted 45 minutes and concluded with a public “report out” of key ideas from the attendees. Following each Workshop, the Project Team reviewed the comments selected and prepared summary documents for the Client. For presentations utilized during public meetings, refer to Page 128 of Appendix A.

To maximize community participation, Vector Communications conducted a public awareness and outreach campaign. The approach involved a comprehensive campaign that aimed to touch target audiences at least seven times. These exposures occurred through: social media marketing, direct mail, posters, phone calls, media relations, email marketing, online calendar posts, and personal stakeholder invitations during interviews. A full report on the public outreach process is provided in Appendix B of this document.





2 | Project Background & Context



SAINT LOUIS AS A TRANSIT CITY

The historic settlement patterns of Saint Louis produced an urban fabric that makes for easy walkability and facilitates various forms of transit. Small blocks and tightly-knit residential neighborhoods are punctuated with numerous parks and street-corner commercial districts. Over the past century, the City's street grid has evolved with the introduction of boulevards, streetcar lines, and interstate highways. Despite these changes, the City has remained the nexus of transit in the greater Saint Louis region.

The great places that characterize Saint Louis today were the direct result of the City's historic transit systems. For decades, the City's many distinctive neighborhoods flourished as traditional streetcar suburbs. Residents commuted to jobs Downtown or in the northside industrial districts, but were able to accommodate their everyday needs close to home. While the last streetcar in the Saint Louis region ceased operation in 1966, residents today seem ready to re-embrace transit oriented development to support connectivity of all residents to jobs, homes, shopping, and parks.

THE POSITIVE IMPACTS OF TRANSIT ORIENTED DEVELOPMENT

In 1993, Metro began operating MetroLink, the region's first light rail system. Despite 20 years of service, MetroLink stations have not delivered on the potential of transit oriented development. Nevertheless, many of the neighborhoods retain a tight knit residential base, and shifting demographic trends have resulted in new demand for these communities. Now is the time to capitalize on this momentum to foster new development and sustainable infrastructure.

Transit oriented development is situated within walking distance of transit stations and is characterized by a mix of uses such as residential, entertainment, retail, and office. TOD brings increased density with multi-story, mixed-use buildings. TOD usually develops around light rail, which is perceived as a more permanent type of transit infrastructure than bus routes or other "rubber wheeled" modes of transit. This permanence tends to encourage large investments in development and facilitate more concentrated and compact. Increased development density is more efficient, requiring fewer resources and less infrastructure per capita. This efficiency helps to preserve valuable land and resources.

Total trackage in 1881 was 119.6 miles; the companies owned 2,280 horses and mules and 496 cars, employed more than a thousand workers, and carried 19.6 million passengers.

James Neal Primm
Lion of the Valley

Because of this efficiency, TOD is inherently more sustainable than other types of single-use and auto-dependent development. Transit oriented development has been shown to:

- **Increase land and property values** in the station area;
- **Improve access to employment** for all citizens of all income levels;
- **Reduce car trips** and greenhouse gas emissions;
- **Reduce costs** for infrastructure upkeep and construction;
- **Increase walkability** within the transit shed by bringing needed services to the station area;
- **Create opportunities for diverse housing** at the station area and within the transit shed;
- Assure developers, entrepreneurs, and residents that **transit service will be sustained**; and
- **Create a unique feature within the City** to attract residents, workers, and visitors.

TOD AS A TOOL FOR SUSTAINABILITY

The City of Saint Louis has adopted a comprehensive, triple-bottom-line approach to sustainability planning. The triple-bottom-line approach acknowledges the three pillars of sustainability—environmental stewardship, improved social equity, and increased economic development—as equal in their impact on allowing current generations to meet their needs while protecting the ability of future generations to do the same. Furthermore, it recognizes that when taken together, these three pillars can be leveraged to increase positive outcomes on multiple fronts. This is due to the fact that most sustainability initiatives occur in the sphere of cities. Regardless of their specific focus, these initiatives require some degree of investment of city funds. If one of the effects of the initiatives is to increase property values or stimulate economic activity, the tax base may increase enough to fully offset the cost of the initiative or beyond. In addition, an increase in property value improves the investment of individual residents, makes the community more desirable, and may lead to an increase in other investments, both public and private. This has the effect of increasing social equity by improving each individual resident’s “investment” in their community and its “return.”

TOD can be attractive when it is part of a complete community...

A complete community is opportunity-rich; all people have access to quality housing, education, employment opportunities, open space and recreation, retail, places of worship, healthcare, and transportation. This is to encompass the needs for households with children, which may be overlooked in areas around transit planning.

Center for Transit oriented Development

COMPLETE COMMUNITIES ARE ATTRACTIVE TO FAMILIES WITH CHILDREN WHEN THEY OFFER:

- A sense of community and “place” through investment in parks, libraries and community events;
- A neighborhood where kids can run and bicycle on streets through investment in streetscape and bicycle and pedestrian improvements;
- Transit-accessible schools which are integrated into the community, rather than separate from it;
- Access to regional amenities such as zoos and large parks;
- Convenient access to daily shopping such as groceries, clothing, or school supplies; and
- Access to regional employment opportunities via high-quality transit.

THE BENEFITS OF COMPLETE COMMUNITIES FOR FAMILIES ARE BROAD AND INCLUDE:

- Reduced spending on transportation by owning fewer cars and driving less;
- Reduced childhood obesity through increased physical activity;
- Reduced household stress through shorter commute times and more time for family activities; and
- Improved educational outcomes through access to stable housing and a range of supportive and enriching activities.

HUD-DOT-EPA Partnership for Sustainable Communities Livability Principles

- **Provide more transportation choices:** *Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.*
- **Promote equitable, affordable housing:** *Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.*
- **Enhance economic competitiveness:** *Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.*
- **Support existing communities:** *Target federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.*
- **Coordinate and leverage federal policies and investment:** *Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.*
- **Value communities and neighborhoods:** *Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.*

This type of success can be illustrated with the development of public transit and transit oriented development. Through increased efficiency, mass transit lowers the per-capita carbon emissions when compared to transportation by car. This has a measurable impact on environmental sustainability. Proximity and access to public transit can also raise property values, which provides a positive economic impact to both the City (through an increased tax base) and individuals (through an increase in real estate value). Regular use of public transit reduces annual transportation costs to households, which increases individual wealth. This increase in wealth can have a positive effect on both individual economic prosperity as well as social equity, because it enhances individual empowerment within a community. People will choose to live closer to convenient transit, increasing demand for housing. This spurs development, creates jobs, and encourages residents to support local businesses.

CURRENT PLANNING INITIATIVES & STUDIES

There are a number of existing plans and current planning initiatives in and around the Arch-Laclede's Station and Stadium Station Study Areas. These existing plans and planning efforts affect the future environment of transit oriented development in the Study Area. The Station Area Planning project coordinates with these plans to the extent possible. Current planning initiatives and studies include:

THE ST. LOUIS TRANSIT ORIENTED DEVELOPMENT (TOD) FRAMEWORK PLAN (2013)

Commissioned by East-West Gateway and Metro as part of the \$4.7 million OneSTL planning process, the St. Louis TOD Framework Plan establishes a framework for smart growth around existing Metro stations. The Framework Plan establishes station area typologies that are used to classify each MetroLink station based on ridership, population sheds, and adjacent land use patterns. The Framework Plan examines the potential for economic development around each station and provides recommendations for the existing regulatory environment and public and private financing options.

CITYARCHRIVER 2015 (2015)

CityArchRiver 2015 will make the Arch easier and safer for everyone to experience by connecting, invigorating and expanding the park's grounds and museums. There are several components to the project that, together, create a whole that is far greater than the sum of its parts: a safe, accessible, and enjoyable experience for residents and visitors that encompasses the energy

of the region, the power of the riverfront, and the calm beauty of an urban national park. In addition to the renovations to the Gateway Arch grounds, the project includes a number of major improvements to the surrounding streets and riverfront area. Construction is expected to begin in 2013, and many of the components will be completed by October 2015.

THE CITY OF SAINT LOUIS SUSTAINABILITY PLAN (2013)

The City of Saint Louis spent two years collaboratively developing the City's first sustainability plan. During the planning process, the City learned from its stakeholders that they envision a "Sustainable City of Saint Louis" as being vibrant, progressive, prosperous, integrated, diverse, and a leader. They see these characteristics being built upon the solid foundation of the City's neighborhoods; its rich architecture and built environment; a better connection with natural resources; and the talent, innovation, and knowledge of local industry, cultural organizations, and higher educational institutions. The City-wide plan includes hundreds of strategies to advance sustainability in the City and can be found at <http://www.stlouis-mo.gov/sustainability>. This Plan is designed to achieve the applicable goals of the City of Saint Louis Sustainability Plan.

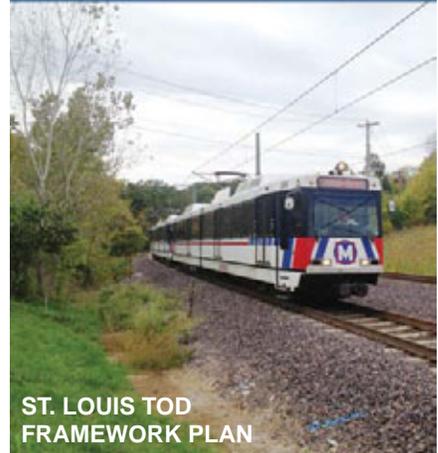
BALLPARK VILLAGE PHASE 1.0 (2013 - ONGOING)

Ballpark Village is a mixed-use retail, entertainment, office, and residential district being developed in partnership by the St. Louis Cardinals and the Cordish Companies. Spanning seven city blocks on the 10-acre site just north of Busch Stadium, Ballpark Village will be the country's first fully integrated mixed-use development designed to deliver the excitement and energy of the gameday experience to a new neighborhood outside the stadium walls. Phase 1.0 of Ballpark Village is currently under construction, and completion is expected in 2014.

CBD FORM-BASED DISTRICT (2013 - ONGOING)

Currently underway, the Partnership for Downtown St. Louis is working closely with the City of St. Louis to develop a Form-Based District for a portion of the Central Business District in Downtown (which is roughly bound by Convention Plaza, Memorial Drive, Chestnut Street, and North Tucker Boulevard). The Station Area Form-Based Recommendations provided in this document have been correlated, to the extent possible, with this project.

For presentations utilized during public meetings which contain a greater level of detail regarding the Current Planning Initiatives & Studies, refer to Page 128 of Appendix A.



ST. LOUIS TOD
FRAMEWORK PLAN

OTHER STUDIES INCLUDE:

- The Northside Regeneration Project
- The St. Louis Gateway Mall Master Plan
- The River Landing
- Chouteau's Landing
- St. Louis Streetcar Study
- The Mercantile Exchange (MX) Retail District Plan
- Drury Renovations
- SLU Law School
- 7th & 8th Street Improvements
- The Multi-Modal Transportation Study
- The New Mississippi River Bridge Project
- Various Downtown Renovations



PUBLIC ART ALONG THIRD STREET IN LACLEDE'S LANDING

CONTEXT CONDITIONS

CHARACTER & LOCATION

The Arch-Laclede's and Stadium MetroLink Stations are both located within the formal boundaries of Downtown Saint Louis, to the north and south of the City's core respectively. These stations are two of the five MetroLink stations which provide transit service for Downtown Saint Louis. The core of the City is traversed by both the Red and Blue Lines throughout the entire area, which provides Downtown with consistent transit service and frequent headways. Both of these stations are positioned where the MetroLink transitions from a subterranean system to an at-grade system (in the case of Stadium Station) or an elevated system (in the case of Arch-Laclede's Station). In both cases, the train transitions from an enclosed, dark underground tunnel to a naturally lit, open station area. Additionally, both stations are located near regional destinations and unique cultural amenities such as Busch Stadium (visited by over three million fans a year) and the Jefferson National Expansion Memorial & Gateway Arch Grounds.

When combining the specific destinations and attractions offered at each station with the unique elevational positioning of the stations within the MetroLink system, each station area offers a unique character and identity:

When combining the specific destinations and attractions offered at each station with the unique elevational positioning of the stations within the MetroLink system, each station area offers a unique character and identity.

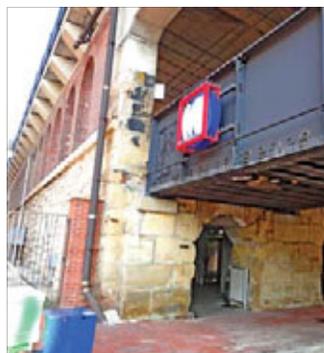
Arch-Laclede's Station

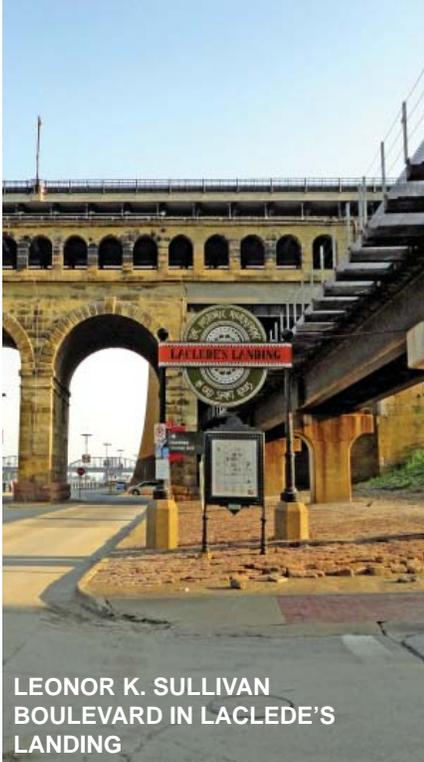
The Arch-Laclede's Station is an elevated single-platform station which services Laclede's Landing, the Jefferson National Expansion Memorial & Gateway Arch, and Lumière Place. The station offers great views of the Laclede's Landing National Historic District to the north, which boasts a range of beautiful nineteenth century warehouse and commercial buildings along 1st Street and 2nd Street now being used for offices and entertainment. This MetroLink stop is the first and last stop on the Missouri side of the Mississippi River and is driven primarily by cultural tourism ridership within the Station Area. Further details on the characteristics of this Station Area are on Page 46 of this document.

Stadium Station

The Stadium Station is a below-grade, double-sided platform station which serves the Cupples Station complex, Busch Stadium, and the future Ballpark Village development. The station offers convenient access during Saint Louis Cardinals baseball games throughout the year, which is the primary driver of ridership within the Station Area. Further details on the characteristics of this Station Area are on Page 50 of this document.

EXISTING STATION AREA CONTEXT PLAN SHOWING METROLINK STATIONS & WALKING RADII





LEONOR K. SULLIVAN
BOULEVARD IN LACLEDE'S
LANDING

ECONOMIC CONDITIONS

ARCH-LACLEDE'S STATION AREA

The Arch-Laclede's Station is located within the Eads Bridge structure immediately north of the Gateway Arch grounds. To the north of the station, Laclede's Landing features historic warehouse buildings and cobblestone streets. The Lumière Place Casino is located to the north of Laclede's Landing. The Mississippi River is located immediately to the east of Laclede's Landing. Interstate 70, located immediately to the west of Laclede's Landing, creates a significant physical and visual barrier to the rest of Downtown Saint Louis to the west.

Approximately 30 years ago, many of the buildings in Laclede's Landing were renovated to house restaurants, bars, and offices. While the area thrived initially, competing development in the region and a perception of crime has worked against the potential of Laclede's Landing over the past decade. Over the past few years, CityArchRiver 2015 spearheaded an initiative to improve the Gateway Arch grounds and the neighborhoods immediately adjacent to the grounds. Laclede's Landing will play a significant role as a nearby dining and entertainment option as well as a location for dedicated parking for the Gateway Arch.

Recent announcements show that local developers have a renewed interest in opportunities at Laclede's Landing. One proposed project includes a mixed-use residential tower with both retail and parking garage components. Other developers have expressed a wish to redevelop key buildings into residential multi-family development. The local merchants association has expressed a desire to transition the neighborhood to more residential uses and is actively investigating the creation of a redevelopment corporation to help foster residential development in the area.

To begin to redevelop the area, there should be a focus on creating a desirable mixed-use neighborhood with an emphasis on residential. The negative consequences of conflicting uses—namely 3 a.m. liquor licenses— should be minimized or eliminated to attract new residents to the area. Efforts to improve the pedestrian and vehicular access to Laclede's Landing from both Downtown Saint Louis and the Gateway Arch grounds must occur to change the general perception of Laclede's Landing as a dangerous, out-of-the way area.

*Despite the marked decline of Laclede's Landing in the past, recent announcements show that **local developers have a renewed interest in opportunities at Laclede's Landing.***

While much of the issues with development in Laclede's Landing relate to existing impressions of the area, there are key opportunities for redevelopment that must be addressed. A redevelopment project that would include residential units, retail, and structured parking has been announced for the Drury-owned parcel located at 3rd Street and the Eads Bridge. This project would represent the first significant investment in Laclede's Landing in many decades and would likely spur additional development.

STADIUM STATION AREA

The Stadium Station is located immediately adjacent to Busch Stadium and the Cupples Station Complex near the southern edge of Downtown Saint Louis. While the station is located near some significant office development, it is primarily used for transportation to and from baseball games in the spring and summer.

Over the past decade, the area surrounding the Stadium Station has changed dramatically. Most of the Cupples Station buildings were renovated to house office space, restaurants, residential lofts, and a hotel. A new Busch Stadium was constructed immediately adjacent to the station and opened in 2006. The first phase of Ballpark Village, an entertainment and dining complex located immediately north of the stadium, is scheduled to open in spring 2014.

While the station is located next to one of the region's strongest attractions, there has been little investment in dense, new development aside from limited infill development in Ballpark Village and a few rehabs in Cupples Station. Many large surface parking lots are within a quarter-mile of the station. The area to the south of Interstate 64 contains many bars and restaurants, including some which only operate during the baseball season. To build on the viability of the area, the redevelopment must focus on significant, dense, multi-use development within a quarter-mile of the station. To that end, we have identified the properties immediately adjacent to the MetroLink line, the Cupples 7 building, and the parking lot immediately east of the ballpark as prime opportunities for development. While the area is well-known as a baseball destination, it is assumed that the opening of Ballpark Village will attract visitors outside of baseball game days.

It should be noted for both station areas that no formal market study was conducted as part of this project to verify the suggested development programs established in the Station Area Plans; though however, they were developed to be consistent with the previous economic studies, and broader urban improvements taking place in Saint Louis and similar other cities.



To build on the viability of the area, the redevelopment must focus on significant, dense, multi-use development within a quarter mile of the station.



2ND STREET IN
LACLEDE'S LANDING

ARCH-LACLEDE'S STATION AREA CONDITIONS

ARCH-LACLEDE'S STATION AREA

The Arch-Laclede's Station Area is located just north of the Jefferson National Expansion Memorial & Gateway Arch grounds on the Mississippi Riverfront. It is separated from Downtown Saint Louis and the Bottle District area by the elevated lanes of Interstate 70 from Eads Bridge on the south to Biddle Street on the north. The Station Area has limited pedestrian and vehicular access due to the fragmented street network and narrow, one-way street grid within the Laclede's Landing area. The entire station area slopes down in elevation providing excellent riverfront access, though a major, elevated north-south rail corridor visually separates portions of the area from the riverfront.

The Station Area is approximately 66 acres, which consists primarily of surface parking lots, a few key vacant sites, multiple historic buildings, a couple of upscale hotels, and a major regional casino. And though the area is patterned with vacancy, the Laclede's Landing National Historic District offers the unique historic identity of the once great Saint Louis riverfront area with cobblestone streets and brick paved sidewalks. This historic character and vacancy, when combined with transit adjacency and riverfront access, offer a great opportunity to build the residential population in Downtown through transit oriented development.

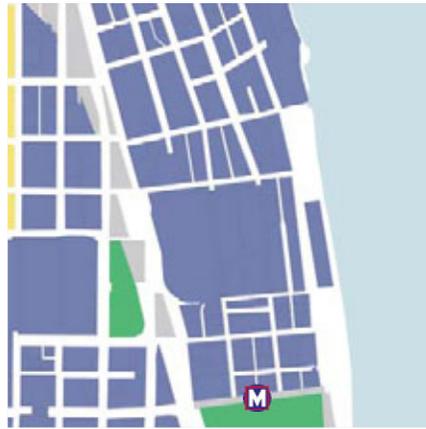
Key Characteristics of the Arch-Laclede's Station Area:

- The Arch-Laclede's Station has 34,550 monthly boardings (July 2011 - June 2012), which is considered average ridership for the MetroLink system;
- The Station Area is near 15 MetroBus routes (having 12 stops within a quarter-mile; though none are located within the Station Area);
- The Station Area has a mean WalkScore of 79.5, though it is disconnected from Downtown by Interstate 70 on the west;
- The Station Area is primarily an entertainment and tourism destination, which includes the Jefferson National Expansion Memorial & Gateway Arch, Laclede's Landing, and Lumière Place;
- The Station Area contains a fair amount of under-utilized sites including surface parking lots and vacant sites, especially north of Laclede's Landing Boulevard;
- The Station Area includes the Laclede's Landing National Historic District, which includes some basic regulation of building character and quality through the Secretary of the Interior's guidelines;
- The Station Area contains a number of elevated pedestrian barriers including Interstate 70, and the Eads & MLK Bridges.

This historic character and vacancy, when combined with transit adjacency and riverfront access, offer a great opportunity to build the residential population in Downtown through transit oriented development.



ZONING



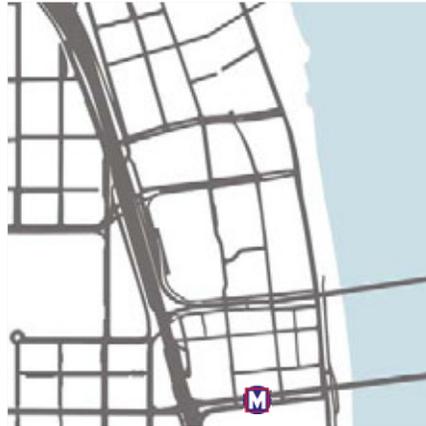
LAND USE



SPECIAL USE DISTRICTS



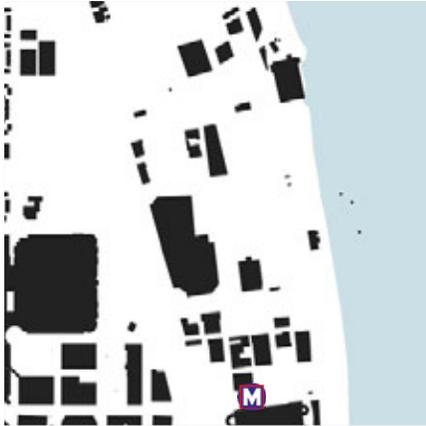
TOPOGRAPHY



STREETS



BLOCKS



BUILDINGS



METROLINK & METROBUS



STREET HIERARCHY



PARKING



SIDEWALKS

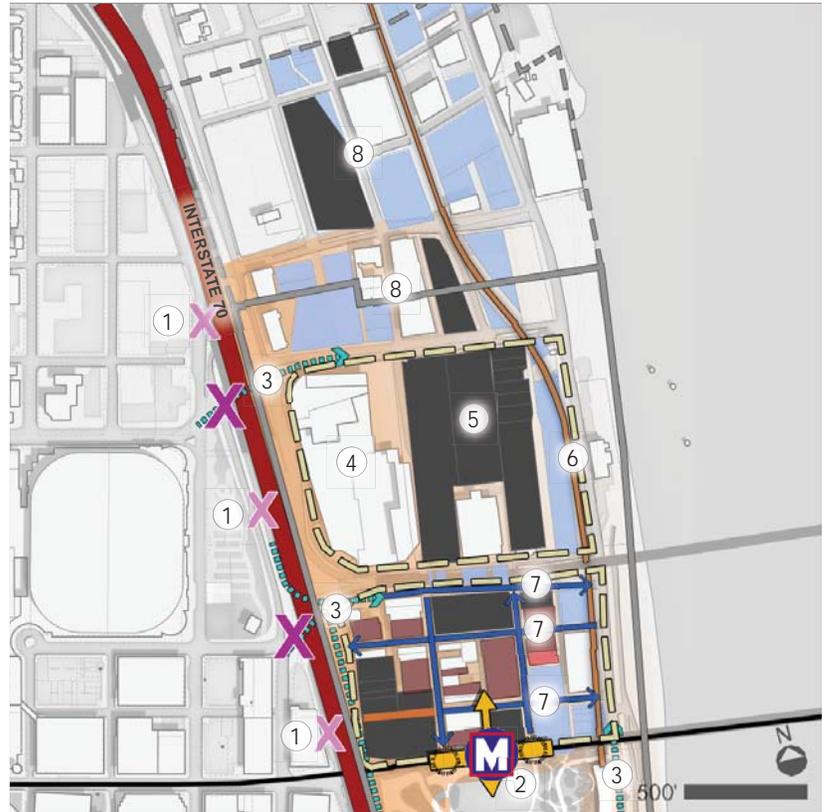


FUTURE PLANS

ARCH-LACLEDE'S STATION

CONSENSUS ISSUES

1. Interstate 70 is a major barrier to pedestrian connectivity from the Station Area to Downtown Saint Louis;
2. The elevated single-platform station limits physical connections and pedestrian access to the Station Area via 1st & 2nd Streets;
3. There is limited vehicular access to Laclede's Landing and Lumière Place from Downtown via Laclede's Landing Boulevard, Leonor K. Sullivan Boulevard, and Biddle Street;
4. Lumière Casino is isolated from other developments in the Station Area;
5. There is an abundance of underutilized sites throughout the Station Area, including surface parking lots and vacant sites;
6. The elevated north-south rail line visually separates the Station Area from the Mississippi Riverfront;
7. There is a limited circulation pattern for vehicles within the Station Area;
8. The area north of Carr Street is considered a future development area;
9. High property values within the Station Area encourage taller & more dense development;
10. The area lacks residential uses and sizeable office spaces;
11. The residential and employment densities are well below ideal for transit oriented development;
12. The station is primarily used for tourism & entertainment purposes.



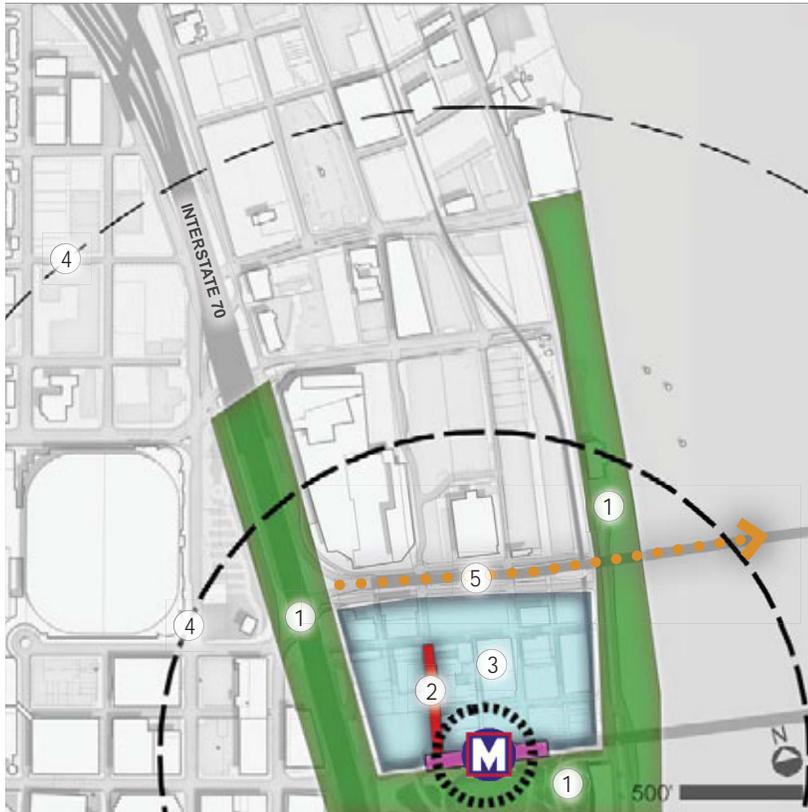
CONSENSUS ISSUES MAP

LEGEND

- █ ONE-WAY STREET
- █ INTERSTATE 70 (ELEVATED)
- █ LIMITED PEDESTRIAN ACCESS
- █ LIMITED VEHICULAR ACCESS
- █ STATION (ELEVATED)
- █ VACANT LOTS
- █ SURFACE PARKING LOTS
- █ VACANT OFFICE SPACE
- █ VACANT COMMERCIAL SPACE
- █ VACATED STREET
- █ DISTINCT DISTRICT(S)
- █ SLOPING AREA
- █ RAIL LINE
- █ EXISTING BUILDINGS

ARCH-LACLEDE'S STATION

PROJECT ASSUMPTIONS



PROJECT ASSUMPTIONS MAP

LEGEND

- EXISTING METROLINK STATION
- CITYARCHRIVER 2015 IMPROVEMENTS
- BIKE LANES ACROSS THE MLK
- CURRENT IMPROVEMENTS TO 2ND STREET
- AREA IN NEED OF STRUCTURED PARKING
- EXISTING STATION
- QUARTER-MILE WALKING RADIUS
- HALF-MILE WALKING RADIUS

1. The CityArchRiver 2015 Project will be completed as planned, along with all improvements including the removal of the parking structure on the north, streetscape improvements underneath Interstate 70, the improvements to Leonor K. Sullivan Boulevard from the Arch to Biddle Street, and the removal of Washington Avenue (east of Memorial Drive);
2. The improvements to 2nd Street (from Morgan Street to the Eads Bridge), currently underway, will continue and be completed;
3. There is an anticipated need for structured parking (with approximately 660 spaces or more) within the Laclede's Landing National Historic District to serve the Jefferson National Expansion Memorial & Gateway Arch;
4. The quarter-mile and half-mile walking radii will be modified based on accessibility and concentrations of likely transit users in order to determine the transit shed of the station;
5. The recommendations from the Gateway Bike Plan remain in effect, particularly with reference to bike lanes across the Martin Luther King Bridge.



STADIUM STATION AREA CONDITIONS

STADIUM STATION AREA

The Stadium Station is located just to the west of Busch Stadium on 8th Street in the Cupples Station | Ballpark area of Downtown Saint Louis. The MetroLink station offers both eastbound and westbound service. The Station Area is approximately 62 acres and contains Busch Stadium, Ballpark Village (Phase 1 of which is currently under construction), and many of the associated structured parking garages. The residential population of this Station Area is primarily living within the Cupples Station Historic Complex, located just to the west of the station between Busch Stadium and Tucker Boulevard. This area has a number of renovated historic warehouse buildings that foster its authentic early Saint Louis rail yard character and identity.

To the south of the station, Interstate 64 acts as both a boundary to development and a major entrance to Downtown Saint Louis. Much of the vehicular traffic during St. Louis Cardinals baseball games enters into Downtown at this point from the elevated off-ramps and on-ramps into the area; thus, the area contains a number of large surface parking lots utilized during game events. When combined with the adjacency of Busch Stadium and the Cupples area, the abundance of surface parking lots offers the opportunity to both build on the residential population of Downtown and to increase the number of workers in the area.

Key Characteristics of the Stadium Station Area:

- The Stadium Station has 43,350 monthly boardings (July 2011 - June 2012), which is considered above average ridership for the MetroLink system;
- The Station Area is near 18 MetroBus routes (having 25 stops within a quarter-mile including Civic Center and the Gateway Transportation Center);
- The Station Area has a mean WalkScore of 82, though much of it is highly disconnected by Interstate 64 on the south;
- The Station Area is primarily a sports and entertainment destination driven by attendance at St. Louis Cardinals games (and other events) surrounding Busch Stadium throughout the year;
- The Station Area contains an abundance of under-utilized sites including surface parking lots and vacant sites, especially south of Interstate 64;
- Many blank structured parking garage walls and vehicular garage entrances disrupt otherwise pedestrian-friendly streets and street connectivity throughout the Station Area;
- The Station Area includes the Cupples National Historic District, which includes some basic regulation of building character and quality through the Secretary of the Interior's guidelines.

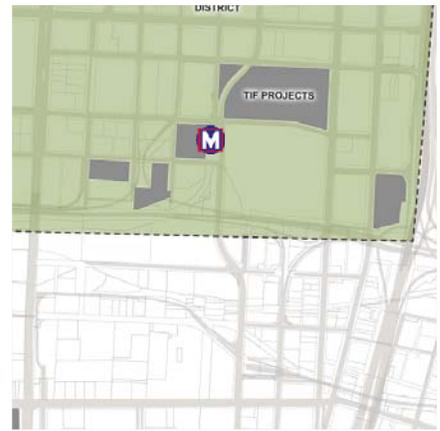
When combined with the adjacency of Busch Stadium and the Cupples area, the abundance of surface parking lots offers the opportunity to both build on the residential population of Downtown and to increase the number of workers in the area.



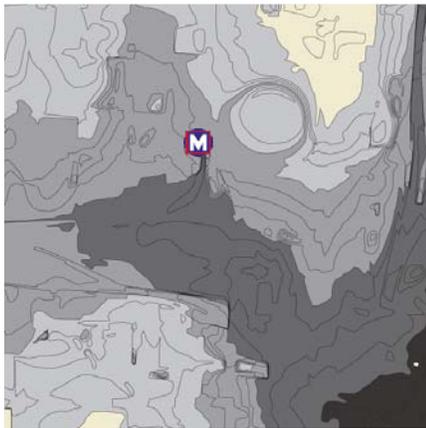
ZONING



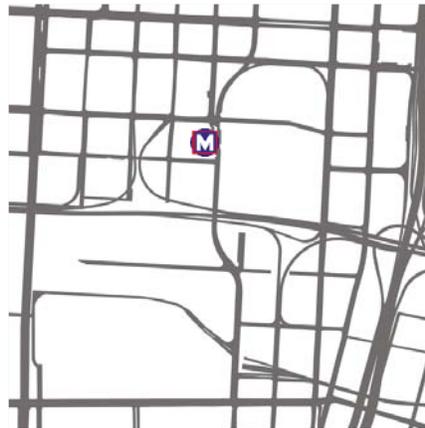
LAND USE



SPECIAL USE DISTRICTS



TOPOGRAPHY



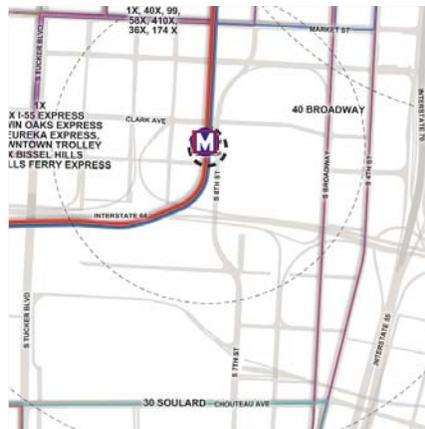
STREETS



BLOCKS



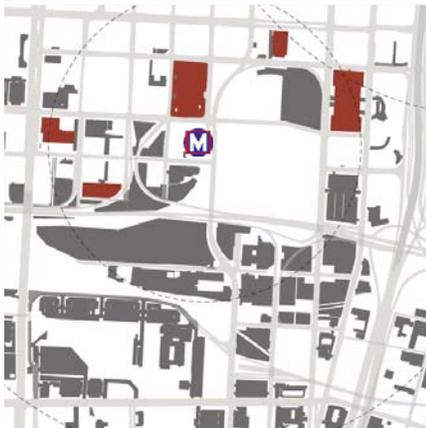
BUILDINGS



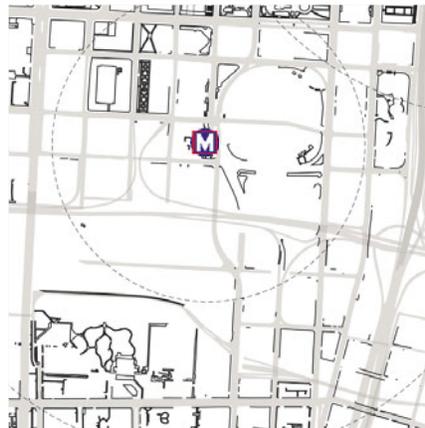
METROLINK & METROBUS



STREET HIERARCHY



PARKING



SIDEWALKS

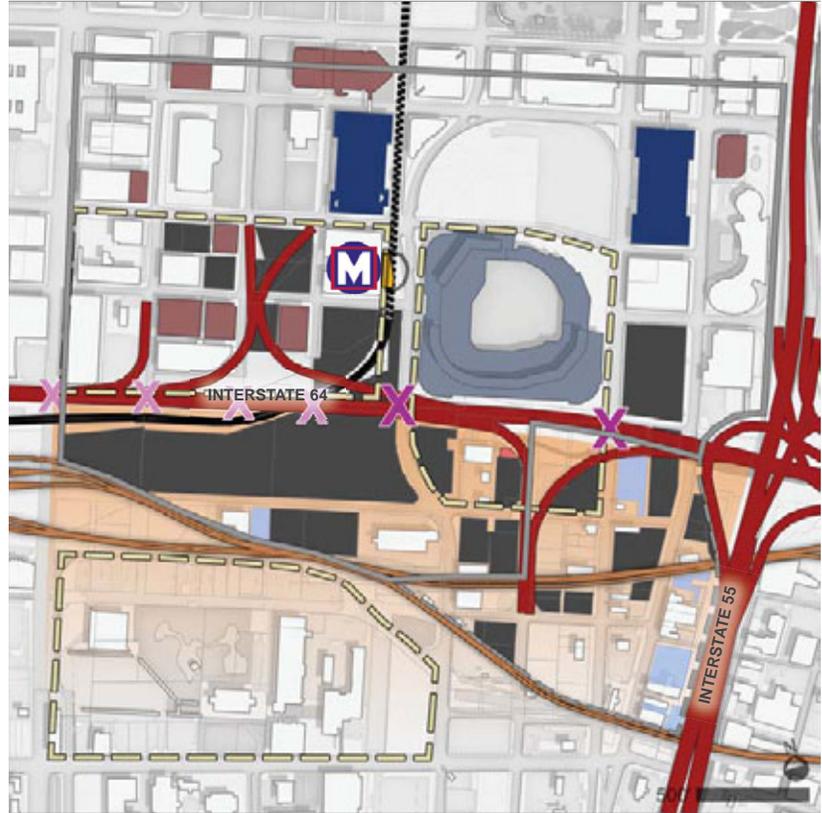


FUTURE PLANS

STADIUM STATION

CONSENSUS ISSUES

1. Interstate 64 is a major barrier to pedestrian connectivity to all of the areas to the south;
2. There is limited east-west circulation south of Busch Stadium;
3. There are limited north-south pedestrian connections near Busch Stadium;
4. Road infrastructure limits development near Busch Stadium;
5. Current parking structures near Busch Stadium are under-utilized;
6. There is an abundance of surface parking lots and vacant lots south of Interstate 64
7. The area lacks residential uses throughout;
8. The residential and employment densities are well below ideal for transit oriented development;
9. The station is primarily used for special events (gameday).



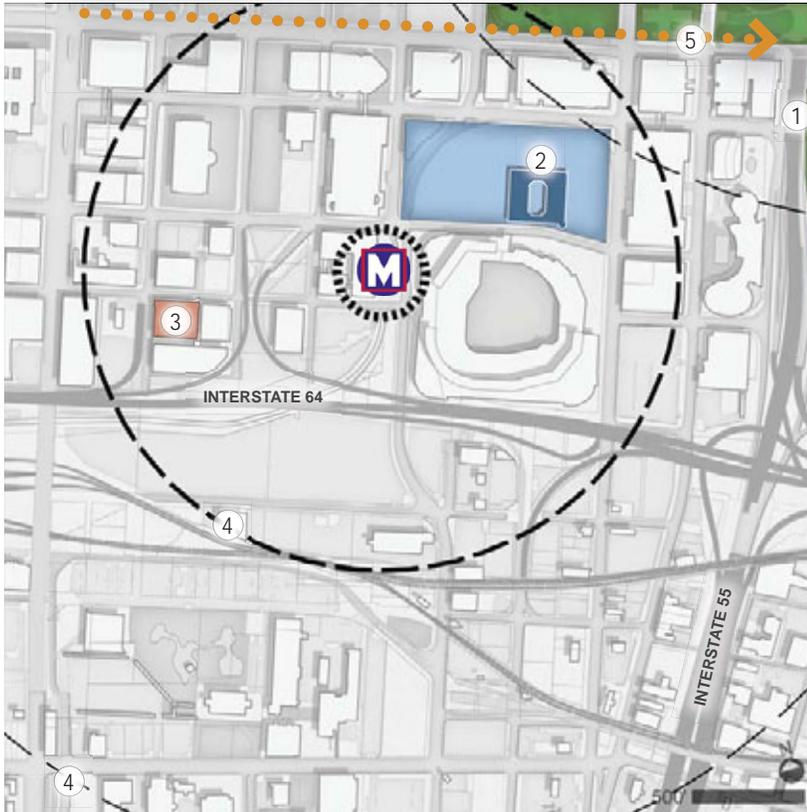
CONSENSUS ISSUES MAP

LEGEND

█	ONE-WAY STREET
█	INTERSTATES 64, 70 (ELEVATED)
█	LIMITED PEDESTRIAN ACCESS
█	LIMITED VEHICULAR ACCESS
█	STATION (BELOW-GRADE)
█	VACANT LOTS
█	SURFACE PARKING LOTS
█	VACANT OFFICE SPACE
█	VACANT COMMERCIAL SPACE
█	VACATED STREET
█	DISTINCT DISTRICT(S)
█	RAIL LINE
█	SLOPING AREA
█	EXISTING BUILDINGS

STADIUM STATION

PROJECT ASSUMPTIONS



PROJECT ASSUMPTIONS MAP

LEGEND

- EXISTING METROLINK STATION
- CITYARCHRIVER 2015 IMPROVEMENTS
- CYCLE TRACK ALONG MARKET STREET
- BALLPARK VILLAGE PHASE 1.0
- BALLPARK VILLAGE SITE IMPROVEMENTS
- CUPPLES BUILDING #9
- EXISTING STATION
- QUARTER-MILE WALKING RADIUS
- HALF-MILE WALKING RADIUS

1. The CityArchRiver 2015 Project will be completed as planned, along with all improvements including the lid over Interstate 70, the re-routing of traffic from Memorial Drive onto 4th Street, and the improvements to Kiener Plaza;
2. The first phase of Ballpark Village will be completed, as planned and is under construction today. This also involves the remainder of the Ballpark Village site improvements;
3. The Cupples 7 building in the Cupples Station Historic Complex will be demolished in the near future;
4. The quarter-mile and half-mile walking radii will be modified based on accessibility and concentrations of likely transit users in order to determine the transit shed of the station.
5. The recommendations from the Gateway Bike Plan and Multi-Modal Transportation Study remain in effect, particularly with reference to the recommended cycle track along Market Street connecting to the new Arch Grounds entrance.



**EXISTING ENTRANCE TO
STADIUM STATION**

STATION AREA TRANSIT SHEDS

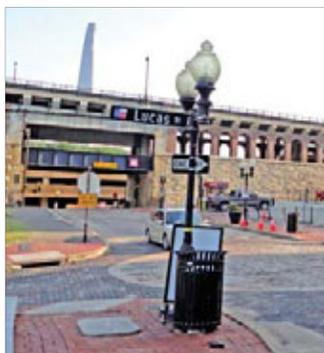
As there are five MetroLink Stations which service Downtown Saint Louis, the Arch-Laclede's Station and Stadium Station will compete with the others for increased ridership generated by transit oriented development. The other three stations servicing Downtown Saint Louis include the Civic Center Station (located near the Scottrade Center), and the 8th & Pine and Convention Center Stations (both located within the core of the Central Business District). As an example, a resident living or employee working north of the Edward Jones Dome will likely use the Convention Center Station, rather than crossing underneath Interstate 70 to use the Arch-Laclede's Station. As an example, a person that is living or working west of Tucker Boulevard is much more likely to utilize the Civic Center Station. The relationships between the stations can play an important role in the definition of the transit shed.

Another defining factor is the walking radii of the Metro Station. As a general rule of thumb, the maximum distance that a person is likely to walk in order to use transit is approximately one half of a mile; while the ideal distance is more around one-quarter of a mile. Of course, these distances are not usually defined "as the crow flies" or "in a beeline" but, rather, are based on the variations in these distances dispersed through the street grid and compound with other factors at play within the urban environment. For example, areas without street lighting or areas of great vacancy and surface parking can be a great deterrent to walkability; if people do not feel comfortable on the street, they will seek another means of transportation or an alternate route. Also given that all transit stations are surrounded by different geographic conditions, pedestrian barriers, and transportation amenities, these distances will vary based on the unique conditions and challenges within each individual Station Area.

Proximity to the station and its particular challenges also assist the team in defining the capture rates for the Station Area. Capture rates are defined as the level (or percentage) of expected workers and residents which would choose to utilize the station to access transit. These rates may vary based on the form of transportation, density of the surrounding areas, and ease of access to the station. The quarter-mile and half-mile transit sheds and capture rates have been modified based on the unique accessibility and access challenges for each particular station.

Capture rates are primarily a function of distance from the proposed station, but they are also influenced by connectivity, safety & quality of the walking environment.

EXISTING STATION AREA CONTEXT PLAN SHOWING TRANSIT SHEDS



**Quarter Mile Transit Shed
Characteristics:**

- Heavily influenced by the existing street layout and pedestrian conditions and barriers (For instance, Interstate 70 is a pedestrian barrier to the west);
- Partially influenced by the proximity to the Convention Center MetroLink Station (to the west);
- Higher transit capture rate relative to surrounding area;
- Population within the transit shed is approximately 25 persons;
- Employment within the transit shed is approximately 3,990 jobs;
- Use Mix for the transit shed is approximately 160;
- The transit Catchment Rate for the quarter-mile transit shed is 15%.

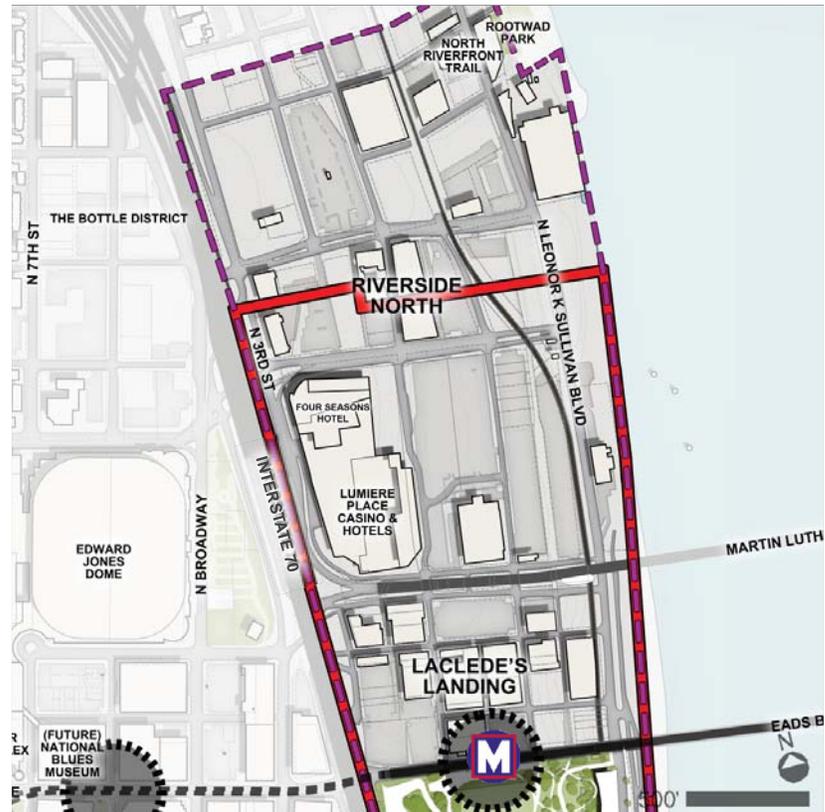
**Half Mile Transit Shed
Characteristics:**

- This area has a lower transit capture rate than the quarter-mile transit shed;
- The half-mile transit shed is about the farthest distance a person will walk to a MetroLink station;
- Population within the transit shed is approximately 25 persons (which is the same as the quarter-mile);
- Employment within the transit shed is approximately 4,073 jobs (which is nearly the same as the quarter-mile);
- Use Mix for the transit shed is approximately 163 (which is slightly greater than the quarter-mile).
- The transit catchment rate for the half-mile transit shed is 10%.

Further details on the establishment and characteristics of the existing conditions of the Arch-Laclede's Station Area are on Page 18 of Appendix D.

ARCH-LACLEDE'S STATION

TRANSIT SHED



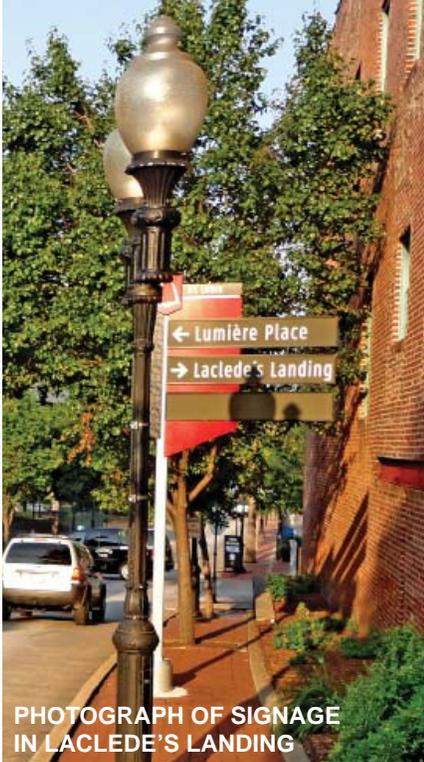
TRANSIT SHED MAP

LEGEND

- ||||| EXISTING STATION
- QUARTER MILE TRANSIT SHED
- - - HALF MILE TRANSIT SHED



3 | Station Area Plan



ARCH-LACLEDE'S STATION AREA PLAN

The Arch-Laclede's Station Area Plan establishes a singular, united mixed-use district along the Saint Louis riverfront which will connect the Jefferson National Expansion Memorial & Gateway Arch to the Laclede's Landing National Historic District and Lumière Place. By focusing infill development around existing assets within the Landing area and taking advantages of under-utilized areas to the north, a singular district can be established that will foster the addition of new businesses into the area while simultaneously transforming a majority of the area into a unique, riverfront living district.

Within this strategy, the Station Area Plan proposes to fortify the connections between the Central Business District and Columbus Square by strengthening both pedestrian and vehicular connections underneath and through Interstate 70. This action will build on the work of CityArchRiver 2015 and feed on the energy established by the eastward march of Washington Avenue through the MX District. By reinforcing this relationship to Downtown and facilitating a greater level of access for pedestrians and cyclists, the perceptions of the area will be transformed, and a new identity will be born.

Perhaps one of the most important assets of this area, and particular only to this MetroLink Station on the Missouri side, is the unique possibility of establishing a new riverfront living district in Downtown Saint Louis. The double-sided station with two entrances provides the mechanism to establish one type of character along 1st Street and another along 2nd Street. The new residential area with neighborhood services should be established along 1st Street, where vacancy and under-utilized lots are abundant, and where the topography will allow for the staggering of building heights to create tremendous views of the Mississippi River. Conversely, 2nd Street is an active retail and entertainment street today, and this Plan proposes to build on that character by infilling and strengthening the vibrancy of the street. The adjacency of the streets will allow for the mixing of uses within the area, while also allowing each street to develop its own particular character.

As discussed in greater detail in the Development Framework Plan, open space and the connectivity of the street network plays a great role in the future of the Station Area. When combined with the proximity to the Gateway Arch grounds and riverfront trail access, the opportunity to build new open spaces as a neighborhood framework is a realistic possibility. Imagine living in an area where the Jefferson National Expansion Memorial was your back yard. This unique positioning to Downtown Saint Louis and the riverfront further builds the argument that this station area is the foremost opportunity in the region for a new riverfront neighborhood.

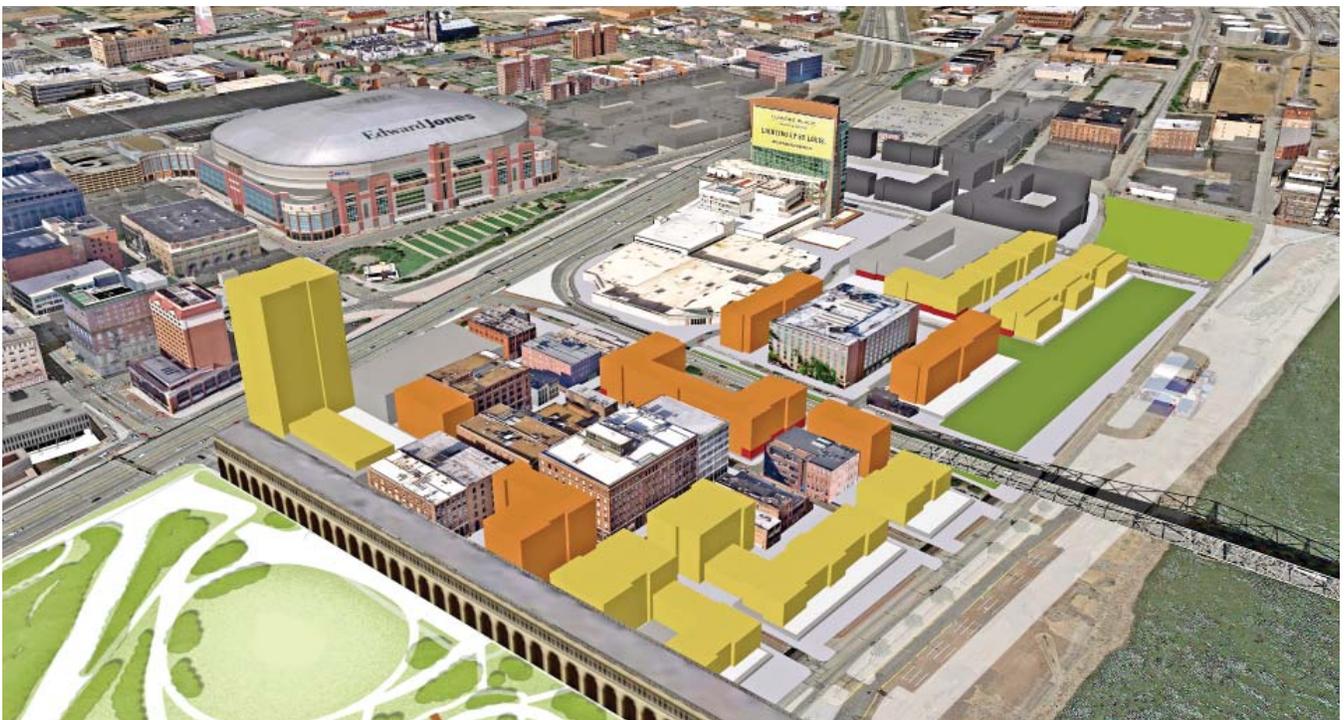
Perhaps one of the most important assets of this area, and particular only to this MetroLink Station on the Missouri side, is the unique possibility of establishing a new riverfront living district in Downtown Saint Louis.



AERIAL PERSPECTIVE VIEW OF THE ARCH-LACLEDE'S STATION AREA (LOOKING NORTHWEST)



EXISTING VIEW



PROPOSED VIEW

AERIAL PERSPECTIVE VIEW OF THE ARCH-LACLEDE'S STATION AREA (LOOKING SOUTHEAST)



EXISTING VIEW



PROPOSED VIEW



PHOTOGRAPH OF
THE SAINT LOUIS RIVERFRONT

ARCH-LACLEDE'S STATION AREA DEVELOPMENT FRAMEWORK

The Development Framework for the Arch-Laclede's Station Area aims to stitch the distinct parts of the Station Area into a singular, riverfront district by using new public spaces, street improvements, and strategically positioned developments. By integrating the new residential developments and the topography of the area with the unique views offered by the Mississippi River, this area can position itself within a new market for quality living experiences, not offered by any other location along the riverfront. In a sense, the development strategy of the Station Area Plan is to leverage and build upon the oldest asset in the Saint Louis region, the Mississippi River.

SEAM THE DISTRICT TO DOWNTOWN SAINT LOUIS: By strengthening both pedestrian, bicycle, and vehicular connections across Interstate 70 at Carr Street, Convention Plaza, and Washington Avenue, the area will become more accessible, more easily navigable, and better connected to the vibrant areas of Downtown Saint Louis.

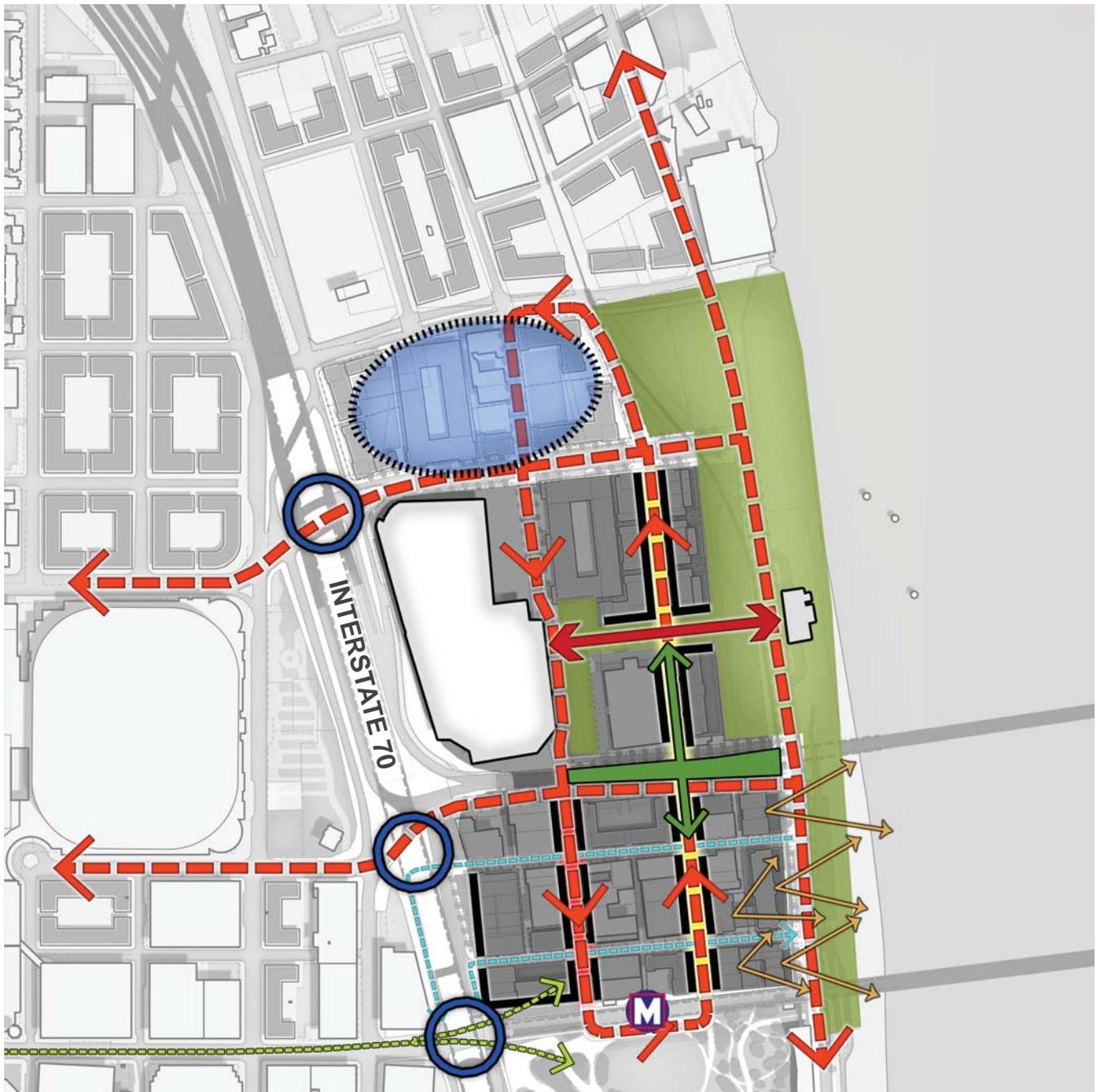
INFILL THE LACLEDE'S LANDING AREA: By using under-utilized surface parking lots, strategically placing structured parking garages, and taking advantage of specific opportunity sites, the area can be infilled to its fullest potential, which will transform perceptions of the area while offering new views and access to the Saint Louis riverfront.

ESTABLISH A NEW RESIDENTIAL AREA: By establishing a new residential area (between Lumière Place and the riverfront) anchored around public spaces along 1st Street, a new neighborhood center will be established that will strengthen the existing relationships between Lumière Place and the Saint Louis riverfront.

FOSTER A NORTH-SOUTH RELATIONSHIP: By utilizing the spaces underneath the Martin Luther King Bridge for open spaces and safe, pedestrian connections, the Laclede's Landing area and proposed residential area can be joined into a singular riverfront living district with unequalled access to the riverfront and open space amenities.

GROW THE SAINT LOUIS RIVERFRONT: By expanding the open space and trails network north along the Saint Louis riverfront, the CityArchRiver 2015 improvements will be a significant armature for new development. No other MetroLink Station offers this as a possibility. Leveraging the efforts underway will be critical to redefining the perceptions and marketability of the Station Area.

In a sense, the development strategy of the Station Area Plan is to leverage and build upon the oldest asset in the Saint Louis region, the Mississippi River.



ARCH-LACLEDE'S STATION DEVELOPMENT FRAMEWORK PLAN

LEGEND

- MAJOR PEDESTRIAN CONNECTION
- SAFE BICYCLE & PEDESTRIAN CROSSINGS
- SIGNIFICANT FRONTAGE
- PRIMARILY RESIDENTIAL STREET
- PRIMARILY RETAIL / ENTERTAINMENT STREET
- MAJOR VEHICULAR CIRCULATION LOOP
- SECONDARY VEHICULAR CIRCULATION LOOP
- PARKS & OPEN SPACE FRAMEWORK
- MAJOR OPEN SPACE CONNECTION
- RIVERFRONT VIEWS
- UNITED RIVERFRONT DISTRICT
- FUTURE DEVELOPMENT AREA



PHOTOGRAPH OF 2ND STREET IN LACLEDE'S LANDING

ARCH-LACLEDE'S STATION AREA URBAN DESIGN & PLANNING

The following urban design and planning strategies define the Station Area Plan for the Arch-Laclede's MetroLink Station:

INCREASED INTENSITIES OF RESIDENTS AND EMPLOYEES: The Station Area Plan should increase ridership by adding a critical mass of new residents within the area associated with the new developments and redevelopments along 1st Street. Increases in workers would be minimal and more associated with the renovations of existing offices and retail spaces on 2nd Street and throughout the Historic area of the Landing.

USE MIX REFLECTING A FINE GRAIN, DIVERSE BLEND OF LAND-USES: The Station Area Plan should focus primarily on the addition of new and renovated residential units (minimum of 1000) into the area, while offering some new and renovated office (250,000K S.F.) and retail (150,000 S.F.) storefront spaces. See implementation for further details.

URBAN FORM & QUALITY: The Station Area Plan should build from the existing character of the Laclede's Landing Historic District by introducing compatible new development with a range of heights and forms structured to leverage the view sheds to the Mississippi River. Furthermore, the Station Area Plan should build on the qualities and character of the Laclede's Landing Historic District by utilizing building types and material qualities compatible with the characteristics of the early nineteenth century brick structures, streets, and public spaces. This approach will establish a coherent riverfront district with strong branding, unique character, and a comfortable sense of place.

CONNECTIVITY: The Station Area Plan should increase vehicular and pedestrian connectivity between the Landing Area and Downtown Saint Louis, as well as provide a new greater level of connectivity for bicycles and pedestrians to the riverfront from the district. Access and circulation should be coordinated with parking structures and surface parking areas in order to provide for efficiency and intelligible circulation through the district.

PARKING STRATEGY: The Station Area Plan should allocate structured parking areas close to Interstate 70 in order to allow areas along the riverfront to be utilized for higher and best uses, such as residential. Surface parking lots should be minimized, and additional on-street parking should be increased where possible, including along Leonor K. Sullivan Boulevard. Additionally, individual developments that can utilize the topography to conceal underground parking should do so when possible and ensure that entrances and exits are located along side streets.

<i>Intensities of Residents & Employees</i>	<i>Use Mix Reflecting a Fine Grain & Diversity</i>	<i>Urban Form & Quality</i>	<i>Connectivity</i>	<i>Parking Strategy</i>	<i>Other Highly Desirable Features</i>
++ ++ ++ +	++ ++ ++ +	++ ++ ++ +	++ ++ ++ +	++ ++ ++ +	++ ++ ++ +

PERSPECTIVE VIEW OF THE WASHINGTON AVENUE CONNECTION TO LACLEDE'S LANDING

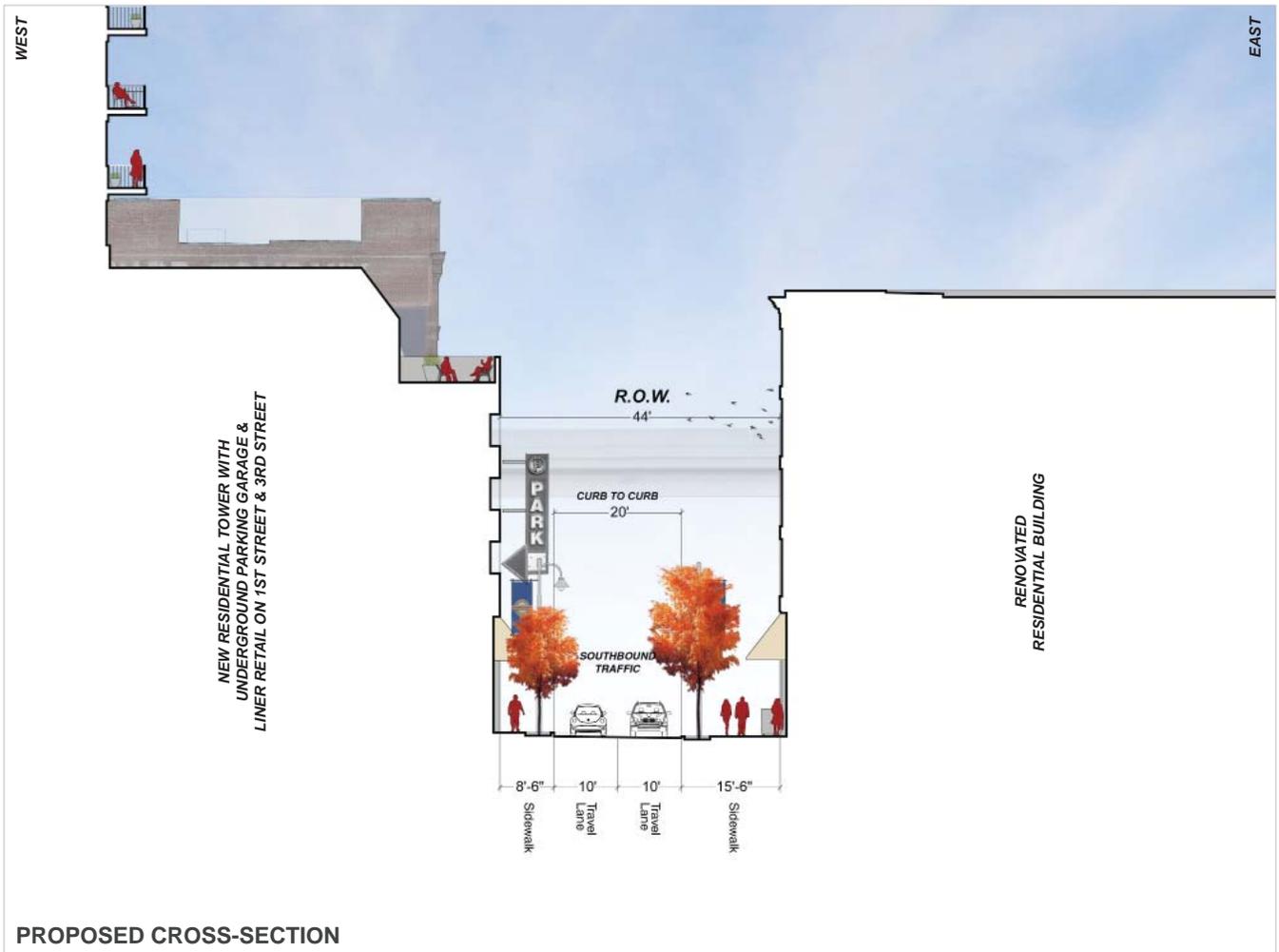


EXISTING VIEW

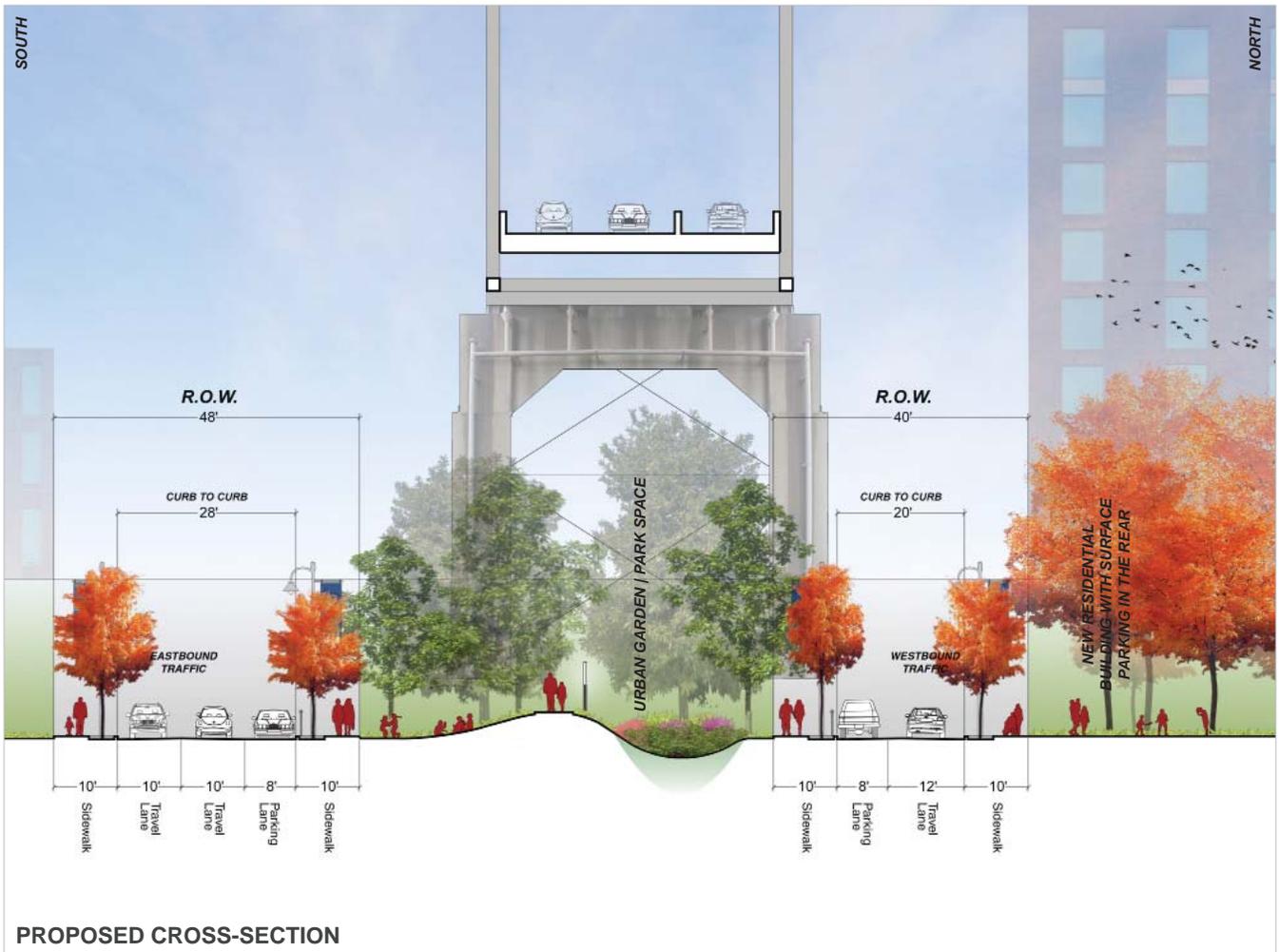


PROPOSED VIEW

CROSS-SECTION OF 2ND STREET (BETWEEN LUCAS AVENUE & THE EADS BRIDGE)



CROSS-SECTION OF LACLEDE'S LANDING BOULEVARD (BETWEEN 1ST & 2ND STREET)



CROSS-SECTION OF LUCAS AVENUE (BETWEEN 1ST & 2ND STREET)



CROSS-SECTION OF 1ST STREET (BETWEEN LACLEDE'S LANDING BOULEVARD & CARR STREET)

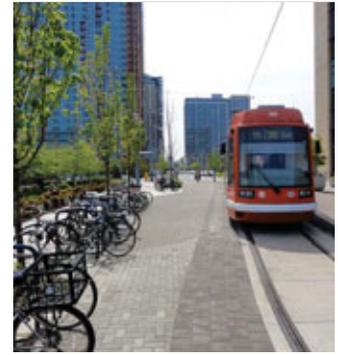


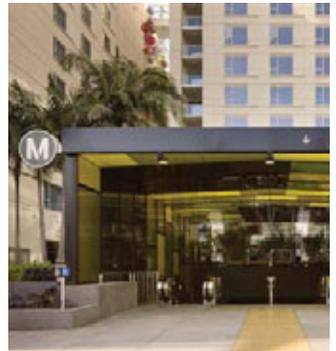
TRANSPORTATION CONNECTIVITY IMPROVEMENTS

1. Re-open Lucas Avenue between 2nd Street and 3rd Street to allow for vehicular and pedestrian circulation into Laclede's Landing;
2. Complete the street and streetscape improvements on 2nd Street which are currently underway. These improvements, while not identical to the Proposed Cross-Section as detailed on page 68, will result in 1) improved pedestrian crossings at the intersections of Morgan and Lucas and 2) widened and straightened sidewalks along some sections of 2nd Street;
3. Establish a clear circulation route on Lucas Avenue, into Laclede's Landing, and out onto Morgan Street;
4. Complete upgrades and improvements to 1st Street between Laclede's Landing Boulevard and Carr Street in order to assist in establishing a new residential area;
5. Complete pedestrian and vehicular improvements on Carr Street to further connect Lumière Place to Downtown Saint Louis and provide easy access and circulation to parking areas to the north;
6. Reconfigure the short street to open up space for new development and form vibrant public spaces to connect Lumière Place to the riverfront;
7. Complete improvements to Leonor K. Sullivan Boulevard as part of the CityArchRiver 2015 Project, including a new mixed-use trail and sidewalk and roadway improvements.

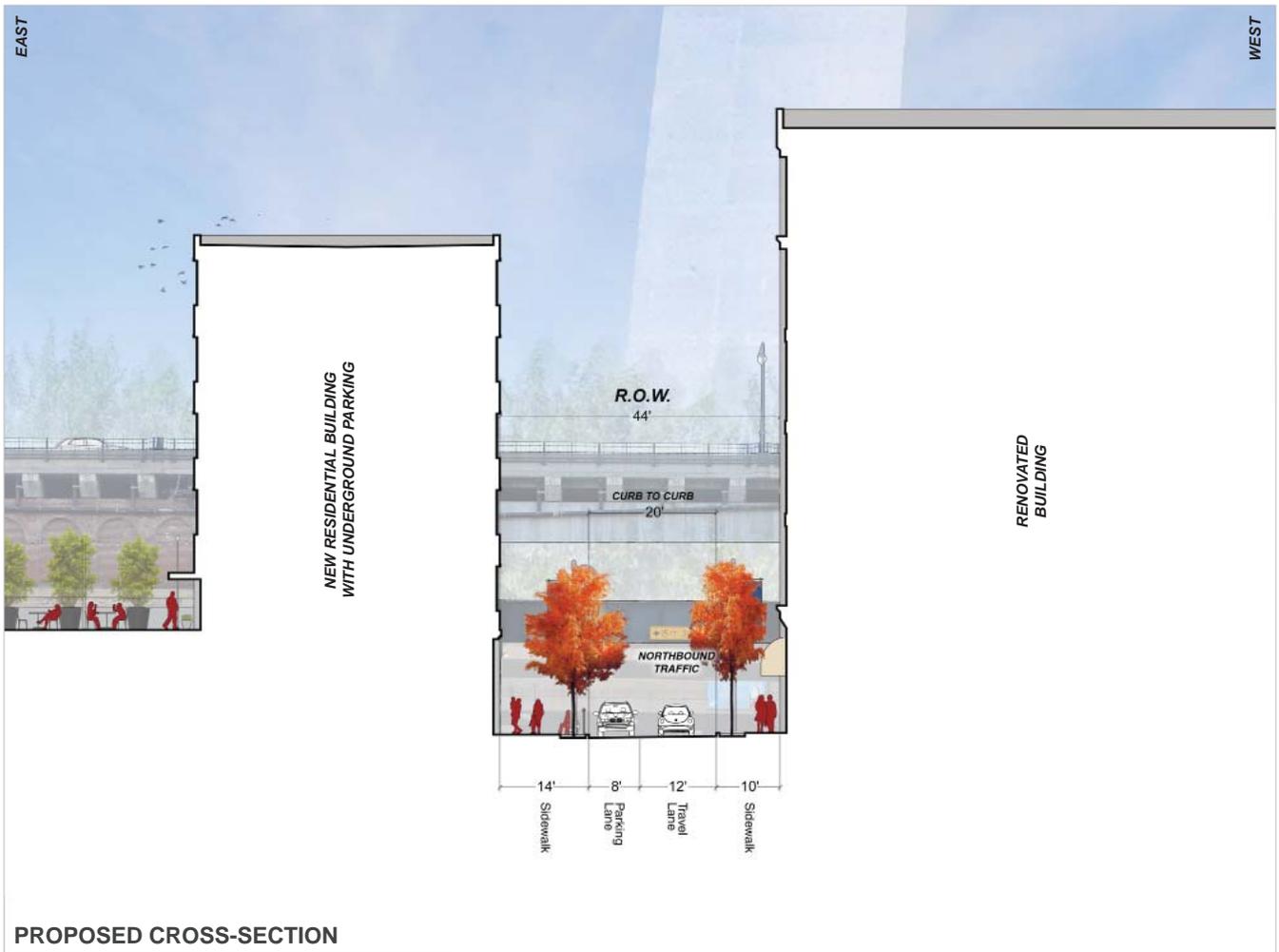


TRANSPORTATION CONNECTIVITY IMPROVEMENTS PLAN





CROSS-SECTION OF NORTH 1ST STREET (BETWEEN LUCAS AVENUE & MORGAN STREET)



PERSPECTIVE VIEW OF 2ND STREET METRO CONNECTION



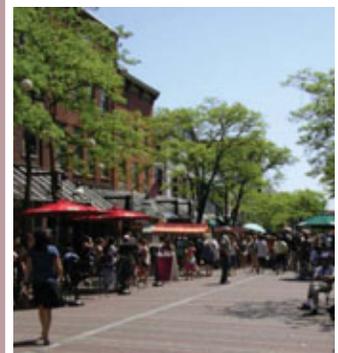
EXISTING VIEW



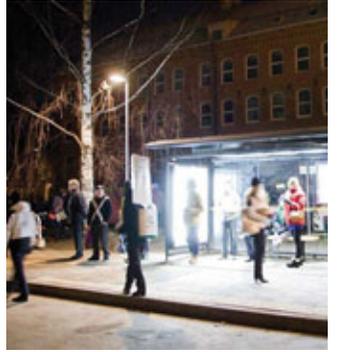
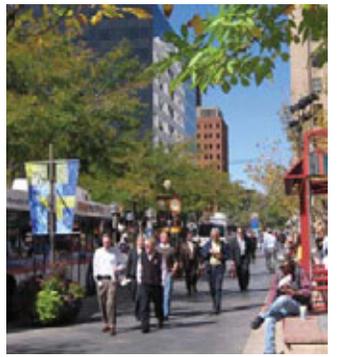
PROPOSED VIEW

PEDESTRIAN & BICYCLE ACCESS, SAFETY & CONNECTIVITY

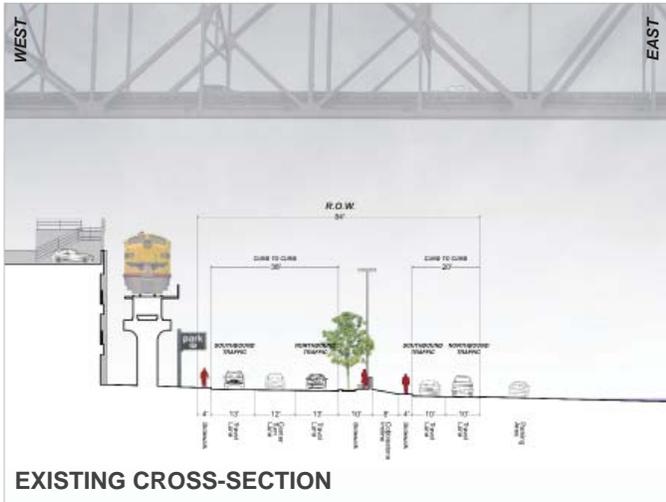
1. Improve the conditions along 3rd Street north of Eads Bridge by supporting the recommendations of the Multi-Modal Transportation Study and the improvements as part of the CityArchRiver 2015 Project;
2. Develop a dedicated, separated multi-purpose trail along the Saint Louis riverfront from the Gateway Arch grounds to the Laclede Power Building as part of the CityArchRiver 2015 Project;
3. Increase pedestrian and bicycle access to the Laclede's Landing Historic District by establishing a safe, well-lit, and comfortable pedestrian alley space along the north side of the Eads Bridge adjacent to the new development site;
4. Increase pedestrian and bicycle access to the Jefferson National Expansion Memorial and Gateway Arch by establishing a safe crossing from Washington Avenue;
5. Encourage walkability by providing nice sidewalks and streetscapes where possible along 1st Street, 2nd Street, Lucas Avenue, Morgan Street, and Leonor K. Sullivan Boulevard;
6. Improve pedestrian connectivity from Morgan Street to Convention Plaza underneath Interstate 70.



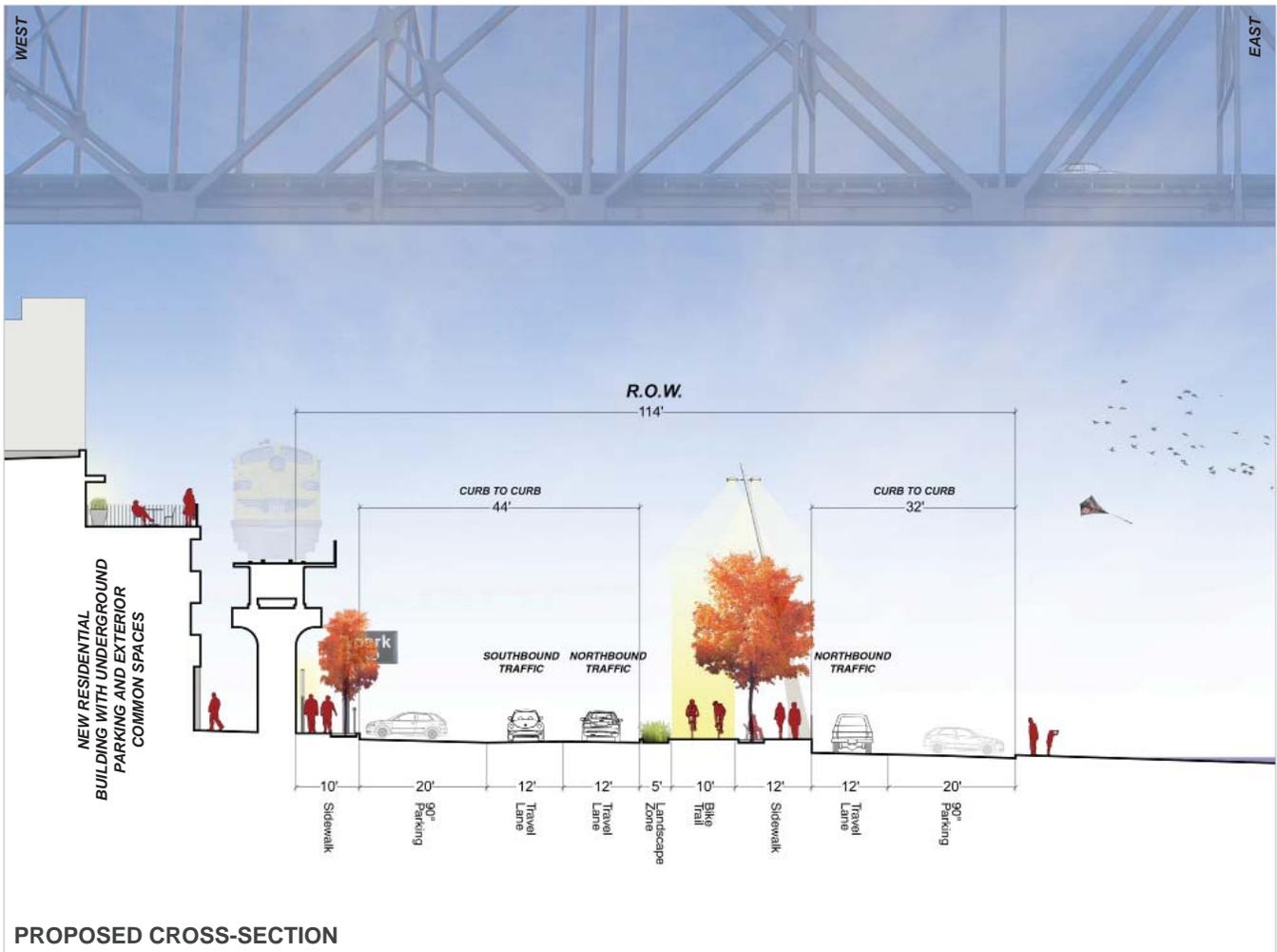
PEDESTRIAN & BICYCLE ACCESS, SAFETY & CONNECTIVITY PLAN



CROSS-SECTION OF LEONOR K. SULLIVAN BOULEVARD (BETWEEN LUCAS AVENUE & MORGAN STREET)

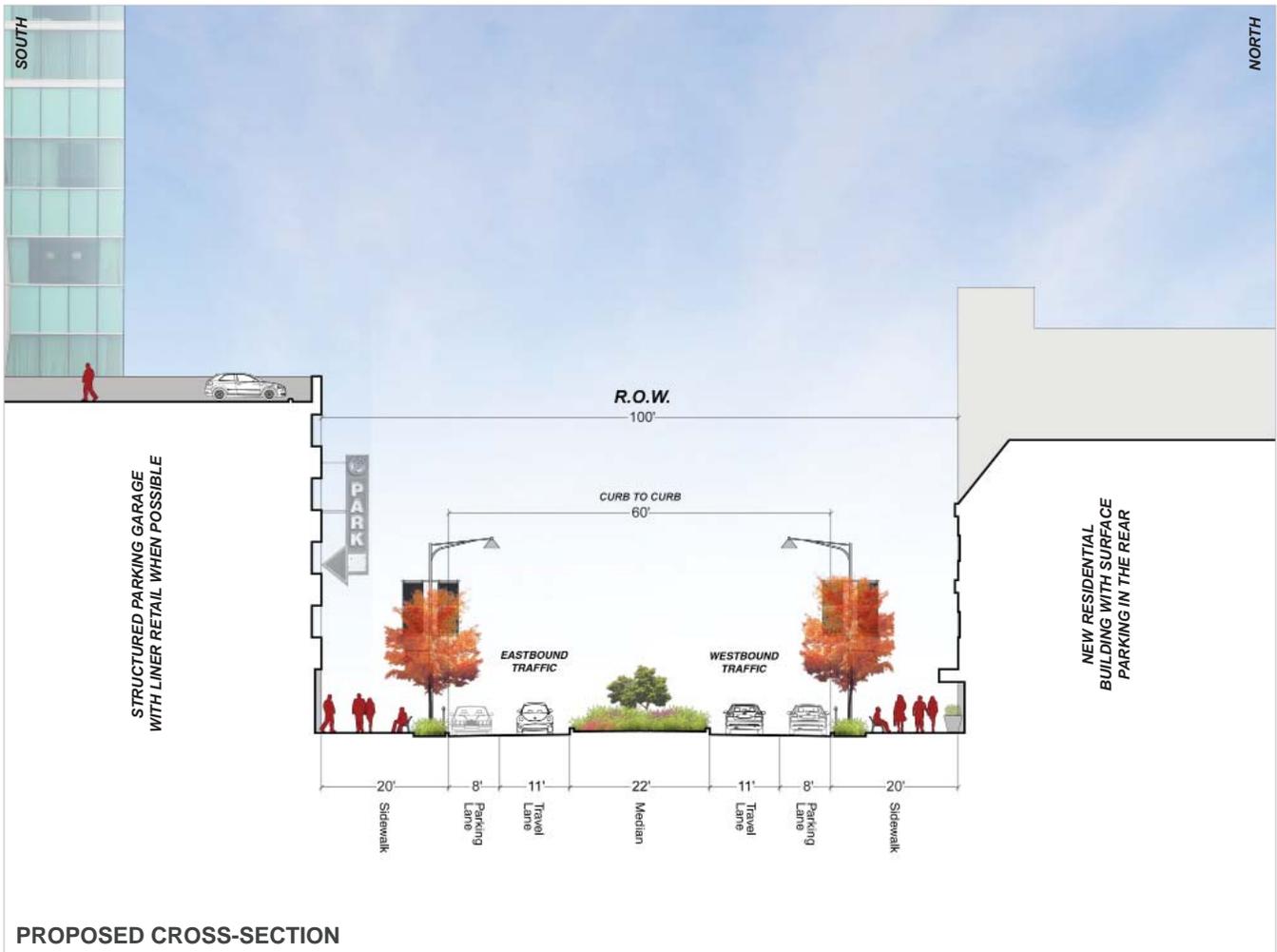
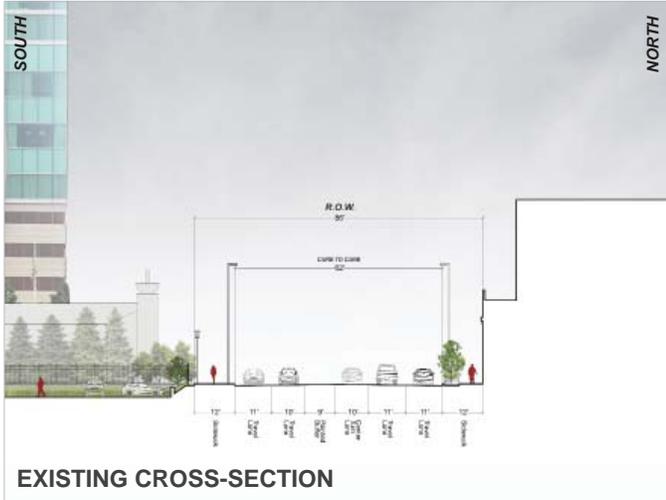


EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

CROSS-SECTION OF CARR STREET (BETWEEN 1ST & 2ND STREET)



AERIAL PERSPECTIVE VIEW OF THE ARCH-LACLEDE'S STATION AREA (LOOKING NORTHEAST)



EXISTING VIEW



PROPOSED VIEW

PERSPECTIVE VIEW OF THE NEW RESIDENTIAL AREA ON SECOND STREET



EXISTING VIEW



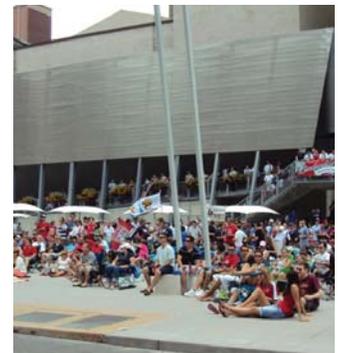
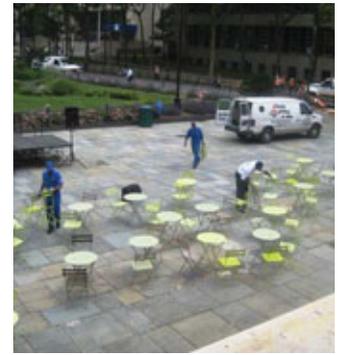
PROPOSED VIEW

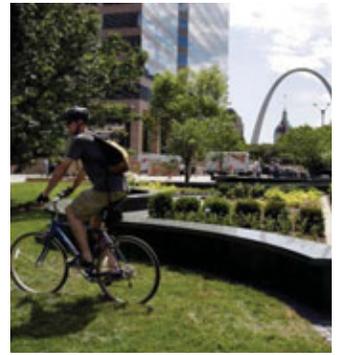
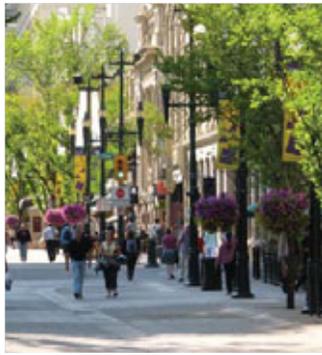
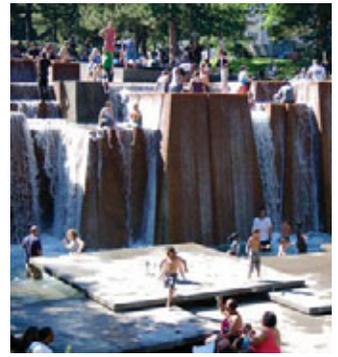
PUBLIC SPACE

1. Support the redevelopment of the Jefferson National Memorial and Gateway Arch grounds through the CityArchRiver 2015 Project, including improvements to the Saint Louis riverfront on Leonor K. Sullivan Boulevard;
2. Establish a safe, well-lit, and comfortable pedestrian alley space along the north side of the Eads Bridge adjacent to the new development site to allow access to 2nd Street, the MetroLink Station, and the Laclede's Landing area;
3. Create small plaza spaces and wide sidewalk areas along 3rd Street near Interstate 70 in order help activate the building facades and provide relief from the elevated highway system;
4. Provide a new parks space along the Saint Louis riverfront west of Leonor K. Sullivan Boulevard which will act as an anchor for new residential development and provide additional programming opportunities for active and passive recreation in the area;
5. Create small open spaces and plazas adjacent to Lumière Casino which will foster the relationship between the Casino and the riverfront through outdoor activities such as dining, retail, and casual seating areas;
6. Develop a new well-lit, park space underneath the Martin Luther King Bridge to facilitate the creation of a singular riverfront district between the Laclede's Landing Historic District and Lumière Place;
7. Consider a new park space on the Land Reutilization Authority property north of Carr Street to facilitate future residential development and passive recreation.



PUBLIC SPACE PLAN





GREEN INFRASTRUCTURE

GENERAL RECOMMENDATIONS:

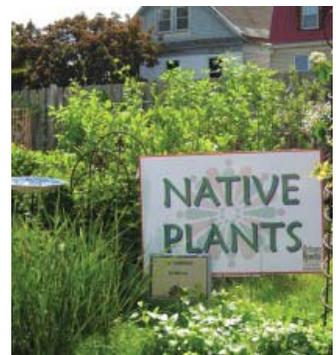
- Utilize permeable pavement where possible in parking lots, sidewalks, driveways, and alleys;
- Integrate bioretention facilities into curb bumpouts, providing additional greenery as part of the street level stormwater management strategy;
- Install buffer strips adjacent to new and existing streets and parking lots to reduce stormwater runoff and increase comfort on the sidewalk;
- Install aesthetically pleasing rainwater harvesting facilities on new and existing buildings, including rainbarrels and green roofs;
- Consider water features to create interest and refresh users of the area;
- Provide additional seating and activate street edges using planters;
- Screen outdoor seating and gathering spaces from the train and vehicular right-of-ways using planters;
- Use Natural plantings & perennials where possible;
- Plant street trees and specialty trees along all streets and public spaces;
- Develop neighborhood volunteer group for planting and maintenance.

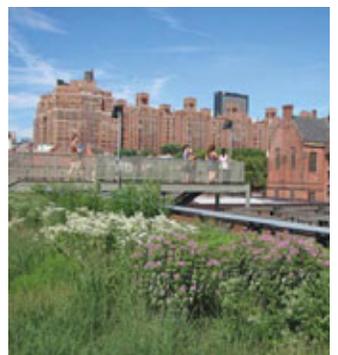
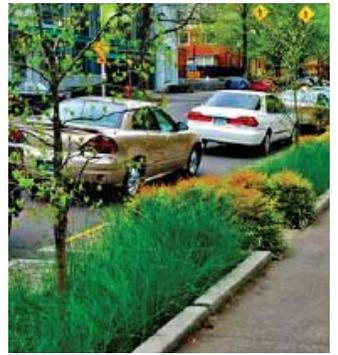
STATION AREA RECOMMENDATIONS:

1. Include green roofs on new developments;
2. Utilize permeable pavements or pavers on surface parking areas;
3. Provide street trees and streetscape landscaping;
4. Ensure new open space includes bioretention areas.



GREEN INFRASTRUCTURE PLAN



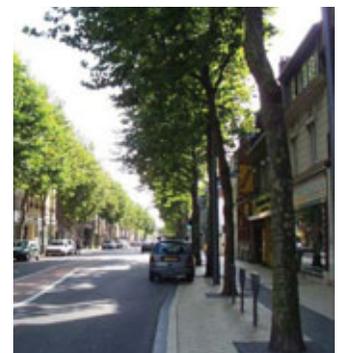
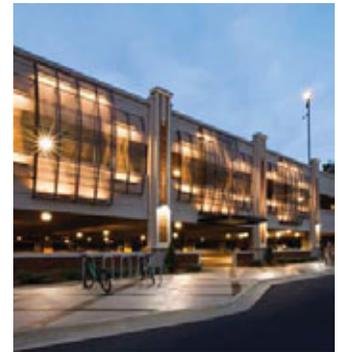


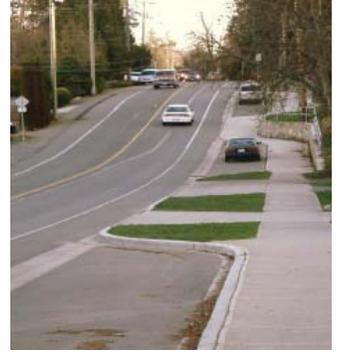
PARKING

1. Incorporate a structured parking garage (with a minimum of 450 public parking spaces) on 3rd Street to provide parking for the Laclede's Landing Historic District and the Jefferson National Expansion Memorial;
2. Incorporate on-street parking where possible on 1st Street and 2nd Street in the Laclede's Landing Historic District, where possible;
3. Include a multi-purpose public parking area along the Saint Louis riverfront at the intersection of Leonor K. Sullivan and Morgan Street, which can act as trailhead parking or parking for the Laclede's Landing Historic District;
4. Add on-street parking along Laclede's Landing Boulevard, which can act as parking for the new park space (under the Martin Luther King Bridge), for the Laclede's Landing Historic District, or Lumière Place;
5. Include on-street parking along 1st Street between Laclede's Landing Boulevard and Carr Street as part of the new riverfront residential area;
6. Establish a new structured parking garage to primarily serve Lumière Place and the new riverfront residential area;
7. Establish zoning requirements for the developments north of Carr Street that will regulate parking lots to the center of development parcels, and avoid establishing surface lots in sight of the street;
8. (Not pictured) Encourage underground structured parking with new developments when possible to reduce surface parking and visible parking garages.



PARKING PLAN







PHOTOGRAPH OF STADIUM STATION

STADIUM STATION AREA PLAN

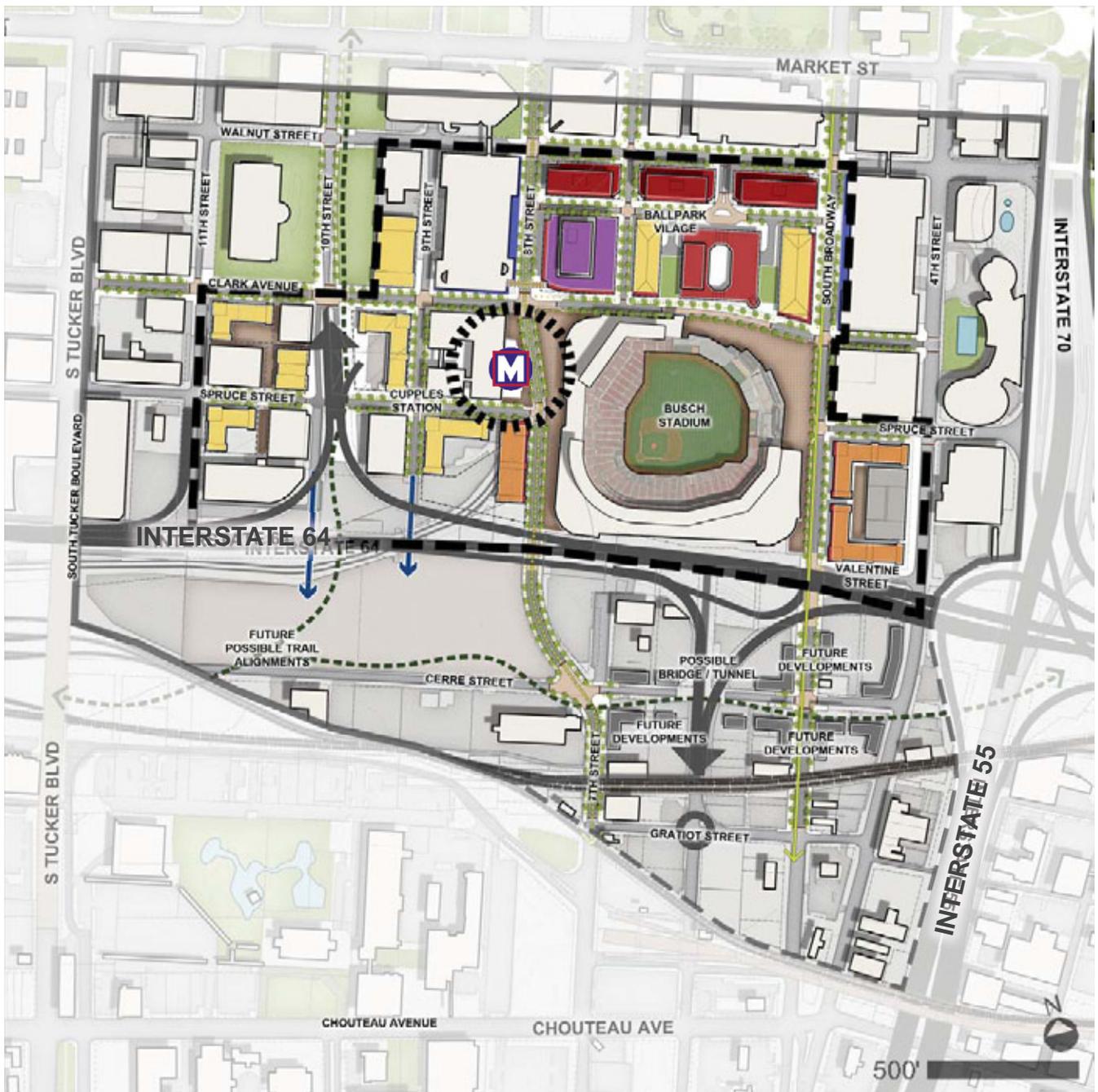
The Stadium Station Area Plan was conceived in order to seam the historic buildings of the Cupples Complex and the new developments in Ballpark Village into a singular, cohesive mixed-use district which will frame Busch Stadium and reinvent the entryways into this area of Downtown Saint Louis. Furthermore, the plan places a significant importance on the immediate station area and the first impressions that the rider experiences when arriving to the Station Area. By focusing the transformation of the immediate station area with new development and streetscape improvements, this area can reach the full aspirations and goals of a transit oriented district.

Firstly, by configuring some of the infrastructure related to Interstate 64, the Station Area can take advantage of new opportunities for development and build on the existing assets of the Cupples Historic Complex. This area contains a number of significant historic renovations of early Saint Louis rail yard buildings into new residences and offices; however, the area is scattered with under-utilized surface parking lots and infrastructure, a character which is common to the former industrial areas of Downtown Saint Louis. Building this area out will insert a critical mass of residents into the area and balance the mix of uses with the existing offices and other hotels adjacent to the area.

Forming the north portion of the Station Area, the Ballpark Village site offers the unique opportunity to build an office, retail, and residential district near Busch Stadium. In what amounts to essentially a blank slate, the character of this development can build from the identity of the stadium while establishing a new character defined by walkable scaled blocks for workers and great views of the game for residents and hotel guests. Land uses can transition to more office and other service uses as the development proceeds north to Walnut Street, while major opportunities for residential and hotel uses are located immediately adjacent to the stadium along Clark Avenue and Broadway Street.

Finally, to the west of Busch Stadium, the last opportunity site remains vacant today, just south of the Tums building. By developing this site and activating South Broadway with new storefront retail and services, the stadium will be framed in new development that will continue to activate the spaces, rather than purely offering a game night activity. When all of these areas are filled out, the character and identity of the Stadium MetroLink Station and the first experience of the rider will be transformed from vacancy and surface parking to an active, vibrant, transit oriented district which is built around the character of the Cupples Historic Complex and the vibrancy of Busch Stadium.

When all of these areas are filled out, the character and identity of the Stadium MetroLink Station and the first experience of the rider will be transformed from vacancy and surface parking to an active, vibrant transit oriented district.



STADIUM STATION AREA PLAN

LEGEND

- NEW MIXED-USE DEVELOPMENT
- NEW RESIDENTIAL DEVELOPMENT
- NEW OFFICE DEVELOPMENT
- NEW STOREFRONT RETAIL
- NEW HOTEL DEVELOPMENT
- NEW PARKING GARAGE
- NEW SIGNATURE INTERSECTION
- NEW CROSSWALKS
- NEW BIKE LANES
- NEW "SHARE THE ROAD"
- NEW OPEN SPACE
- NEW PLAZA | PUBLIC SPACE
- EXISTING BUILDINGS
- FACADE IMPROVEMENTS
- FUTURE DEVELOPMENT
- POSSIBLE STREET CONNECTIONS
- POSSIBLE MIXED-USE TRAIL
- METROLINK STATION
- STATION AREA BOUNDARY
- 1/4 MILE TRANSITSHED
- 1/2 MILE TRANSITSHED

Proposed Development Program:

- Residential: 800 Units (1,000 S.F./Unit)
- Retail: 250,000 S.F.
- Office: 650,000 S.F.
- Hotels: (1) Total (600,000 S.F. estimated)
- Structured Parking: 0 Spaces
- Parks & Plazas: 35,000 S.F.

AERIAL PERSPECTIVE VIEW OF THE STADIUM STATION AREA (LOOKING NORTHEAST)



EXISTING VIEW



PROPOSED VIEW

AERIAL PERSPECTIVE VIEW OF THE STADIUM STATION AREA (LOOKING SOUTHWEST)



EXISTING VIEW



PROPOSED VIEW



INTERSTATE 64 RAMPS INTO CUPPLES COMPLEX

STADIUM STATION AREA DEVELOPMENT FRAMEWORK

The Development Framework for the Stadium Station is to envelop Busch Stadium on all sides with active, new development in order to transform the rider's first experience and perceptions upon arrival to the Station Area. By reconfiguring infrastructure, infilling historic areas with residential development, targeting some opportunity sites, and encouraging a mixed-use office district in the area, the urban wall surrounding the stadium can be achieved, which will increase ridership and result in a vibrant transit oriented district driven by new residents and workers in the area.

OPEN UP OPPORTUNITIES IN THE CUPPLES COMPLEX: By making modifications to the interstate infrastructure in the Cupples Historic Complex and reconfiguring the ramps to Interstate 64, the Station Area can offer new opportunities for living immediately adjacent to Busch Stadium.

ESTABLISH A MIXED-USE DISTRICT IN BALLPARK VILLAGE: By establishing a walkable grid of streets and building on the destination character of Busch Stadium, Ballpark Village can transform the vacant surface parking lot into a vibrant, mixed-use district with new office, hotels, and residential uses and active storefront retail.

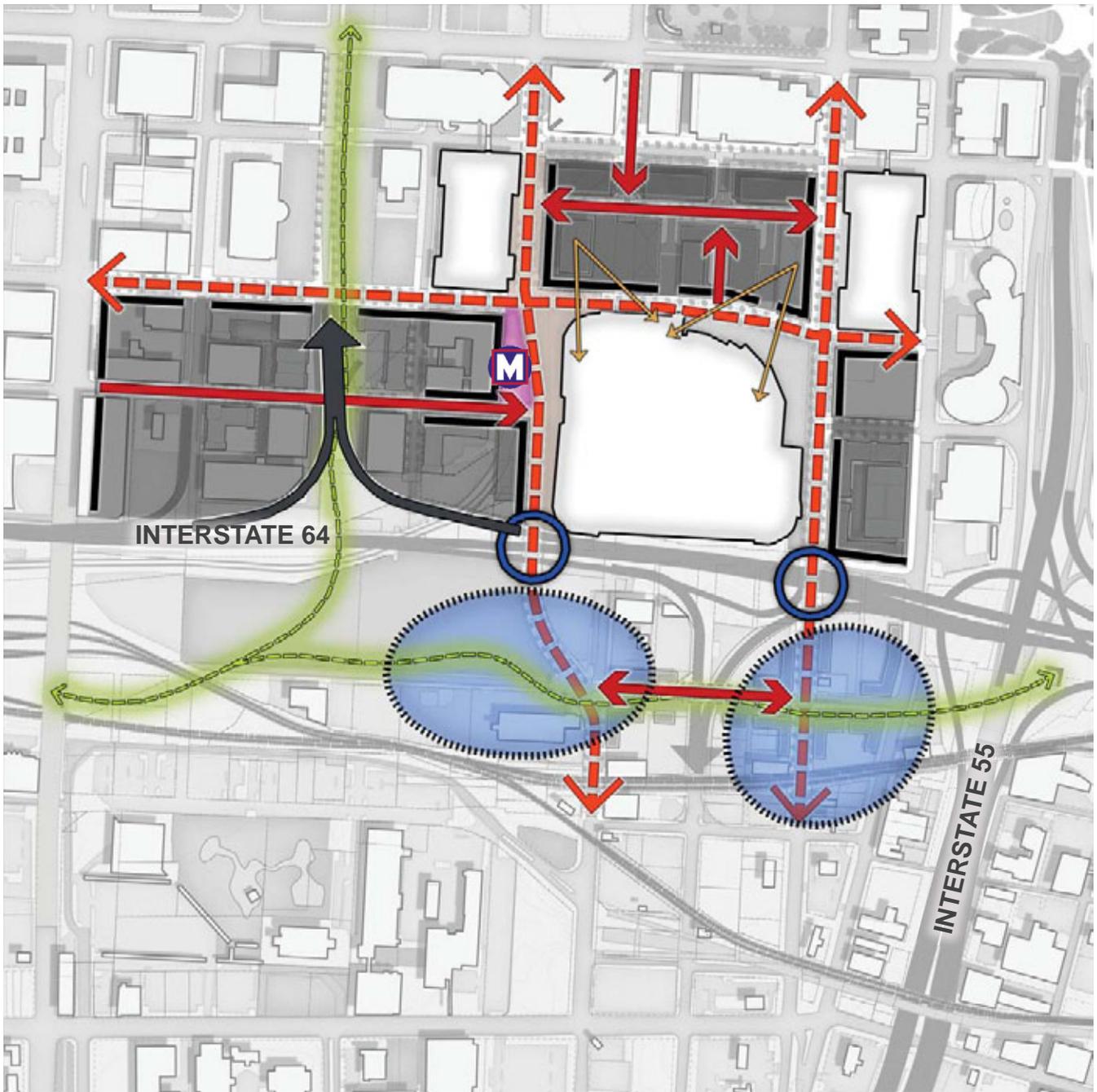
TAKE ADVANTAGE OF OPPORTUNITY SITES EAST OF THE STADIUM: By establishing new development on the under-utilized surface parking lot to the east of Busch Stadium, a continuous urban wall can be achieved, which will contain active storefronts and vibrant facades.

REDEFINE THE DOWNTOWN ENTRYWAY TO THE STADIUM AREA: By focusing streetscape improvements along Clark Avenue and 8th Street, the Station Area Plan will redefine the entryway into the Stadium area for MetroLink, vehicle, and bicycle.

LINK THE STATION AREA TO THE GATEWAY MALL & THE CENTRAL BUSINESS DISTRICT: By encouraging walkable streets and new pedestrian connections on 8th Street, 7th Street, and South Broadway; the area can be linked to the Gateway Mall area, including City Garden and the CityArchRiver 2015 improvements to Kiener Plaza.

FOSTER LINKS TO THE AREA SOUTH OF INTERSTATE 64: By creating safe, well-lit pedestrian connections and streetscapes underneath Interstate 64, the Station Area can connect to future development areas and areas of existing vibrancy, such as the lower Broadway area and Paddy O'Reilly's.

The basic intent of the Development Framework for the Stadium Station is to envelop Busch Stadium on all sides with active, new development in order to transform the rider's first experience and perceptions upon arrival to the Station Area.



STADIUM STATION DEVELOPMENT FRAMEWORK PLAN

LEGEND

- FUTURE TRAIL & GREENWAY CONNECTION
- SAFE BICYCLE & PEDESTRIAN CROSSINGS
- SIGNIFICANT FRONTAGE
- ENHANCED PEDESTRIAN CONNECTIONS
- MAJOR VEHICULAR CIRCULATION LOOP
- TRANSIT STATION IMPROVEMENTS
- MAJOR OPEN SPACE CONNECTION
- VIEWS TO BUSCH STADIUM
- CUPPLES | STADIUM DISTRICT
- FUTURE DEVELOPMENT AREA



STADIUM STATION AREA URBAN DESIGN & PLANNING

The following urban design and planning strategies define the Station Area Plan for the Stadium MetroLink Station:

INCREASED INTENSITIES OF RESIDENTS AND EMPLOYEES: The Station Area Plan should increase ridership by adding both a critical mass of new residents and more workers into the area. Office uses should be focused more on Walnut Street along the north side of Ballpark Village, while residential uses should be concentrated throughout the Cupples Complex and in Ballpark Village along Clark Avenue to utilize views of Busch Stadium.

USE MIX REFLECTING A FINE GRAIN, DIVERSE BLEND OF LAND-USES: The Station Area Plan should introduce a good mix of land uses within the area including new and renovated office spaces (650,000 S.F.), new residential units (minimum of 800) within the Cupples Complex and in Ballpark Village, more retail (250,000 s.f) throughout the area, and a major hotel (600,000 S.F. est.) with views of the Stadium. See Implementation section for further details.

URBAN FORM & QUALITY: The Station Area Plan should build from the character of the Cupples Historic Complex and Busch Stadium by introducing compatible new development with a range of heights and forms that allow new developments to utilize viewsheds into Busch Stadium while also being respectful of the character of the historic buildings. Furthermore, the Station Area Plan should build on the image-ability and clarity of the Cupples Complex by utilizing building types and material qualities compatible with the characteristics of the early brick rail yard structures throughout the area. This approach will establish a coherent mixed-use district with branding, character, and a unique sense of place.

CONNECTIVITY: The Station Area Plan should increase vehicular and pedestrian connectivity between the Cupples Historic Complex, Busch Stadium, and Ballpark Village, as well as provide a new greater level of connectivity for bicycles and pedestrians to the areas south of Interstate 64. Access and circulation should be coordinated with parking structures and surface parking areas in order to maintain an urban building wall and vibrant character.

PARKING STRATEGY: The Station Area Plan should utilize parking areas south of Interstate 64 to allow areas surrounding Busch Stadium to be used for higher and best uses such as hotels, mixed-uses, and residential development. Surface parking lots should be minimized, and additional on-street parking should be increased where possible along all streets. Additionally, no surface parking is required for development within this station area.

<i>Intensities of Residents & Employees</i>	<i>Use Mix Reflecting a Fine Grain & Diversity</i>	<i>Urban Form & Quality</i>	<i>Connectivity</i>	<i>Parking Strategy</i>	<i>Other Highly Desirable Features</i>
+	+	+	+	+	+
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PERSPECTIVE VIEW OF THE CUPPLES COMPLEX | BUSCH STADIUM CONNECTION



EXISTING VIEW

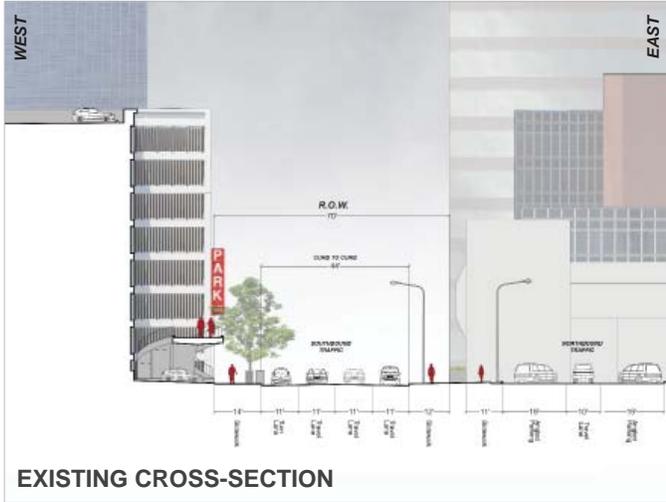


PROPOSED VIEW

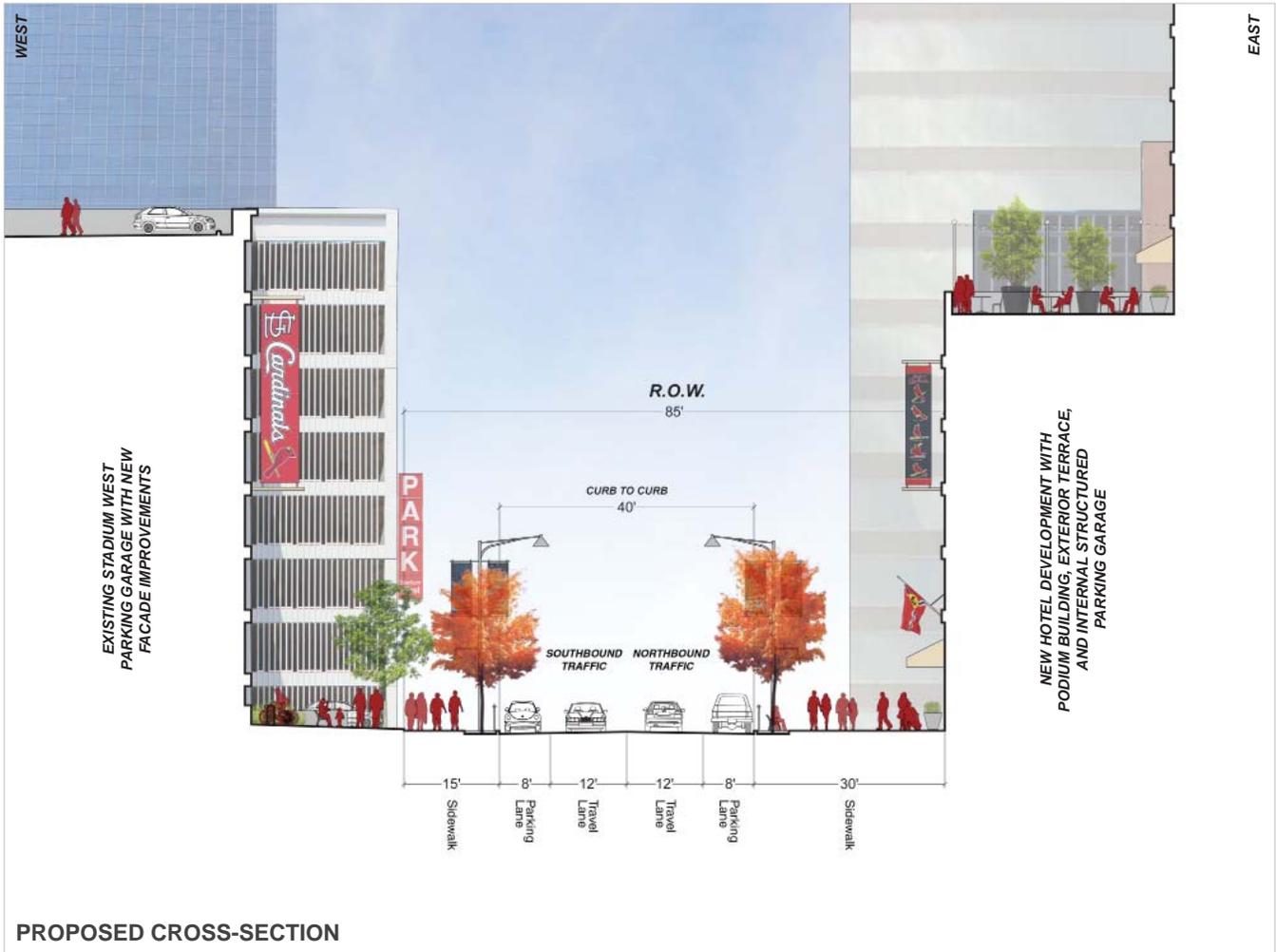
CROSS-SECTION OF SPRUCE STREET (BETWEEN 8TH STREET & 9TH STREET)



CROSS-SECTION OF 8TH STREET (BETWEEN WALNUT STREET & CLARK AVENUE)



EXISTING CROSS-SECTION



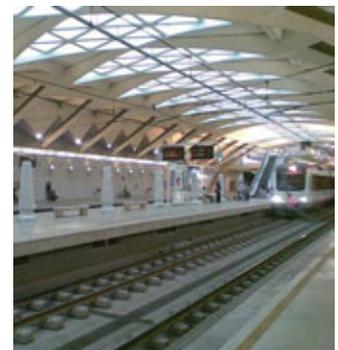
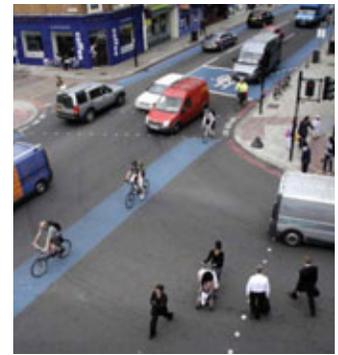
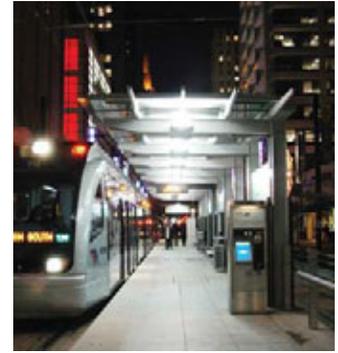
PROPOSED CROSS-SECTION

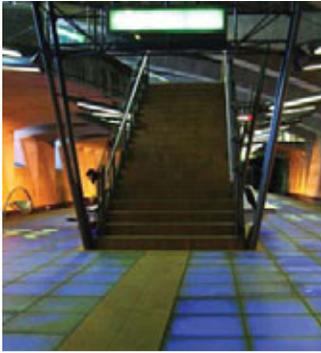
TRANSPORTATION CONNECTIVITY IMPROVEMENTS

1. Reconfigure the westbound ramps to / from interstate 64 to open up some key transit oriented development sites in the Station Area;
2. Enhance the streetscapes and entrance into the Station Area from Interstate 64 by improving the streetscape along Clark Street;
3. Increase pedestrian and bicycle safety and connectivity from the Station Area to the area south of Interstate 64;
4. Improve vehicular circulation north of the Station Area by converting some of the one-way streets to two-way streets, including 8th Street, 9th Street, 10th Street, and Walnut Street;
5. Increase bicycle and pedestrian connectivity along Broadway Street and 4th Street by adding dedicated bicycle lanes and improved streetscape amenities;
6. Consider increasing east-west pedestrian and bicycle connectivity from 8th Street to South Broadway through the inclusion of a tunnel or bridge (over the eastbound off / on-ramps to Interstate 64) along Cerre Street to provide for the future Chouteau Greenway;
7. Consider a round-about as part of the entryway into the Station Area and Downtown near the landing of the westbound ramps to Interstate 64 at Gratiot Street;
8. Consider improvements to Gratiot Street from 8th Street into Chouteau's Landing, including the reconfiguration and streamlining of the intersection of Gratiot Street and 4th Street.

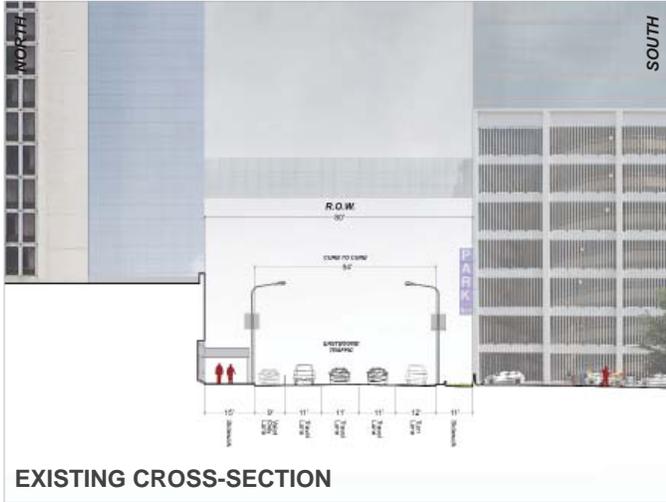


TRANSPORTATION CONNECTIVITY IMPROVEMENTS PLAN

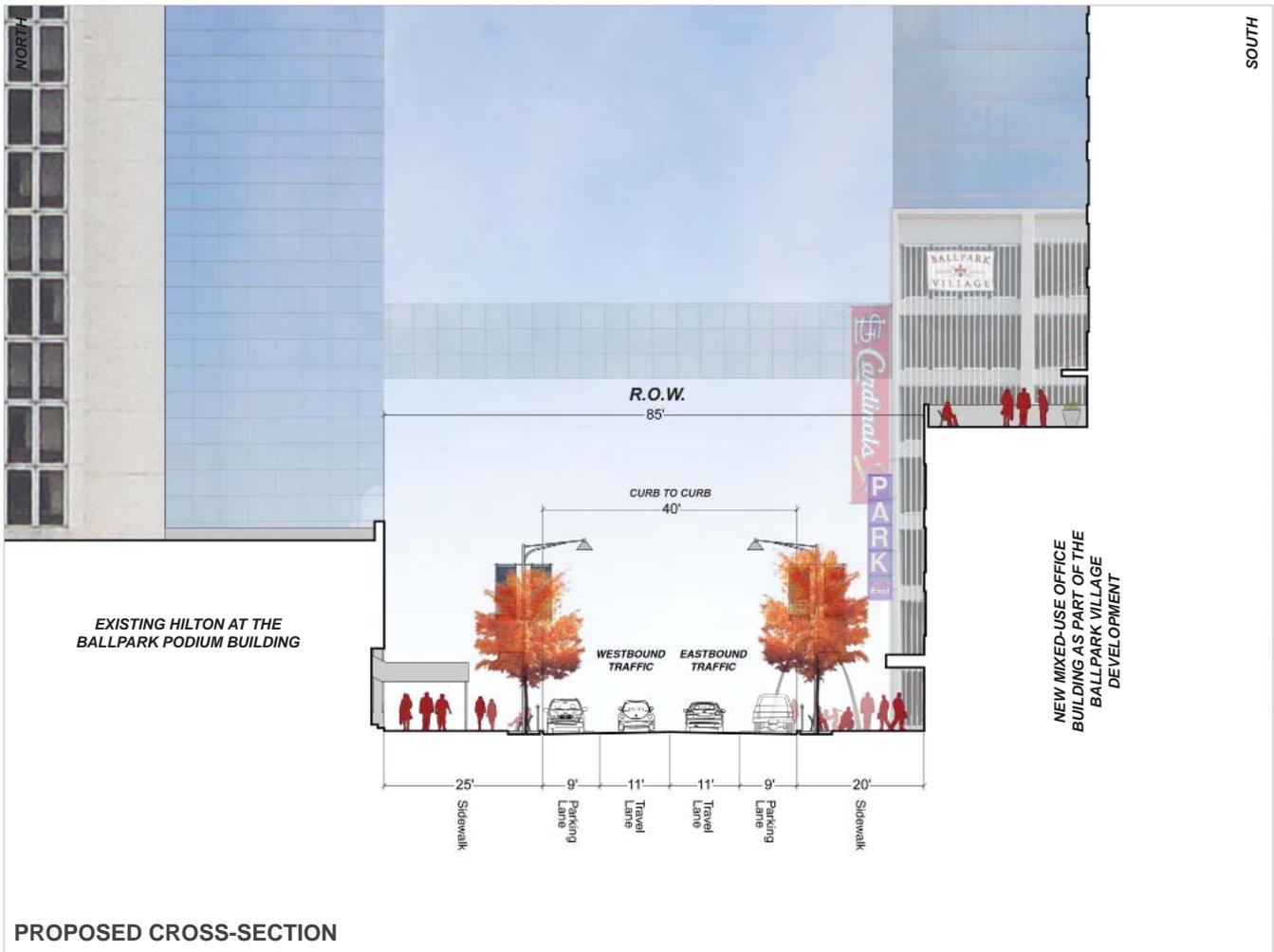




CROSS-SECTION OF WALNUT STREET (BETWEEN 7TH STREET & SOUTH BROADWAY)



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

AERIAL PERSPECTIVE VIEW OF THE STADIUM STATION AREA (LOOKING NORTHWEST)



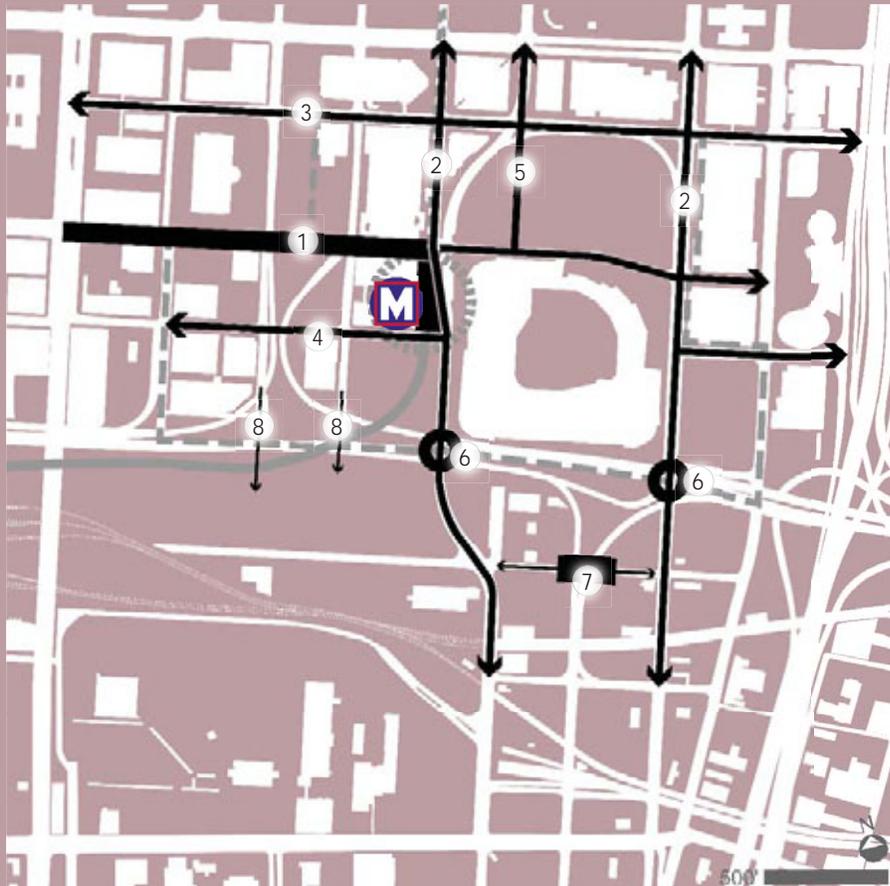
EXISTING VIEW



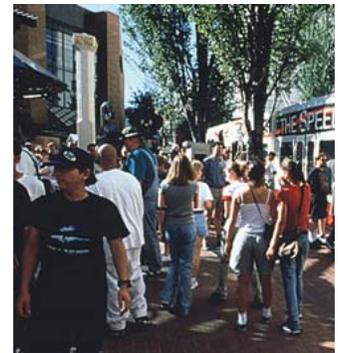
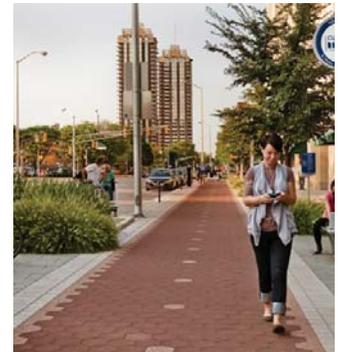
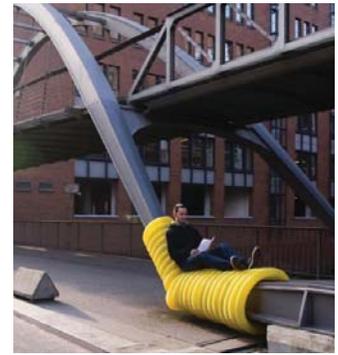
PROPOSED VIEW

PEDESTRIAN & BICYCLE ACCESS, SAFETY & CONNECTIVITY

1. Make improvements to and incorporate a road diet on Clark Avenue from Tucker Boulevard to Busch Stadium in order to establish a new gateway into the Stadium area, provide a safe pedestrian experience, and link the Cupples Station Complex to Ballpark Village;
2. Incorporate share-the-road signage and pedestrian improvements along 8th Street to encourage walkability and access between the Station Area and Downtown Saint Louis;
3. Consider the conversion of Walnut Street to two-way traffic with streetscape improvements from Tucker Boulevard to Memorial Drive (as part of the CityArchRiver 2015 improvements);
4. Consider improvements to Spruce Street from the Westin to Tucker Boulevard in order to connect the Cupples Historic area directly and safely to Busch Stadium;
5. Build connections between Ballpark Village and Downtown Saint Louis through the integration of 8th Street into the new development and with street improvements and easy access to the Stadium;
6. Provide for pedestrian safety and more lighting underneath Interstate 64 in order to facilitate pedestrian movement and walkability;
7. Consider a tunnel or bridge along Cerre Street at the eastbound ramps to Interstate 64 to facilitate an east-west connection and future trail;
8. Consider safe crossings and improvements to both 9th Street and 10th Street across the MetroLink lines underneath Interstate 64.



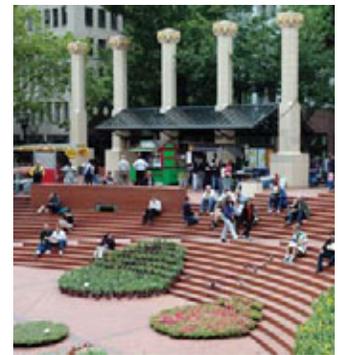
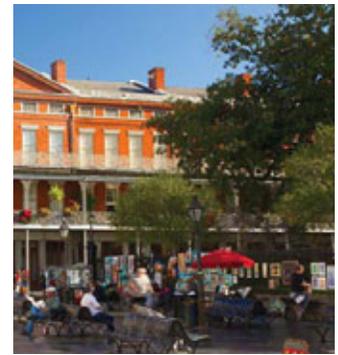
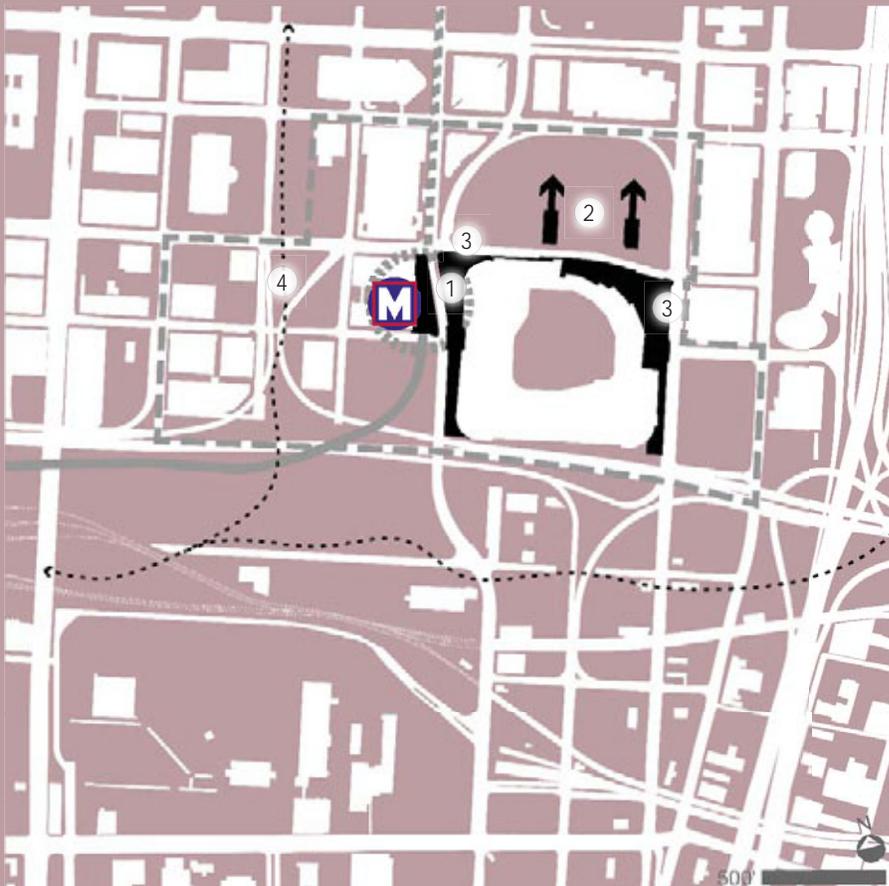
PEDESTRIAN & BICYCLE ACCESS, SAFETY & CONNECTIVITY PLAN

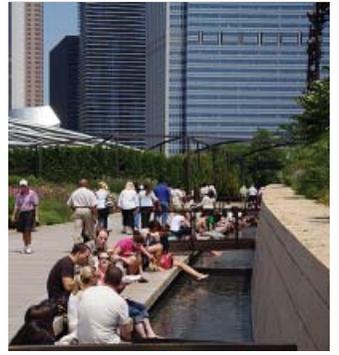




PUBLIC SPACE

1. Increase plaza spaces and transit amenities related to the immediate MetroLink Station along the west side of 8th Street in order to transform the immediate station area and the rider's first experience from MetroLink;
2. Establish small plaza spaces to the north of Busch Stadium along Clark Avenue in Ballpark Village in order to pull pedestrians, cyclists, and gameday (and gamenight) attendees into Ballpark Village and north to the Gateway Mall via 8th Street, 7th Street, and Broadway Street;
3. Frame the entirety of Busch Stadium in expanded plaza spaces by reducing roadway width and providing wider sidewalks with public amenities. This approach, when combined with new development framing the area, will highlight the importance of Busch Stadium as an anchor to the area and provide relief to the urban wall;
4. Consider a future greenway connection from the railyards south of Interstate 64, east to west on Cerre Street, and a possible connection through the Cupples Historic Complex via the reconfigured highway ramps and existing green spaces to City Garden and the future cycle track along Market Street.





GREEN INFRASTRUCTURE

GENERAL RECOMMENDATIONS:

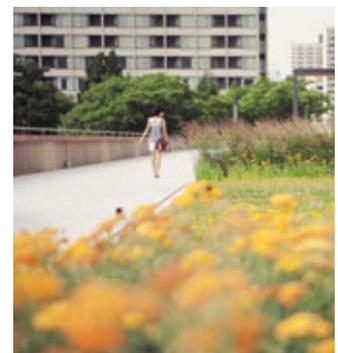
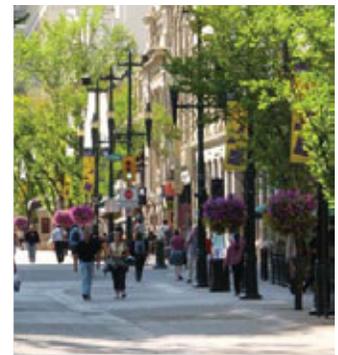
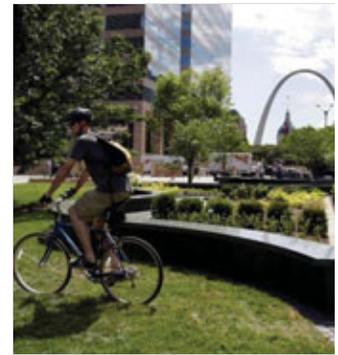
- Utilize permeable pavement where possible in parking lots, sidewalks, driveways, and alleys;
- Integrate bioretention facilities into curb bumpouts, providing additional greenery as part of the street-level stormwater management strategy;
- Install buffer strips adjacent to new and existing streets and parking lots to reduce stormwater runoff and increase comfort on the sidewalk;
- Install aesthetically pleasing rainwater harvesting facilities on new and existing buildings, including rainbarrels and green roofs;
- Consider water features to create interest and refresh users of the area;
- Provide additional seating, and activate street edges using planters;
- Screen outdoor seating and gathering spaces from the train and vehicular right-of-ways using planters;
- Use natural plantings & perennials where possible;
- Plant street trees and specialty trees along all streets and public spaces;
- Develop a neighborhood volunteer group for planting and maintenance.

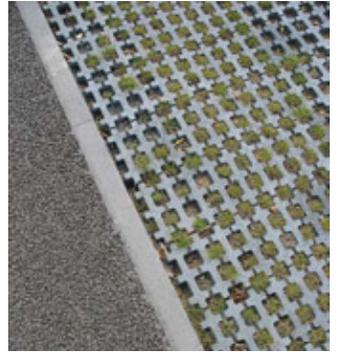
STATION AREA RECOMMENDATIONS:

1. Include green roofs on new developments;
2. Utilize permeable pavements or pavers on surface parking areas;
3. Provide street trees and streetscape landscaping;
4. Ensure new open spaces include bioretention areas.

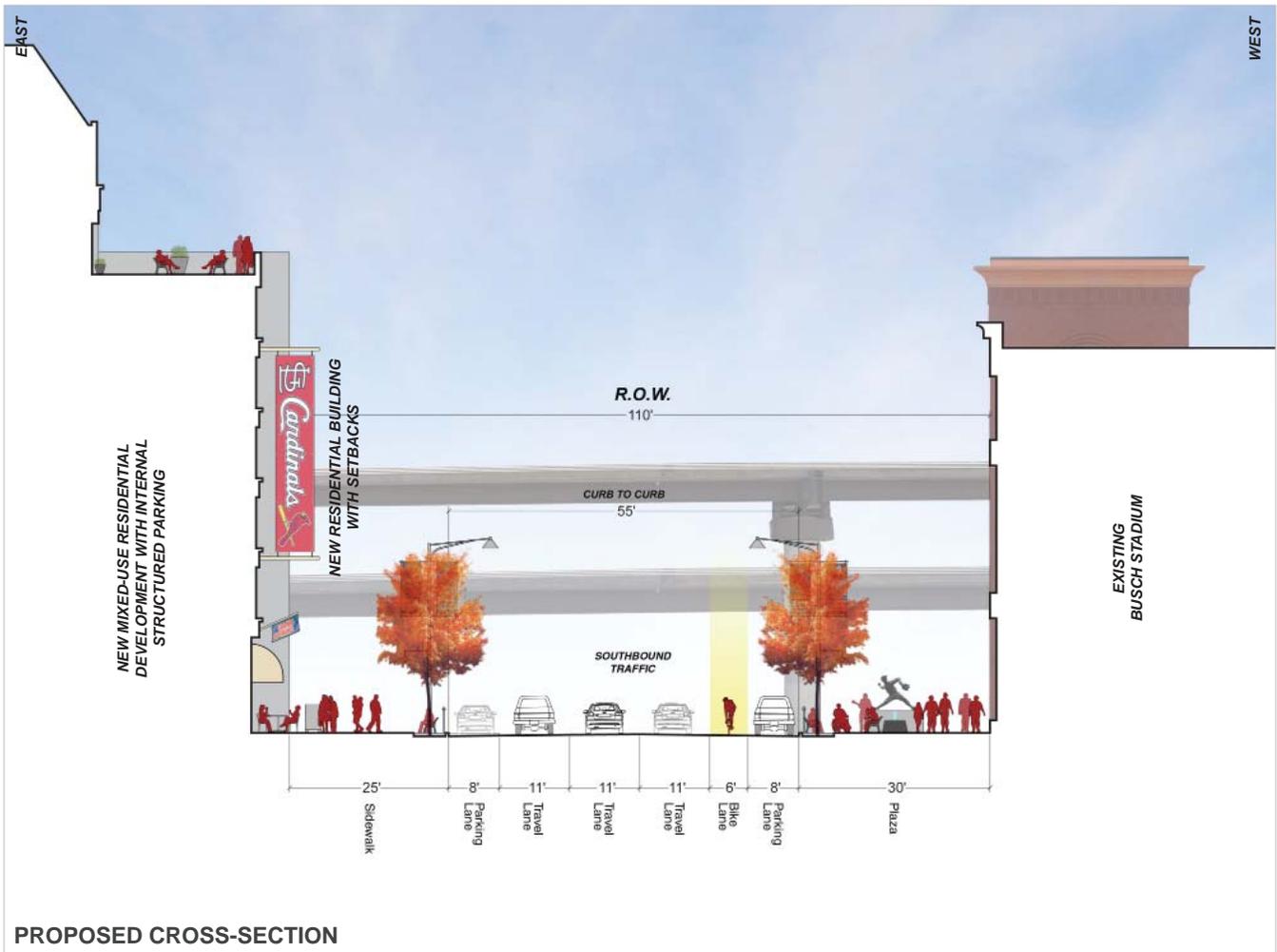


GREEN INFRASTRUCTURE PLAN





CROSS-SECTION OF SOUTH BROADWAY (BETWEEN CLARK AVENUE AND WALNUT STREET)



PERSPECTIVE VIEW OF THE SOUTH BROADWAY IMPROVEMENTS



EXISTING VIEW



PROPOSED VIEW

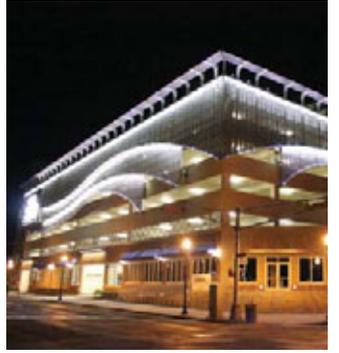
PARKING

1. Consider restricted parking along both Clark Avenue and 8th Street throughout the Station Area to allow for contraflow during gameday traffic;
2. Utilize surface parking areas to the south of Interstate 64 to provide parking for new development in the Cupples Historic Complex;
3. Incorporate on-street parking where possible throughout the district, including throughout the Cupples Historic Complex, along South Broadway, along Walnut Street, and the streets west of Broadway;
4. Further utilize both the Stadium East and Stadium West garages, which currently have an availability of under-utilized parking spaces;
5. Consider using the existing garage within the Cupples Historic Complex to a greater extent, such as a shared day-night parking strategy.



PARKING PLAN





PERSPECTIVE VIEW OF THE RECONFIGURED CUPPLES COMPLEX



EXISTING VIEW



PROPOSED VIEW

CROSS-SECTION OF CLARK AVENUE (BETWEEN 9TH STREET & 10TH STREET)





4 | Implementation



Successful implementation of all the Station Area Plans will require taking the Plans “on the road.” It is recommended that the City of Saint Louis make presentations to and have conversations with partner organizations, public and private, including professional associations that represent components of the real estate development industry.

STATION AREA IMPLEMENTATION RECOMMENDATIONS

GENERAL IMPLEMENTATION RECOMMENDATIONS

Successful implementation of all the Station Area Plans will require taking the Plans “on the road.” It is recommended that the City of Saint Louis make presentations to and have conversations with partner organizations, public and private, including professional associations that represent components of the real estate development industry. Presentation materials would be enhanced by sharing ideas for implementation (discussed further below). A result of this widespread policy recognition will likely be the creation of appropriate partnerships to implement prioritized parts of each plan. The City and Metro are key partners involved in this effort.

Resources will be needed for prioritized redevelopment projects. Money, access to, and preparation of applications for various governmental and foundations grants, incentive programs and their creation/management, fast-track permitting, political advocacy, staff support and expedited reviews, etc., can all be offered as part of a package to entice the private market and land owners to move quickly toward plan implementation.

PHASE 1: ORGANIZATION

The City and the region should organize itself to identify and promote TOD development. To that end, we recommend the following structure to ensure that TOD is promoted at all levels:

1. Consider convening a regional task force that identifies and promotes TOD opportunities on a region-wide basis throughout St. Louis, St. Louis County, and St. Clair County. The group will be tasked with recommending prime areas for TOD on a regional level.
2. This group should include representatives from Metro, local governments, East West Gateway, RCGA, APA, Trailnet, and others.
3. Consider convening a City-wide task force that focuses on TOD opportunities throughout the City. The group will identify the key stations—or future stations—where TOD should occur and promote the adoption of policies that promote sustainable development at each identified area.
4. This group should be composed of representatives from the Board of Aldermen, large institutions (Washington University, St. Louis University, BJC, etc.), and Metro. Ideally, similar groups will be formed in St. Louis County and St. Clair County to promote TOD within their jurisdictions.

5. Consider forming a station area-specific group for each station identified as having the potential for TOD in the City. This group will focus on attracting development and enhancing TOD at the station level.
6. Each station-specific group should include representatives from Metro, neighborhood organizations, the Board of Aldermen, nearby land owners, business owners, and local developers.
7. Formally adopt the station area plans as part of the City's Strategic Land Use Plan. To succeed as TOD, the City of Saint Louis—and all City departments, commissions, boards, etc., involved with redevelopment—should support the preferred plan for each station. The station area plan for each station should be fully adopted by the City and/or appropriate departments, commissions, and boards. Strong leadership on the part of the City of Saint Louis is key to ensuring that the vision remains intact.
8. This adoption process should continue beyond the City's governance and regulatory boundaries. Metro should adopt the plans as official policy. Great Rivers Greenway should adopt all or parts of the plans as appropriate to its mission in these areas. Trailnet might adopt the policies. Citizens for Modern Transit should do the same. Even key institutions with important interests in the station areas should adopt the plans as part of their real estate and related missions. All these organizations should buy in to the plans and, in an effort to move quickly, absorb such plans into their own missions and plans.
9. The City should complete and adopt the recommended Form Based District.
10. Consider dedicating a staff member—or create a new position—as the TOD project lead within SLDC. This individual should be capable of developing a marketing program for the general station area and key development parcels within it, promoting the plan for each station area, building relationships with key individuals or groups, assisting in land acquisition, implementing specific projects, and assisting individual developers with public subsidy programs. In addition, it is recommended that this staff member work closely with the TOD specialist at Metro.

PHASE 2: INVESTMENT & RISK MITIGATION

Several issues exist in each station area that should be addressed by the City to reduce developer risk and encourage investment. Meetings with several developers and key institutions at each station area confirmed these issues. The following is a general list that the City should address at all station areas where TOD is desired:



PHOTOGRAPH OF CONSTRUCTION IN THE LANDING



PHASE 1 OF
BALLPARK VILLAGE

1. The City should work with the City Streets Department, Forestry, and St. Louis Metropolitan Police Department to target City resources to the station areas. This could include investing in key roadway improvements, adding additional vegetation, and improving safety within each station area.
2. Work to facilitate the acquisition of properties when available. If possible, target available funds from the general fund, CDBG, etc. to purchase market rate properties.
3. Target enforcement of building maintenance requirements and resolution of Citizen Service Bureau (CSB) complaints to properties within the station areas.
4. Invest in a marketing strategy for each station area and develop materials to promote TOD to both local and out-of-town developers.
5. Consider the creation of a master development organization for each station area. Because some redevelopment corporations are already in existence at some station areas, the City should work with these existing groups to either amend existing redevelopment agreements or extract undeveloped parcels from existing redevelopment agreements.

PHASE 3: PROJECT INITIATION

1. Work with partnering institutions and other stakeholders to convene a Developer's Forum—beginning with local developers and perhaps expanding to out-of-towners—to showcase each station area. These forums should be held annually; as the targeted station areas fulfill their plans, efforts can shift to other station areas.
2. Develop an easily accessible development prospectus, based on the recommendation of this plan, that details key financial and population demographics, basic development parameters, available financial incentives by parcel, and suggested future land use.
3. Consider streamlining the permitting processes and giving timeline estimates to potential developers for projects in the station areas.
4. With the coalition team, issue RFPs or RFQs for key project components within each station area. .
5. Focus the initial RFP processes on the amount of developable residential and commercial property as defined in the St. Louis TOD Framework Plan market analysis. Then, if market conditions are favorable, foster additional development per the station area plan.
6. Consider remaining an active, ongoing partner with the development team.

A result of this widespread policy recognition will, and should, be creation of appropriate partnerships to implement prioritized parts of each plan.

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ARCH-LACLEDE'S STATION AREA IMPLEMENTATION RECOMMENDATIONS

IMPLEMENTATION OBSERVATIONS

While the Landing was redeveloped in the 1980s to much fanfare, the area has declined over the past decade. The development of the Lumière Place Casino and Hotels has not brought a substantial increase in visitors to the area. Despite more recent positive trends, the MetroLink station has not yielded that dense, mixed-use development that would encourage increased use of transit and create a truly urban atmosphere. The consulting team has had multiple discussions with key parties—Metro, local business owners, and local developers—to uncover opportunities and barriers to redevelopment within each station area and understand possible solutions to those problems. The following list details the key outcomes of those conversations:

1. There has been an uptick in violence in the area that deters out-of-town and local visitors;
2. The 3 a.m. liquor license that applies to many bars and restaurants in the area effectively prohibits the construction of any significant residential development due to the noise created by bar patrons early in the morning;
3. The highway overpass presents a significant barrier to pedestrians who would otherwise come to the Landing from Downtown due to the noise, exhaust fumes, and darkness of the area;
4. A task force is exploring solutions to address the eventual removal of the Arch Parking Garage. According to the “JNEM North Side Parking Needs Assessment” report completed by Carl Walker, Inc., which is a supplemental analysis to its “Arch Parking Alternatives Study,” it has been determined that a potential demand exists for 450 parking spaces north of the Gateway Arch grounds. Conceptual plans have been completed by two developers, but no decision has been made;
5. While the Landing has a CID and a business association, there is no cohesive group that is actively promoting redevelopment or other improvements in the area;
6. Recently, it was announced that the Lawrence Group and Drury Hotels were considering the construction of a mixed-use building to go on the corner of Memorial Drive and the Eads Bridge. The development would include residential units, ground-floor retail space, and parking garages. The developers have submitted a parking garage design to the NPS for consideration as part of their competition process.

A result of this widespread policy recognition will, and should, be creation of appropriate partnerships to implement prioritized parts of each plan.

STATION AREA ACTION ITEMS

While some issues are beyond the City's control, the City can play a key role in encouraging for future development in the area. We recommend that the following near-term activities:

1. Initiate Form-Based District with the Planning Commission, as outlined in the Form-Based District Recommendations for the station area.
2. Focus initial efforts on achieving the market-supported development recommended of this TOD Station Area Plan;
3. Work with the Metropolitan Police Department and business owners to curb violence or other undesirable activities. Similar to the recent issues on Washington Avenue, the City must show an immediate concerted effort to clean up the area. Police or other security should be visible at all times of day both in the Landing and at parking lots along Leonor K. Sullivan Boulevard. Bar or restaurant owners— especially those with 3 a.m. liquor licenses—must be made responsible for violence or other issues with their patrons at closing;
4. SLDC, the City Streets Department, MoDOT, and any other willing participant should invest in improving the pedestrian experience to the Landing from downtown. While the proposed infrastructure changes will reorient streets and provide better vehicular activity, it is crucial that serious consideration is given to lighting, noise reduction, and wayfinding to enhance the sense of safety at the “front door” to the Landing;
5. The Drury Hotels and Lawrence Group have proposed to construct a substantial mixed-use building at this “front door.” This represents a major new investment in the heart of the Landing.
6. While the CID and the business association are a good start, there should be a dedicated group focused on the long-term vision for the Landing.

Further details on the Arch-Laclede's Station Area Implementation Recommendations are on Page 23 of Appendices C.



PROPOSED VIEW OF
THIRD STREET

LONG-TERM ACTION PLAN

1. If the City supports the goal to transform the Landing from an entertainment area to a mixed-use residential neighborhood, safety and nuisance issues must be addressed. Again, the City must engage in an ongoing effort to curb violence in the area.
2. In addition to this, the City should consider modifying or eliminating the use of 3 a.m. liquor licenses so that the area becomes attractive to additional residents over time. This may take the form of 3 a.m. liquor licenses being granted to business owners in certain areas or a requirement that certain noise, safety and other considerations be addressed at all times.



**PROPOSED IMAGE OF
FIRST STREET**

ARCH-LACLEDE'S STATION AREA FINANCIAL ANALYSIS

DEVELOPMENT PROGRAM

Given feedback from the Technical Advisory Committee and the public, the consultant team developed the finalized Station Area Plan for the Arch-Laclede's MetroLink station. This plan assumes that the CityArchRiver 2015 Project will complete improvements along the riverfront, Laclede's Landing will be infilled, and that there will be a significant amount of new residential development along the riverfront. The following is the development program for the Arch-Laclede's Station Area Plan:

Market Rate Residential:	1000 Units
Retail:	150,000 Square Feet
Office:	250,000 Square Feet
Hotels:	0 Rooms
Structured Parking:	1,500 Spaces

DEVELOPMENT PLAN COST & PHASING

An econometric model was developed to analyze the Station Area Plan for the Arch-Laclede's station. The table on the opposite page contains detailed key assumptions in the development model regarding rents, construction costs, and other factors.

- A full listing of the development assumptions for the Arch-Laclede's Station Area Plan is available in the Appendix.
- An inflation rate of 2.5% was applied to rents, operating costs, and development costs. For the sake of comparison, it is assumed that all development will be sold in year 30 and priced using an appropriate capitalization rate.
- Generally, it was assumed that one or more significant residential properties would be developed prior to the construction of additional office or retail space.

Further details on the Arch-Laclede's Station Area Financial Analysis are on Page 34 of Appendices C.

ARCH-LACLEDE'S STATION AREA PLAN GENERAL PHASING

STAGE 1.0

- New Residential
- Renovated Retail
- Existing Office

STAGE 2.0

- New Residential
- Renovated Residential
- New Retail
- New Office

STAGE 3.0

- Renovated Residential
- New Retail
- New Office

Fiscal Impact and Feasibility Analysis
 Summary of Assumptions and Inputs

Development	NEW CONSTRUCTION	RENOVATIONS
Affordable Housing		
Monthly Rent/s.f.	\$0.90 per square foot	\$0.90 per square foot
Monthly Parking	\$0 per month	\$0 per month
Average Unit Size	800 square feet	800 square feet
Number of Units	90 per acre	90 per acre
2011 Private Development Cost	\$150 per square foot	\$160 per square foot
Non-Profit Cost Multiplier	60% of Private Dev Cost	60% of Private Dev Cost
Total Development Cost	\$240 per square foot	\$260 per square foot
Stand-Alone Apartments		
Monthly Rent/s.f.	\$1.50 per square foot	\$1.40 per square foot
Monthly Parking	\$0 per month	\$0 per month
Average Unit Size	800 square feet	950 square feet
Number of Units	90 per acre	90 per acre
2011 Private Development Cost	\$145 per square foot	\$160 per square foot
Non-Profit Cost Multiplier	0% of Private Dev Cost	0% of Private Dev Cost
Total Development Cost	\$150 per square foot	\$160 per square foot
Mixed-Use Apartments		
Monthly Rent/s.f.	\$1.55 per square foot	\$1.45 per square foot
Monthly Parking	\$0 per month	\$0 per month
Average Unit Size	1,000 square feet	1,000 square feet
Number of Units	90 per acre	90 per acre
2011 Private Development Cost	\$145 per square foot	\$160 per square foot
Non-Profit Cost Multiplier	0% of Private Dev Cost	0% of Private Dev Cost
Total Development Cost	\$150 per square foot	\$160 per square foot
Storefront Retail		
Annual Lease/s.f.	\$15.00 per square foot (NNN)	\$13.00 per square foot (NNN)
Monthly Parking	\$0 per month	\$0 per month
Square Feet (net leasable)	17,850	17,850
2013 Development Cost	\$150 per square foot	\$150 per square foot
Restaurant		
Annual Lease/s.f.	\$15.00 per square foot (NNN)	\$13.00 per square foot (NNN)
Monthly Parking	\$0 per month	\$0 per month
Square Feet (net leasable)	17,850	17,850
2013 Development Cost	\$200 per square foot	\$200 per square foot
Office/Institutional		
Annual Lease/s.f.	\$17.00 per square foot (NNN)	\$13.00 per square foot (NNN)
Monthly Parking	\$0 per month	\$0 per month
Square Feet (net leasable)	17,000	17,000
2013 Development Cost	\$160 per square foot	\$160 per square foot
Surface Parking		
Annual Lease/space	\$200 per space	\$200 per space
Monthly Parking	\$100 per space	\$100 per space
Spaces	500	500
2013 Development Cost	\$10,000 per space	\$10,000 per space
Parking Garage		
Annual Lease/space	\$1,000 per space	\$1,000 per space
Monthly Parking	\$117 per space	\$117 per space
Spaces	500	500
2013 Development Cost	\$20,000 per space	\$20,000 per space



**PROPOSED IMAGE OF
SECOND STREET**

GENERAL PUBLIC ASSISTANCE FOR REDEVELOPMENT

At this time, the City of Saint Louis has an array of development tools to help offset some costs. Tax Increment Financing, a tool that allows a developer to collect incremental real property and economic activity tax revenue, is a popular way to finance property acquisition, infrastructure improvements, and renovation costs in the city. Other tools, such as Community Improvement Districts, allow for a developer to generate funds for area amenities or other programs. A complete listing of possible incentive tools is included on Page 45 of Appendix C.

Gap financing can come from private sources as well. It should be noted that competition for these limited resources is great. Other potential sources of gap financing include: the business community, community-based organizations, developers, financial institutions, and philanthropic organizations.

In addition to tools geared towards property redevelopment, the City offers some assistance to small business owners in the form of grants, tax credits, and other specialized programs. In order to entice businesses into each station area, it is critical that these programs be marketed towards the business community.

SUBSIDIES & DEVELOPMENT GAPS

The Arch-Laclede's Station offers a unique opportunity for significant new residential mixed-use development to occur over the next five years and for additional development to occur in years six through thirty. However, it is likely that a gap between the development cost and the actual value of the development post-development will exist. Therefore, it is necessary to find some sort of financing—be it public or private—to fill the gap and entice development.

The sidebar on this page and the facing page details the estimated funding gap and the amount of public financing available for the finalized development scenario. In general, the available public subsidies would fill any financing gaps. However, developers should be encouraged to seek a diversity of public and private gap financing sources. Further details on the Arch-Laclede's Station Area Subsidies & Development Gaps are on Page 34 of Appendix C.

ARCH-LACLEDE'S STATION AREA PLAN ESTIMATED FUNDING GAP

DEVELOPMENT COST
\$293.4 M

DEVELOPMENT VALUE
\$197.2 M

FUNDING GAP
\$96.2 M

**AVAILABLE PUBLIC
SUBSIDY**
\$59.8 M

FINANCIAL MODEL OUTCOMES

It should be noted that while the economic projections below estimate the potential returns of the suggested redevelopment plan, no significant market analysis has been performed to estimate the actual demand for these development configurations. The sidebar on this page indicates the estimated financial returns for the Arch-Laclede's Station Area Plan.

While the overall return for the proposed development plan in the finalized plan is within an acceptable range for a developer both with and without financing, due to the high risk inherent to real estate development, it is highly likely that some sort of public incentive or other private gap financing will be necessary to attract developers to a long-ignored area of the City. For the full economic analysis of each alternative, please see Page 1 of Appendix C.

GENERAL PUBLIC SUBSIDY DESCRIPTIONS

General Development Incentives:

- **Tax Increment Financing:** A TIF collects a portion of net new real property, earnings, and sales taxes. These funds are then used to finance development and other improvements within the TIF district.
- **Community Improvement District (CID):** A CID can levy real property and/or additional sales taxes to be used for certain improvements or services within the boundaries of the CID. Sales tax CIDs are capped at 1.0%.
- **Transportation Development District (TDD):** A TDD can be funded through special assessment, real property tax, or sales tax. Sales tax TDDs are capped at 1.0%. Funds are used to support transportation improvement projects like signage, road conditions, or other transport-related needs within the districts of the TDD.
- **Chapter 353 Redevelopment:** This program allows for full or partial abatement of real property taxes for up to 25 years.
- **Chapter 99 Redevelopment:** This program allows for full or partial abatement of real property taxes for up to 10 years.

Specialized Development Incentives:

- **Tax-Exempt Bond Financing:** This bond incentive provides long-term capital financing for major projects.
- **Chapter 100 Bond Financing:** This bond incentive provides long-term capital financing for major projects.
- **Chapter 100 Sales Tax Exemption:** Used in conjunction with Chapter 100 Bonds, the Chapter 100 Sales Tax Exemption reduces the costs of purchasing non-manufacturing equipment.
- **The Small Business Association 7(a) Loan Guaranty:** The SBA provides financing to small businesses with reasonable terms.
- **New Markets Tax Credits (NMTC):** These credits are typically used to attract investments to low-income areas and offer tax credits for a portion of the investment. Typically, NMTC are utilized for large areas of redevelopment to increase return.
- **Historic Tax Credits:** Offers tax credits for owners of recognized historic structures.



**PROPOSED IMAGE OF
FIRST STREET**

ARCH-LACLEDE'S STATION AREA PLAN ESTIMATED FINANCIAL RETURNS

RETURN WITHOUT GAP FINANCING

7.4%

RETURN WITH GAP FINANCING

10.8%

**LAND RESIDUAL
VALUE @ 15%**
\$27.2 M

**LAND RESIDUAL
VALUE @ 20%**
\$36.2 M



SECTION OF SECOND STREET

ARCH-LACLEDE'S STATION AREA PUBLIC IMPROVEMENTS

PEDESTRIAN RECOMMENDATIONS

A —————

(Tier 1) Add a high-quality pedestrian connection between Memorial Drive and 2nd Street. Currently the pedestrian conditions between Laclede's Landing and Downtown are fairly poor due to the Interstate 70 viaduct. A strong and inviting pedestrian connection is needed to connect the popular Washington Avenue corridor to Laclede's Landing. By creating a recognizable pedestrian entryway into the Station Area, more pedestrians will feel comfortable crossing the Interstate 70 barrier. Currently, since only a parking lot exists on the desired site, there is a good opportunity to create this connection in the near future. Once development takes place on the site, creating the connection will be very difficult, if even possible at all.

- Create a wide and inviting pedestrian entrance to the Landing along the north side of the Eads Bridge between Memorial Drive and 2nd Street. Provide a lot of streetscape elements such as lighting, signage, decorative pavement, and seating to create an inviting gateway to the area.
- Add a high quality pedestrian crossing at both sides of Memorial Drive along the north side of Washington Avenue to draw pedestrians under Interstate 70 and into the Landing.

B - - - - -

(Tier 1) Make pedestrian and streetscape enhancements to the internal Laclede's Landing streets to provide a good pedestrian experience. While the Landing currently provides a unique pedestrian experience, there are many locations where there is not adequate handicap accessibility, the sidewalks get very narrow or are encroached upon by outdoor dining, and crosswalks are not provided. Tier 1 design standards should be used to enhance the pedestrian facilities and ensure that people of all abilities are able to move through the area without difficulty.

- Ensure that every sidewalk and crosswalk is ADA accessible and wide enough to fit wheelchairs and scooters. Do not allow on-street dining to encroach upon the space needed to accommodate handicapped people.
- Extend the streetscape theme established in the area between the Eads Bridge and the MLK Bridge to the streets north of the MLK Bridge and around the casino to create a cohesive neighborhood design that is identifiable and unique.

By creating a recognizable pedestrian entryway into the Station Area, more pedestrians will feel comfortable crossing the Interstate 70 barrier.

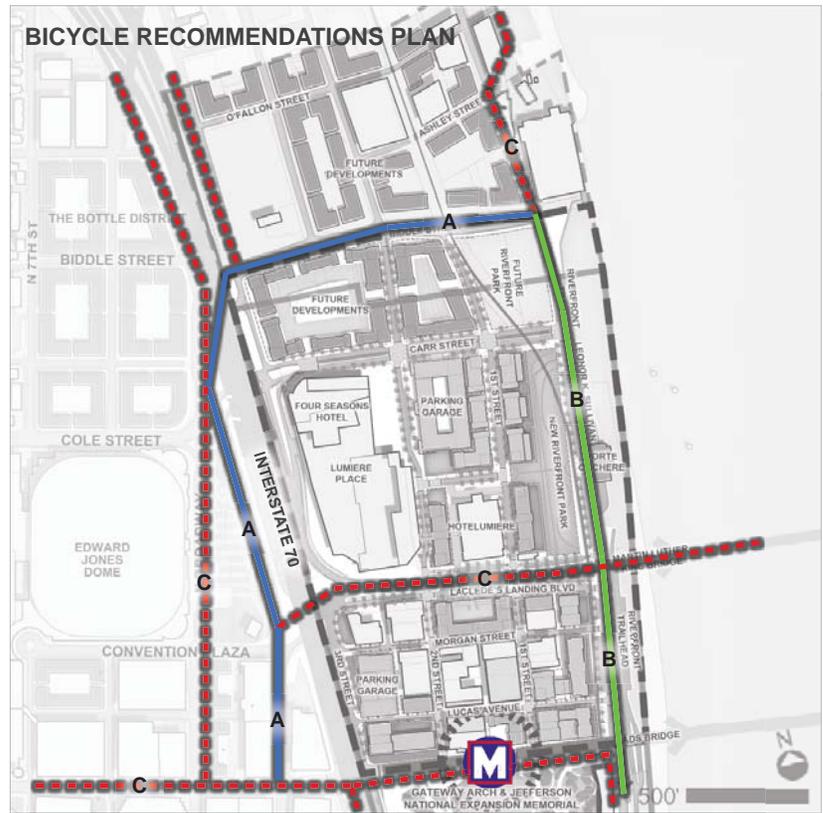


C —————

(Tier 2) Improve the pedestrian connectivity along Laclede's Landing Boulevard and under the MLK Bridge. While there is currently open space under the Bridge, it is fenced off in parts and does not contain any park amenities that would encourage people to spend time there. By turning this space into a more usable park, the Station Area would appear to be one neighborhood instead of two areas divided by a bridge.

- Upgrade the park facility from L.K. Sullivan Boulevard to 2nd Street to include better lighting, shade trees, and seating to encourage pedestrians to spend time there.
- Convert one of the lanes on Laclede's Landing Boulevard to a parking lane to slow down traffic and provide more on-street parking for the neighborhood.
- Provide wayfinding signage in and around the park that points to nearby attractions to encourage people to cross under the bridge from both directions.

For General Station Area Transportation Principles & Guidelines, see Page 2 of Appendix D.



BICYCLE RECOMMENDATIONS

A —————

(Tier 2) Build a cycle track along the west side of the Interstate 70 viaduct from Washington Avenue to Biddle Street and along the south side of Biddle Street from Interstate 70 to L.K. Sullivan Boulevard. A strong bicycle connection between the North Riverfront Trailhead and the Central Business District will have the dual benefits of increasing the use of the Riverfront Trail and making it easier for people to commute to the Central Business District on a bicycle.

- Provide bicycle infrastructure along 4th Street between Washington Avenue and Convention Plaza to connect directly to existing on-street bicycle facilities;
- Utilize the disused section of 4th Street (See Vehicle Section A) for a cycle track from Convention Plaza north to Biddle St;
- Perform a road diet on Biddle Street to be able to create a cycle track along the south side of the street from I-70 to L.K. Sullivan Boulevard;
- Add bicycle signals at all signalized intersections.

B —————

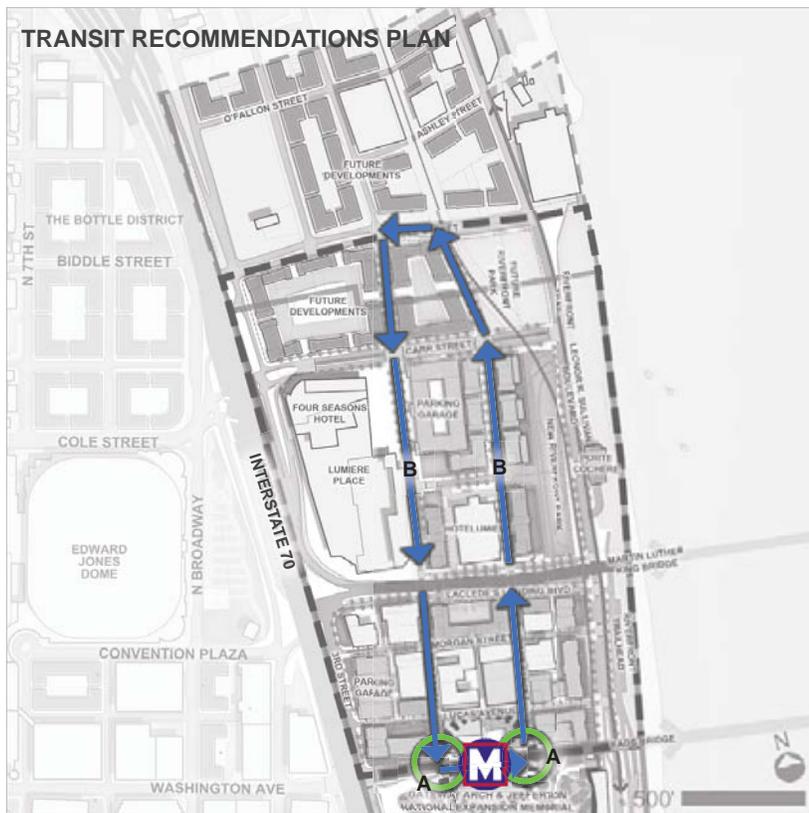
With the CityArchRiver 2015 project, L.K. Sullivan Boulevard will receive a streetscape overhaul that will include significant bicycle infrastructure. This corridor will provide an important link between the existing North Riverfront Trail and the future South Riverfront Trail. This enhancement will augment the cycle track recommended above in that it will create a more complete bicycle network on the north side of Downtown.

C - - - - -

The St. Louis regional Gateway Bike Plan recommends the following bicycle facilities with the station area context:

- Shared Traffic Lanes along Washington Avenue, and Leonor K. Sullivan and Memorial Drive (both south of the Eads Bridge).
- Bike Lanes across the Martin Luther King Bridge.
- Shared Bike Lane Markings on North Broadway
- Mixed-Use Trail north of Biddle Street.

For General Station Area Transportation Principles & Guidelines, see Page 2 of Appendix D.



TRANSIT RECOMMENDATIONS



A (Tier 1) Improve the entrances to the Arch-Laclede's Station to make it more inviting and noticeable. The current entrances into the station are not easily visible from either side of the Eads Bridge and they can be difficult to locate. Additionally, the entrances can feel cramped and dark, being under the bridge structure. While the entrance locations cannot be changed, they can be improved so that they are not so unappealing.

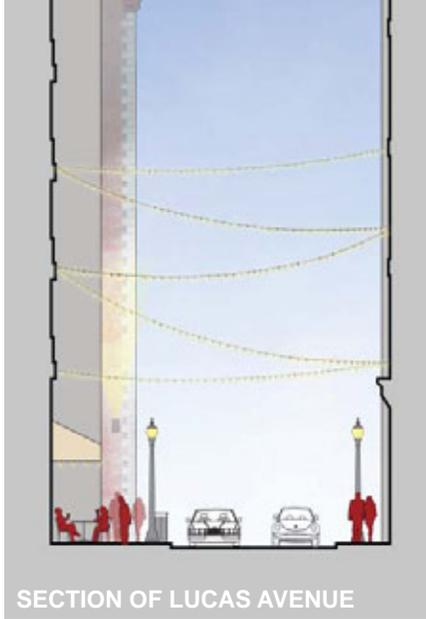
- Improve the lighting in and around the entrances to make them more visible and increase the perception of safety under the bridge structure.
- Add wayfinding signage throughout the Laclede's Landing neighborhood and the Gateway Arch grounds to increase the awareness of the station and direct people to it in the most efficient way.
- Increase the signage around the station entrances so that it can be seen from all directions and can be easily located from anywhere in the Station Area.



B As the Station Area develops, it may become necessary to provide more transit options throughout the neighborhood to transport people to and from the MetroLink Station. A small shuttle route that services the internal roads of the Station Area would be the easiest way to move people from the area around Carr and Biddle Streets south to the station.

- One-way loop – north on 1st Street, west on Biddle Street, south on 2nd Street and east on Washington Avenue.

A strong bicycle connection between the North Riverfront Trailhead and the Central Business District will have the dual benefits of increasing the use of the Riverfront Trail and making it easier for people to commute to the Central Business District on a bicycle.



TRAFFIC RECOMMENDATIONS

A ---

(Tier 2) Utilize the Downtown Multi-Modal Access Study recommendations for the intersections at the MLK Bridge touchdown, Cole/Carr, and Broadway/3rd. The current intersections are inefficient, confusing, and hostile to bicycle and pedestrian traffic. By simplifying the intersections and better aligning them with the downtown street grid, they will become safer and more navigable.

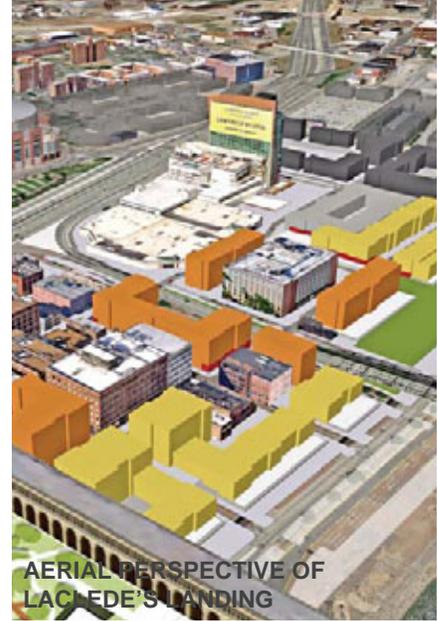
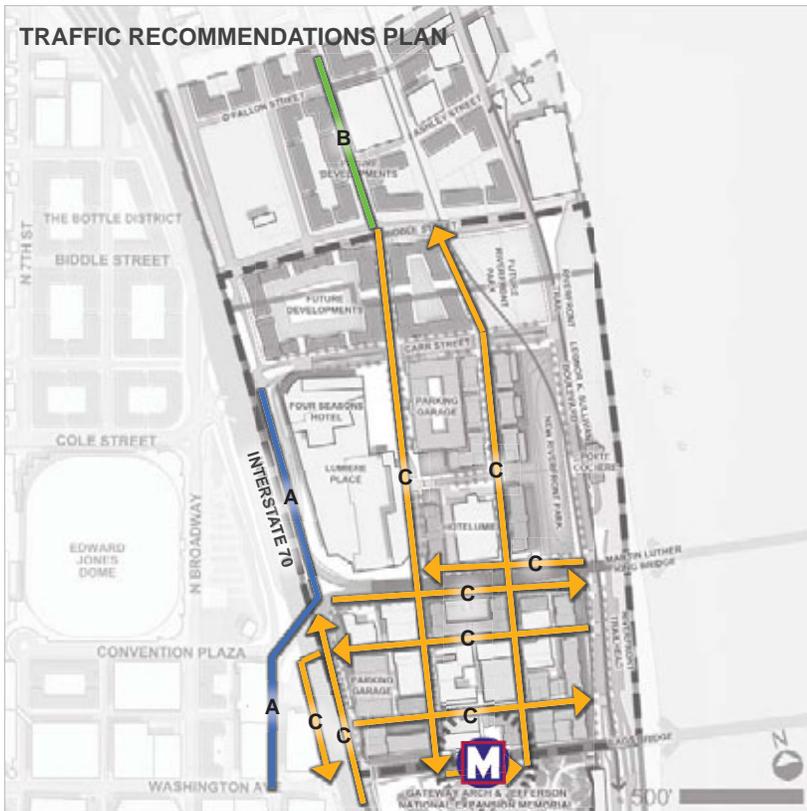
- Align Convention Plaza with Morgan Street to provide a direct vehicular exit from Laclede's Landing to the Central Business District.
- Re-route all northbound traffic on 4th Street to 3rd Street at the Martin Luther King Bridge entrance to eliminate the need for redundant one-way northbound streets in the area and to provide better access to westbound Interstate 70 for commuters from the Central Business District.
- Provide a right turn option for exiting eastbound Interstate 70 vehicles at Convention Plaza to add a second downtown access point in addition to the Broadway exit.
- Construct a "Texas U-Turn" for northbound 3rd Street traffic to southbound Broadway at Carr Street so that exiting westbound MLK Bridge traffic can access the Central Business District without making signalized lefts causing delays.
- Realign the intersection the Cole/Carr Street intersection at Broadway/3rd Street so that the streets intersect each other at 90 degree angles, increasing safety at those intersections and making them more navigable.

B ---

(Tier 3) Create a strong vehicular access point along 2nd Street north of the Station Area to alleviate the reliance on the one-way streets along Interstate 70. These one-way streets along the interstate are very heavily traveled, and a second point of vehicular access is needed. This access can be achieved by upgrading 2nd Street from Biddle Street north to Cass Avenue.

- Stripe N. 2nd Street from Biddle Street to Cass Avenue for one travel lane in each direction, and remove any stop signs along the corridor.
- Provide signage at North Broadway and Cass Avenue that direct vehicles traveling to the Landing to use 2nd Street instead of Broadway.

By simplifying the intersections and better aligning them with the downtown street grid, they will become safer and more navigable.



AERIAL PERSPECTIVE OF LACLEDE'S LANDING

C

(Tier 2) Improve the pedestrian connectivity along Laclede's Landing Boulevard and under the MLK Bridge. While there is currently open space under the Bridge, it is fenced off in parts and does not contain any park amenities that would encourage people to spend time there. By turning this space into a more usable park, the Station Area would appear to be one neighborhood instead of two areas divided by a bridge.

- Upgrade the park facility from L.K. Sullivan Boulevard to 2nd Street to include better lighting, shade trees, and seating to encourage pedestrians to spend time there.
- Convert one of the lanes on Laclede's Landing Boulevard to a parking lane to slow down traffic and provide more on-street parking for the neighborhood.
- Provide wayfinding signage in and around the park that points to nearby attractions to encourage people to cross under the bridge from both directions.

For General Station Area Transportation Principles & Guidelines, see Page 2 of Appendix D.

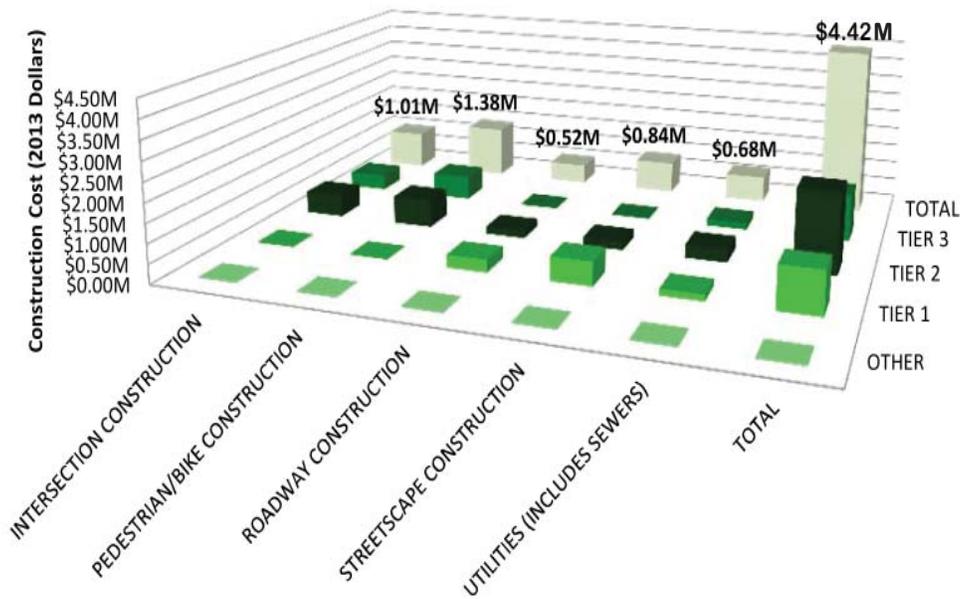


MASSING OF THE ARCH-LACLEDE'S STATION AREA PLAN

ARCH-LACLEDE'S STATION AREA PUBLIC IMPROVEMENTS COSTS

The total estimated public improvement cost for the Arch-Laclede's Station is estimated to be \$4.42 million in 2013 dollars and includes all tiers of improvements described in the Public Improvements section on Page 126 of this document. Vehicular traffic improvements represent 32% of the total costs with intersection improvements being the primary cost, followed by pedestrian & bicycle improvements at 30%. Transit improvements incur no construction cost because the proposed improvements can be implemented without public improvements to infrastructure.

A detailed cost breakdown, including assumptions, is included on Page 1 of Appendices F.



	INTERSECTION CONSTRUCTION	PEDESTRIAN/BIKE CONSTRUCTION	ROADWAY CONSTRUCTION	STREETSCAPE CONSTRUCTION	UTILITIES (INCLUDES SEWERS)	TOTAL
OTHER	\$0.00M	\$0.00M	\$0.00M	\$0.00M	\$0.00M	\$0.00M
TIER 1	\$0.00M	\$0.00M	\$0.32M	\$0.62M	\$0.16M	\$1.10M
TIER 2	\$0.59M	\$0.74M	\$0.20M	\$0.22M	\$0.34M	\$2.09M
TIER 3	\$0.42M	\$0.64M	\$0.00M	\$0.00M	\$0.18M	\$1.23M
TOTAL	\$1.01M	\$1.38M	\$0.52M	\$0.84M	\$0.68M	\$4.42M

	INTERSECTION IMPROVEMENTS	PEDESTRIANBIKE IMPROVEMENTS	ROADWAY IMPROVEMENTS	STREETSCAPE IMPROVEMENTS	UTILITIES (INCLUDES SEWERS)	ITEM TOTAL	IMPROVEMENT TOTAL	TIER TOTAL
TIER 1 PROJECTS								
A: WASHINGTON AVE PEDESTRIAN CONNECTION								
i.	\$ -	\$ -	\$ -	\$ 353,990.00	\$ -	\$ 353,990.00	\$ 353,990.00	\$ 1,100,300.00
CREATE AN INVITING PEDESTRIAN CONNECTION ALONG EAST OF MEMORIAL DR ALONG THE NORTH SIDE OF THE EADS BRIDGE								
B: INTERNAL STREET IMPROVEMENTS								
i.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 484,390.00	
MAINTAIN THE SAME SECTION OF 1ST, 2ND, LUCAS, AND MORGAN STREETS (6)								
ii.	\$ -	\$ -	\$ 170,690.00	\$ -	\$ 162,500.00	\$ 333,190.00		
REBUILD CURB RAMPS AND CROSSWALKS TO BE ADA ACCESSIBLE								
iii.	\$ -	\$ -	\$ 151,200.00	\$ -	\$ -	\$ 151,200.00		
SURFACE MAINTENANCE AND DAMAGED COBBLE REPLACEMENT								
i.	\$ -	\$ -	\$ -	\$ 261,950.00	\$ -	\$ 261,950.00	\$ 261,950.00	
LIGHTING AND AESTHETIC IMPROVEMENTS								
TIER 2 PROJECTS								
A: NORTHBOUND 3RD ST/MEMORIAL DR IMPROVEMENTS								
i.	\$ 589,378.40	\$ 69,328.00	\$ -	\$ -	\$ 142,250.00	\$ 799,956.40	\$ 1,355,256.40	
UTILIZE THE RECOMMENDATIONS FROM THE DOWNTOWN MULTIMODAL ACCESS STUDY TO IMPROVE THE COLE/CARR INTERSECTION AND FORCE ALL NORTHBOUND TRAFFIC ONTO MEMORIAL DR								
ii.	\$ -	\$ 388,050.00	\$ -	\$ -	\$ 167,250.00	\$ 555,300.00		
CYCLE TRACK ON DISUSED SECTION OF 4TH ST THAT CONNECTS WASHINGTON AVE TO BIDDLE ST AND ALONG BIDDLE ST TO THE NORTH RIVERFRONT TRAILHEAD								
B: LACLED'S LANDING BLVD IMPROVEMENTS								
i.	\$ -	\$ 213,427.50	\$ -	\$ -	\$ 33,000.00	\$ 246,427.50	\$ 735,404.30	
IMPROVE PEDESTRIAN CONNECTIONS BETWEEN THE LANDING AND THE CASINO AREA BY IMPROVING THE PARK UNDER THE MLK BRIDGE								
ii.	\$ -	\$ 70,543.20	\$ 196,133.60	\$ 222,300.00	\$ -	\$ 488,976.80		
ADD PARALLEL PARKING TO THE SIDE OF THE STREET								
TIER 3 PROJECTS								
A								
STRONG VEHICULAR CONNECTION ON 2ND ST FROM BIDDLE ST NORTH TO BROADWAY (6)								
B: BIDDLE ST ROAD DIET								
i.	\$ 416,000.00	\$ 638,538.00	\$ -	\$ -	\$ 179,727.00	\$ 1,232,265.00	\$ 1,232,265.00	
REMOVE ONE LANE IN EACH DIRECTION FROM I-70 TO L.K. SULLIVAN BLVD								
OTHER								
A								
1ST ST WILL BE MAINLY A RESIDENTIAL STYLE STREET (6)								
B								
2ND ST WILL BE THE MAIN ENTERTAINMENT STREET (6)								
C								
MAINTAIN THE EXISTING ONE-WAY CIRCULATION BETWEEN THE EADS BRIDGE AND THE MLK BRIDGE (6)								
D								
LEONOR K. SULLIVAN IMPROVEMENTS FROM THE ARCH GROUNDS TO THE NORTH RIVERFRONT TRAILHEAD BEING DONE WITH THE CAR 2015 IMPROVEMENTS (6)								
TOTALS								
	\$ 1,005,400.00	\$ 1,376,900.00	\$ 518,000.00	\$ 838,200.00	\$ 684,700.00	\$ 4,423,200.00	\$ 4,423,200.00	
	23%	31%	12%	19%	15%			

NOTES:
(1) ALL COSTS ARE IN 2013 DOLLARS
(2) ALL COSTS INCLUDE MOBILIZATION (6%) AND CONTINGENCY (25%)
(3) PROPERTY ACQUISITION COSTS ARE NOT INCLUDED
(4) DEMOLITION OF BUILDING COSTS NOT INCLUDED
(5) SITE REMEDIATION COST NOT INCLUDED
(6) NO PUBLIC IMPROVEMENTS COSTS WITH THIS TIER

1676440.19



MASSING OF THE ARCH-LACLEDE'S STATION AREA PLAN

ARCH-LACLEDE'S STATION AREA GREEN INFRASTRUCTURE FRAMEWORK

In support of the City's sustainability initiatives, complete streets including green infrastructure and retrofitted buildings are prescribed throughout the Station Area. Green infrastructure is a defining element of street improvements and new developments within the Arch-Laclede's Station Area. Local species of plants remediate toxins in the ground and control and collect rain water to increase water quality before it gets into the drinking supply; green roofs with the potential for urban agriculture and new trees reduce the heat island effect and create comfortable walking environments in the Laclede's Landing and Lumière Place. Green infrastructure also provides a venue for public art and public space. All of these features combined will increase air quality around the station, enrich the character and experience of the streetscape, and elevate property values around the station.



SECTION OF LACLEDE'S LANDING BLVD

Impact on Imperviousness/Stormwater Runoff/Water Quality

Development that increases imperviousness will cause an increase in the stormwater (and pollutants) that runs off into the enclosed combined sewer system, as well as an increase in bypass into the Mississippi River during heavy rain events. For the Arch-Laclede's Station Area, it appears that there may be an increase in the percent impervious on certain sites. In general, the best approach is to maximize green space for each site when combined with parking strategies.



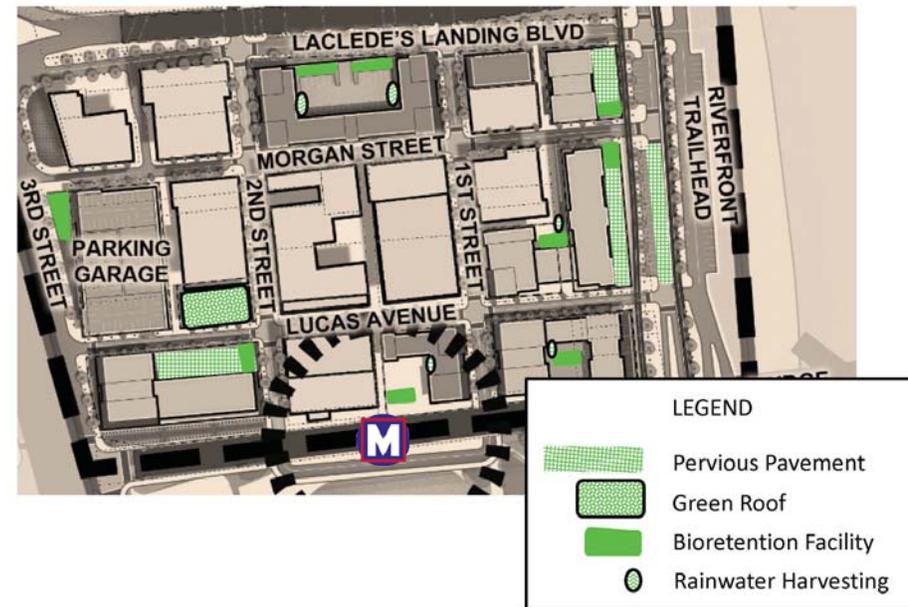
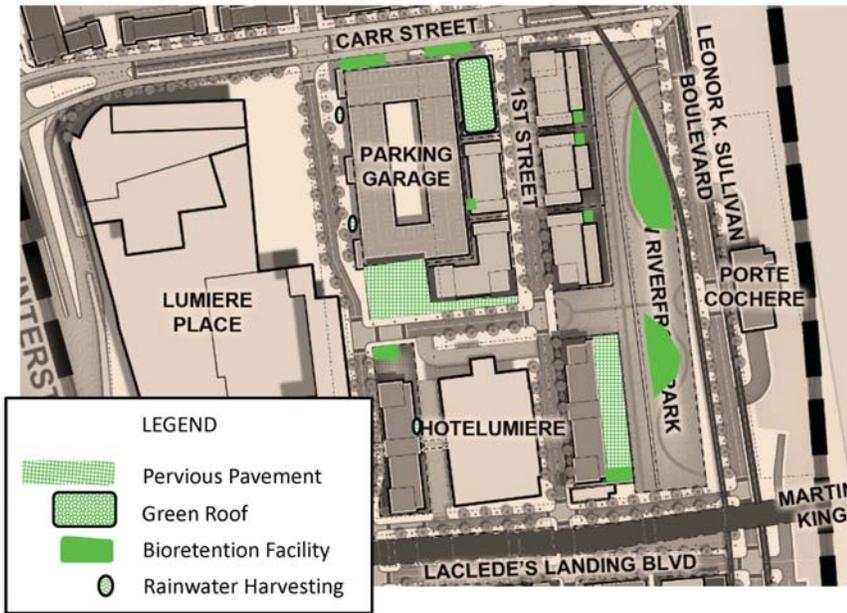
PROPOSED VIEW OF FIRST STREET

Regulatory and Permitting Requirements

Stormwater permitting for this project will be administered by the Metropolitan St. Louis Sewer District (MSD). All projects submitted to MSD must be reviewed to determine if stormwater quantity and/or quality management will be required. A project will require stormwater quantity and/or quality management if any of the following apply:

- The project is a new development or redevelopment project that disturbs greater than or equal to one acre;
- The project on an individual parcel disturbs less than one acre, but it is part of a larger overall project that disturbs over one acre;
- There is a proposed increase in stormwater runoff over two cubic feet per second (cfs) for the 20 year-20 minute design rainfall;
- Downstream stormwater problems (insufficient pipe capacity) exist that might require the proposed site to have quantity detention, where less than two cfs increase in runoff is proposed.

All new development projects must reasonably mimic pre-construction runoff with the aim of preventing or reducing water quality impacts. Any project site



PRELIMINARY ESTIMATED COST OF CONSTRUCTION FOR WATER QUALITY AND WATER QUANTITY

- BIORETENTION FACILITIES \$20 TO \$25/SF
- PERMEABLE PAVEMENT \$15 TO \$20/SF
- RAINWATER HARVESTING \$150 AND UP (DEPENDS ON THE AESTHETIC NATURE OF THE BMP).
- GREEN ROOFS – \$15 TO \$20/SF
- DISCONNECTION – \$500 TO \$1,000 PER DISCONNECTION.
- BUFFER STRIPS – \$5 TO \$10/SY

PRELIMINARY ESTIMATED COST OF CONSTRUCTION FOR WATER QUALITY AND WATER QUANTITY

- BIORETENTION FACILITIES (SF); 176,000; \$25 / UNIT; TOTAL COST OF \$4,400,000
- PERMEABLE PAVEMENT (SF); 100,000; \$20 / UNIT; TOTAL COST OF \$2,000,000
- RAINWATER HARVESTING (EA); 8; \$20,000 / UNIT; TOTAL COST OF \$160,000
- GREEN ROOFS (SF); 24,000; \$25 / UNIT; TOTAL COST OF \$600,000

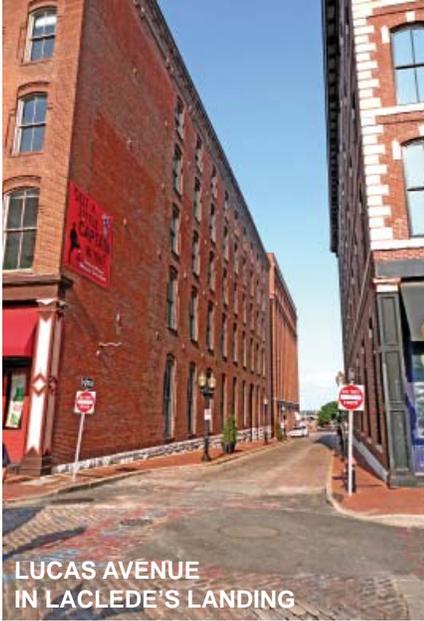
PRELIMINARY ESTIMATED COST OF CONSTRUCTION FOR WATER QUALITY AND WATER QUANTITY

\$7,160,000

that has an existing percent impervious of 20% or less will be considered new development. Any succeeding or additional development to these sites will also be considered new development. All redevelopment projects must also reasonably mimic pre-construction runoff, with the aim of preventing or reducing water quality impacts by utilizing effective water quality strategies.

The three key components of stormwater quantity and quality management are water quality volume, channel protection storage volume, and flood protection volume. The preferred method to address these components is removing stormwater volume through infiltration.

Further details on the Arch-Laclede's Station Area Green Infrastructure Framework & Recommendations see Page 4 of Appendices E.



ARCH-LACLEDE'S STATION AREA FORM-BASED DISTRICT RECOMMENDATIONS

Minimum Criteria for Establishment of the FBD

The Arch-Laclede's Station's half-mile transit shed also serves as the boundary of the Arch-Laclede's Station Area Form-Based District. Within this seventy acre (70 ac) area under multiple ownership, a form-based district should apply, as outlined herein. This Form-Based District should be initiated with the Planning Commission, and will need to be established and adopted in accordance with the City's Enabling Legislation (Ordinance 69199). Furthermore, this planning report indicates a desire to encourage a transformation of the station area and make improvements in order to facilitate transit-oriented development, and establish a transit-, bicycle-, and pedestrian-friendly environment. The section of the report describes various aspects of the proposed form-based district for the Arch-Laclede's Station Area in greater detail.

Statement of Purpose for the FBD

The objective of the form-based district is to regulate future development in a manner which will encourage greater levels of density and mixed-use walkability. When these regulations are combined with improvements to the public realm, the new development and redevelopment within the station area will exhibit more of the vibrant qualities which are characteristic of transit-oriented development. More specifically, the district is purposed to concentrate the majority of the commercial activity along 2nd Street and 3rd Street, while placing more residential and neighborhood services along 1st Street. Within the Arch-Laclede's Station Area Form-Based District, Building Envelope Standards have been calibrated to the characteristics of the transitional areas and dense historic buildings of the transit shed.

Regulating Plan & Building Envelope Standards for the FBD

The Regulating Plan designates the recommended Building Envelope Standards for the station area. Building Envelope Standards regulate the building placement, building height, building types, encroachments, and use requirements for the station area. Urban General Type 2 is applied along Interstate 70 to create a strong urban edge and take advantage of views to the river and Saint Louis Gateway Arch grounds. Urban General Type 3, a standard which allows for lower to moderate density residential uses, was developed to take advantage of the transitional areas along the riverfront and to provide the opportunity to establish a new neighborhood area with neighborhood services along 1st Street throughout the station area. These Building Envelope Standards accommodate a range of building forms and uses, ranging from commercial block buildings and flex buildings to high density residential areas.

When these regulations are combined with improvements to the public realm, the new development and redevelopment within the station area will exhibit more of the vibrant qualities which are characteristic of transit-oriented development.



ARCH-LACLEDE'S STATION AREA PLAN

LEGEND

- NEW MIXED-USE DEVELOPMENT
- NEW RESIDENTIAL DEVELOPMENT
- NEW STOREFRONT RETAIL
- NEW PARKING GARAGE
- NEW SIGNATURE INTERSECTION
- NEW CROSSWALKS
- NEW MIXED-USE TRAIL
- NEW OPEN SPACE
- NEW PLAZA | PUBLIC SPACE
- RIVERFRONT | FUTURE PARKS
- EXISTING BUILDINGS
- RENOVATION OF EXISTING BUILDING
- FUTURE DEVELOPMENT
- METROLINK STATION
- STATION AREA BOUNDARY
- 1/4 MILE TRANSITSHED
- 1/2 MILE TRANSITSHED



NORTH COLLINS STREET
IN LACLEDE'S LANDING

When these regulations are combined with improvements to the public realm, the new development and redevelopment within the station area will exhibit more of the vibrant qualities which are characteristic of transit-oriented development.

The Existing Zoning for the FBD

The Regulating Plan and Building Envelope Standards established will serve as an overlay to the St. Louis City Revised Code Title 26 (shown on the opposite page for reference) within the boundary noted. Any parcel subject to the rules and regulations of the adopted Form-Based District, would no longer be subject to the Zoning Code, with exception to any regulatory subjects not addressed within the final adopted Form-Based District.

“Triggers” for the FBD

As the form-based district is an overlay zone for the existing zoning, the “triggers” (otherwise known as “permits”) for the form-based district will be important to determine. We are recommending, at minimum, that the ordinance be applicable (similar to existing Ordinance 69406) to new construction permits or addition permits within the form-based district area. Additionally, great consideration should be given to the applicability of permits for the renovation of existing buildings and occupancy permits, especially when considering the vacant buildings in the area.

Reconciliation of the Historic Districts with the FBD

As the station area contains the Laclede’s Landing National Historic District, the Secretary of the Interior’s Standards will only be applicable to properties insofar as the property owner would desire state tax credits. These standards contain no zoning criteria, and the design standards or more relegated to very specific requirements for restoration and remediation. Furthermore, these standards are only applicable for the duration of the tax abatement period. We are recommending that the form-based district regulations take precedence over the national historic district guidelines, and that the final adoption ordinance contain language (similar to existing Ordinance 69406) addressing any conflicts with historic district regulations or requirements.

Parking Requirements for the FBD

As part of this form-based district, a regulatory requirement specific to transit-oriented development (TOD) - the absence of parking requirements - is established. In order to encourage higher density, transit-oriented development none of the Building Envelope Standards established within this form-based district will include minimum parking requirements. While parking will be allowed, the quantity of parking per new development will be determined by the developer according to market demand; and should be allocated on the site in the manner specified in the Parking Requirements for each Building Envelope Standard. Thus all Building Envelope Standards within the station area are designated with a “TOD” following their respective titles.



EXISTING ZONING FOR THE ARCH-LACLEDE'S STATION AREA

LEGEND

- K: UNRESTRICTED DISTRICT
- L: JEFFERSON MEMORIAL DISTRICT

Additional Requirements for Establishment of the FBD

- The City would need to establish metes and bounds legal descriptions of each of the zones of Building Envelope Standards.
- The City would need to construct Use Tables (similar to those adopted in the existing Ordinance 69406) which designate whether uses are permitted (P), conditional (C), or prohibited (NA) in each of the applicable Building Envelope Standards.
- The City would need to establish an “effective date” for applicability to permits within the form-based district.
- The City would need to get a letter of support from the Alderman representing the geography of the form-based district



EXISTING STRATEGIC LAND USE PLAN
FOR THE ARCH-LACLEDE'S STATION AREA

LEGEND

- SPECIALTY MIXED USE AREA (SMUA)
- RECREATION / OPEN SPACE PRESERVATION & DEVELOPMENT AREA (ROSPDA)

RECOMMENDED CHANGES TO THE
STRATEGIC LAND USE PLAN & OTHER REGULATIONS

The Strategic Land Use Plan was established by the City of Saint Louis on January 5, 2005. It has been updated through Amendment #10 – December 5, 2012. The purpose of the plan is to guide, at a very broad level, development and preservation throughout the area in a comprehensive manner. As the intent of the Station Area Planning Process is to establish a vision and development plan for the Arch-Laclede's Station Area, it will be necessary to make modifications to the Strategic Land Use Plan in order to ensure that it is concurrent with the Form-Based District Recommendations. As a Transit oriented District, parking restrictions have been removed within the Arch-Laclede's Station Area Form-Based District.



The following are the recommended changes to the Strategic Land Use Plan within the Arch-Laclede's Station Area Form-Based District:

- The parcels underneath the MLK Bridge are to be changed from SMUA to ROSPDA, in order to establish the area as future open space.
- The parcels along both sides of Leonor K. Sullivan between Laclede's Landing Boulevard and Carr Street are to be converted from SMUA to ROSPDA, in order to establish the area as future open space.
- The parcels owned by the LRA just north of Carr Street are to be converted from SMUA to ROSPDA, in order to establish the area as future open space.



LEGEND

- URBAN GENERAL TYPE 2 (UG2-TOD)
- URBAN GENERAL TYPE 3 (UG3-TOD)

THE REGULATING PLAN

The Regulating Plan allocates two (2) Building Envelope Standards within the Arch-Laclede's Station Area Form-Based District. Shown above, those Building Envelope Standards are Urban General Type 2 (UG2-TOD) and Urban General Type 3 (UG3-TOD). Each building envelope standard regulates building placement, height, type, encroachments, use requirements, and parking requirements. Additionally, each building envelope standard accommodates a particular range of heights, density, and building character necessary to build on the assets of the area, while remaining respectful of historic buildings and structures.



LEGEND

- █ PRIMARY STREETS
- █ SIDE STREETS

PRIMARY & SIDE STREETS

Primary Streets within the Arch-Laclede's Station Area Form-Based District include the following list of streets shown below. All other streets are considered to be Side Streets, in accordance with the diagram above:

- 1st Street (from Eads Bridge to Biddle Street)
- 2nd Street (from Eads Bridge north)
- 3rd Street (from Eads Bridge to Laclede's Landing Boulevard)
- Leonor K. Sullivan Boulevard (from Eads Bridge north)
- Laclede's Landing Boulevard (from I-70 to LKS)
- Carr Street (from I-70 to LKS)
- Biddle Street (from I-70 to LKS)



LUMIÈRE CASINO

BUILDING ENVELOPE STANDARDS

The Building Envelope Standards (BES) which are currently utilized in the form-based district system in the City of St. Louis were conceived and established (particularly in reference to Ordinance 69406) to define zones of intended character. The existing BES categories include Neighborhood General Types (1, 2 & 3), Neighborhood Center Types (1 & 2), and Boulevard Types (1 & 2). These BES were calibrated to codify the low- to mid-density neighborhood areas and seams between areas of the City, also defined here as the “neighborhood transect”. In order to define the “urban transect” areas of the City, our team has developed an additional four (4) types of BES categories which are applicable to the higher density, taller, and transitional areas of Downtown. These new Building Envelope Standards include the Urban General Types (1, 2 & 3) and Campus Type 1.



3RD STREET
IN LACLEDE'S LANDING

Three (3) of these new Building Envelope Standards are applicable to the Arch-Laclede's Station Area, and have been developed in accordance with the with the City's Enabling Legislation (Ordinance 69199). The following is a brief description of each of the Building Envelope Standards applicable to the Arch-Laclede's Station Area.

Urban General Type 2 (UG2-TOD) - New BES Category

The intent of this Building Envelope Standard is to regulate the physical form of the Urban General Type 2 areas in order to preserve and enhance the integrity and quality of the primarily full and half-block mid-rise buildings within mixed-use areas like Downtown Saint Louis. The area is designed to provide for minimum building heights and zero-setback buildings respectable of the urban character and mixed building styles of these areas.

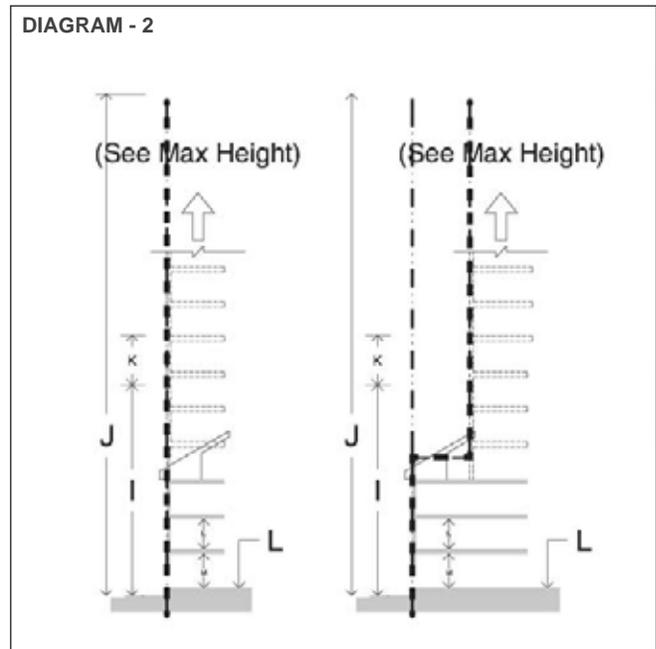
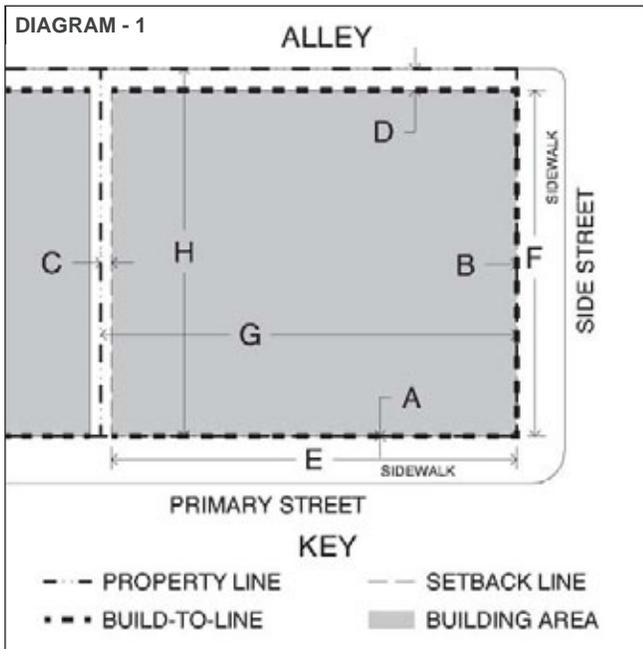


MORGAN STREET
IN LACLEDE'S LANDING

Urban General Type 3 (UG3-TOD) - New BES Category

The intent of this Building Envelope Standard is to regulate the physical form of the Urban General Type 3 areas in order to preserve and enhance the integrity and quality of the primarily low- and mid-rise buildings within transitional areas of Downtown Saint Louis. The area is designed to provide for minimum building heights and zero-setback buildings respectful of the existing historic urban character and mixed building styles of these areas.

URBAN GENERAL TYPE 2 (UG2-TOD)*



I - BUILDING PLACEMENT

BUILD-TO-LINE:

- [A] PRIMARY STREET: 0' (1)
- [B] SIDE STREET: 0'

SETBACK:

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

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 144.

II - BUILDING HEIGHT

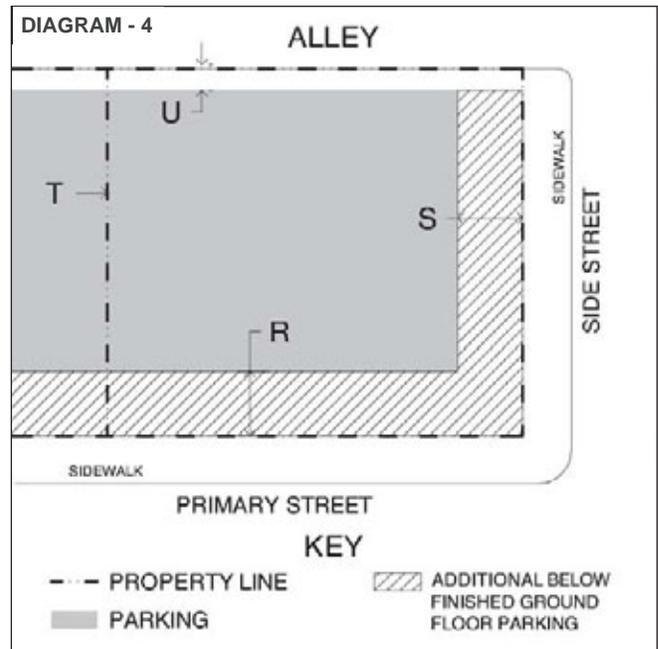
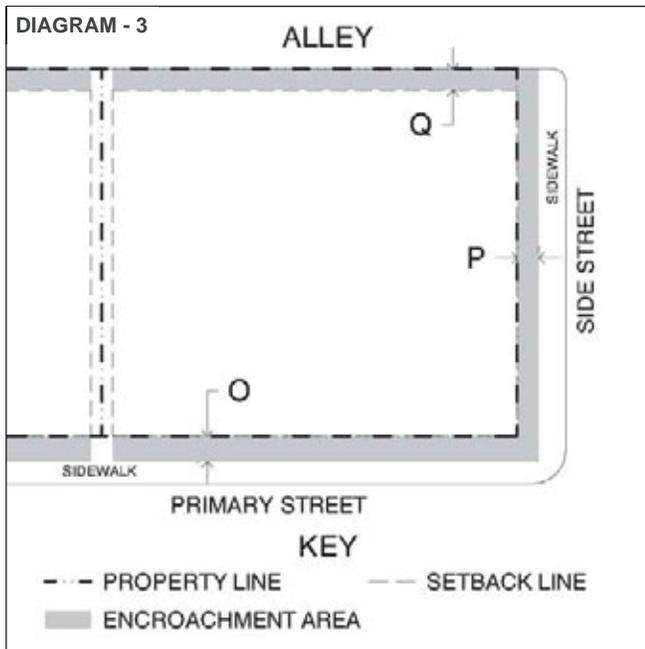
- [I] BUILDING HEIGHT MINIMUM: 3 Stories and 40'
- [J] BUILDING HEIGHT MAXIMUM: 24 Stories and 300' (3)
- [K] MAX FROM B.O. EAVE
TO T. O. PARAPET OR ROOF: 15' Max
- [L] FINISHED GRND FLOOR LEVEL: 6" Max Above
Back of Sidewalk
Or Adjacent Lot Level
- [M] FIRST FLOOR CEILING HTS: 12' Min | 25' Max (F to 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

- Courtyard Building
- High Rise Residential Building
- Flex Building
- Podium Building
- Commercial Block Building
- Liner Building

*Indicates that this is a new Building Envelope Standard.

URBAN GENERAL TYPE 2 (UG2-TOD)*



IV - ENCROACHMENTS

LOCATION:

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

V - USE REQUIREMENTS

GROUND FLOOR: Office
Primary Retail (4)
Residential
Secondary Retail

UPPER FLOOR(S): Office
Residential

VI - PARKING REQUIREMENTS

LOCATION:

- [R] PRIMARY STREET SETBACK: 30' Min (5)
- [S] SIDE STREET SETBACK: 30' Min (6)
- [T] SIDE SETBACK: 0'
- [U] ALLEY SETBACK: 10' Min

*Indicates that this is a new Building Envelope Standard.

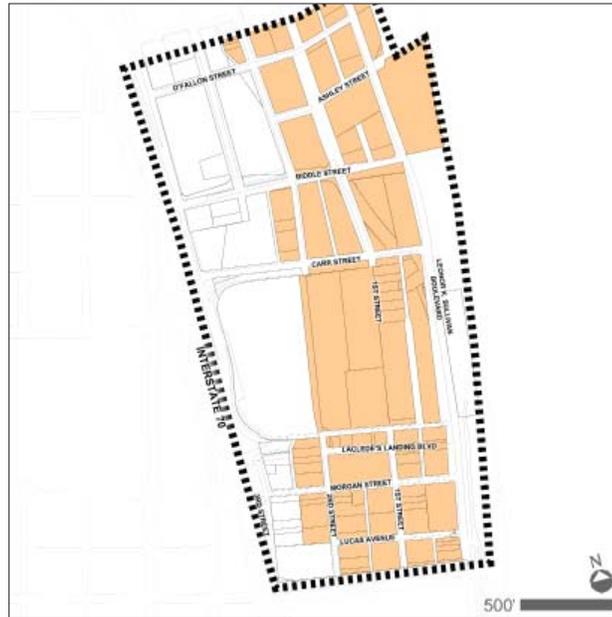
URBAN GENERAL TYPE 2 (UG2-TOD)*

VII - REFERENCE NOTES

1. The Build-to-Line must match the average Front Facade Line of the Block Face. Lots with NO Primary Street frontage (abutting adjacent properties) are exempt from the Primary Street Build-to-Line dimensional requirements and are only required to have a five foot (5') setback on said frontage.
2. Lots with NO Alley Frontage (abutting adjacent properties) are required to have a ten foot (10') setback on said Frontage.
3. In addition to the twenty-four (24) stories and three hundred (300') floor Building Height Maximum, all Building Types in the Stadium Station Area are not allowed to have a Building Height greater than seven hundred and fifty-one feet (751') above sea level.
4. Primary Retail is only allowed on 2rd Street and 3rd Street between Carr Street and the Eads Bridge and must be accessed through Direct Frontage onto the street.
5. This figure reflects an additional dimension of thirty feet (30') beyond the Primary Street Build-to-Line for above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.
6. This figure reflects an additional dimension of thirty feet (30') beyond the Side Street Build-to-Line for above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.

*Indicates that this is a new Building Envelope Standard.

URBAN GENERAL TYPE 3 (UG3-TOD)*



INTENT STATEMENT:

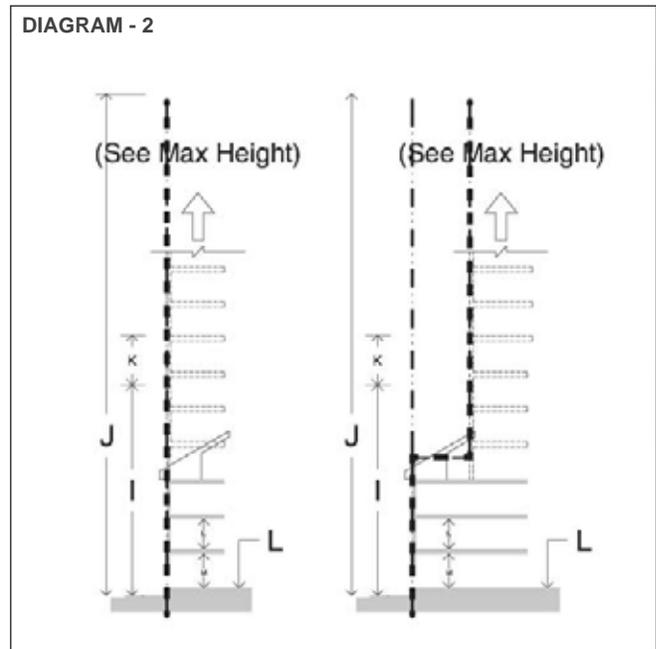
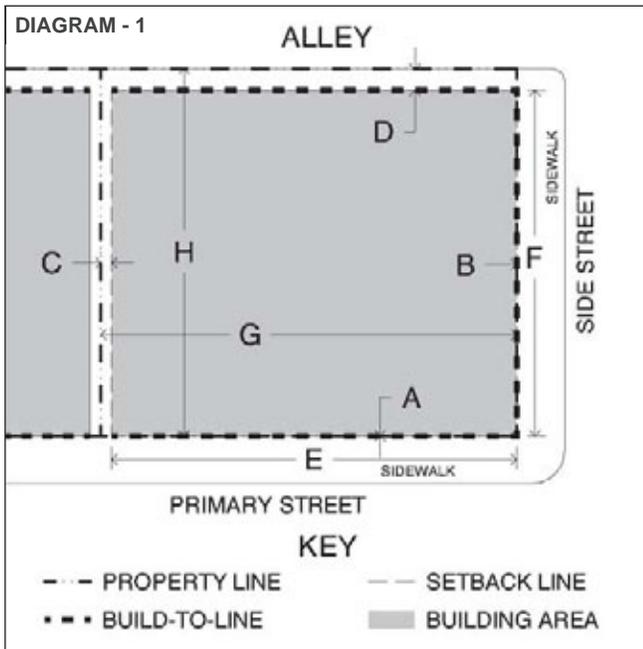
The intent of this Building Envelope Standard is to regulate the physical form of the Urban General Type 3 areas in order to preserve and enhance the integrity and quality of the primarily low- and mid-rise buildings within transitional areas of Downtown Saint Louis. The area is designed to provide for minimum building heights and zero-setback buildings respectful of the existing historic, urban character and mixed building styles of these areas. This intent statement and the images shown below are advisory only.

EXAMPLES OF CHARACTER



*Indicates that this is a new Building Envelope Standard.

URBAN GENERAL TYPE 3 (UG3-TOD)*



I - BUILDING PLACEMENT

BUILD-TO-LINE:

- [A] PRIMARY STREET: 0' (1)
- [B] SIDE STREET: 0'

SETBACK:

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

BUILDING FORM:

- [E] PRIMARY STREET: At Least 85% of Build-to-Line
- [F] SIDE STREET: At Least 50% of Build-to-Line
- [G] LOT WIDTH: Per Existing
- [H] LOT DEPTH: Per Existing

FOR REFERENCE NOTES
REFER TO PAGE 148.

II - BUILDING HEIGHT

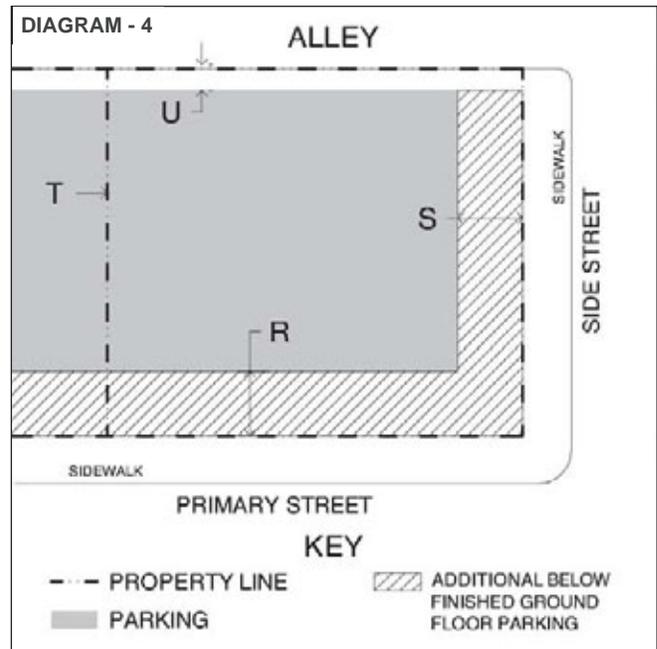
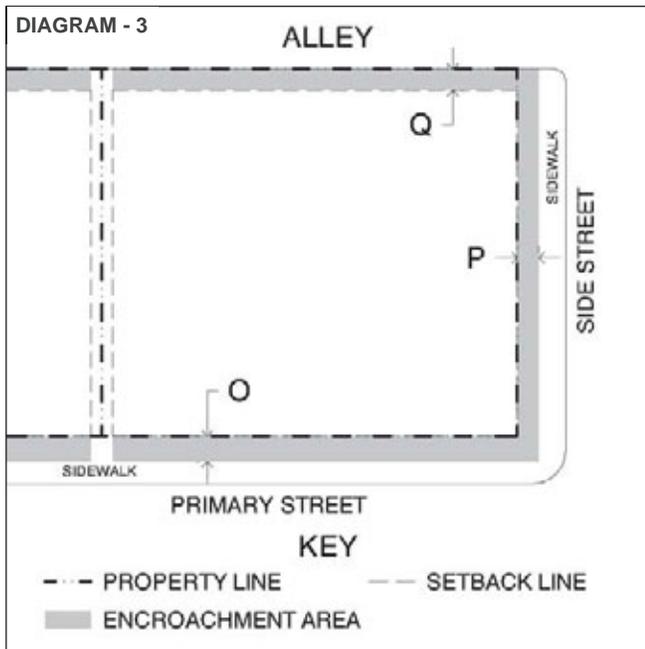
- [I] BUILDING HEIGHT MINIMUM: 3 Stories and 40'
- [J] BUILDING HEIGHT MAXIMUM: 12 Stories and 130'
- [K] MAX FROM B.O. EAVE TO T. O. PARAPET OR ROOF: 15' Max
- [L] FINISHED GRND FLOOR LEVEL: 6" Max Above Back of Sidewalk Or Adjacent Lot Level
- [M] FIRST FLOOR CEILING HTS: 12' Min | 25' Max (F to C)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

- Rowhouse and Courtyard Rowhouse
- Stacked Flats
- Courtyard Building
- Flex Building
- Commercial Block Building
- Live | Work Units
- Liner Building

*Indicates that this is a new Building Envelope Standard.

URBAN GENERAL TYPE 3 (UG3-TOD)*



IV - ENCROACHMENTS

LOCATION:

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

V - USE REQUIREMENTS

- GROUND FLOOR: Office
Primary Retail (3)
Residential
Secondary Retail
- UPPER FLOOR(S): Office
Residential

VI - PARKING REQUIREMENTS

LOCATION:

- [R] PRIMARY STREET SETBACK: 30' Min (4)
- [S] SIDE STREET SETBACK: 30' Min (5)
- [T] SIDE SETBACK: 0'
- [U] ALLEY SETBACK: 10' Min

*Indicates that this is a new Building Envelope Standard.

URBAN GENERAL TYPE 3 (UG3-TOD)*

VII - REFERENCE NOTES

1. The Build-to-Line must match the average Front Facade Line of the Block Face. Lots with NO Primary Street frontage (abutting adjacent properties) are exempt from the Primary Street Build-to-Line dimensional requirements and are only required to have a five foot (5') setback on said frontage.
2. Lots with NO Alley Frontage (abutting adjacent properties) are required to have a ten foot (10') setback on said Frontage.
3. Primary Retail is only allowed on 2rd Street between Carr Street and the Eads Bridge and must be accessed through Direct Frontage onto the street.
4. This figure reflects an additional dimension of thirty feet (30') beyond the Primary Street Build-to-Line for above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.
5. This figure reflects an additional dimension of thirty feet (30') beyond the Side Street Build-to-Line for above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.

*Indicates that this is a new Building Envelope Standard.

STADIUM STATION AREA IMPLEMENTATION RECOMMENDATIONS

IMPLEMENTATION OBSERVATIONS

Much of the identified redevelopment to occur in or around the Stadium Station will be completed as part of the Ballpark Village development. However, certain key issues remain in the area and must be addressed by the City to ensure that future phases of Ballpark Village and other development will occur in the future. The following list details the key outcomes of those conversations:

1. The parking lot to the south of the Tums building seems ripe for development, given its location near the stadium and highway;
2. The current TOD plan may inhibit views towards the stadium from elsewhere in Downtown. A park-like connector could be created along 7th Street from Kiener Plaza to Ballpark Village development;
3. The Stadium East and West garages are somewhat unsightly and are inactive at the ground floor level;
4. Metro is willing to work with any partner to create development around and above the station, assuming that it is financially feasible to do so. It should be noted that this type of development will be complicated due to requirements for maintenance access and other FTA requirements;
5. The park at 900 Walnut may also be a good redevelopment site. However, the parcel on the west side of the block is owned by the federal government.

STADIUM STATION AREA IMPLEMENTATION ACTION ITEMS

While some issues are beyond the City's control, the City can play a key role in encouraging for future development in the area. We recommend that the following near-term activities:

1. Initiate Form-Based District with the Planning Commission, as outlined in the Form-Based District Recommendations for the station area.
2. Focus initial efforts on achieving the market-supported development recommended of this TOD Station Area Plan;
3. Discuss possible development or joint venture opportunities with the owners of the parking lot to the south of the Tums Building. Secure property if possible;
4. SLDC should continue to offer ongoing support for the Ballpark Village development.

Further details on the Stadium Station Area Implementation Recommendations are on Page 23 of Appendix C.



A result of this widespread policy recognition will, and should, be creation of appropriate partnerships to implement prioritized parts of each plan.



PROPOSED IMAGE OF SOUTH BROADWAY

STADIUM STATION STATION AREA FINANCIAL ANALYSIS

DEVELOPMENT PROGRAM

Given feedback from the Technical Advisory Committee and the public, the consultant team developed the finalized station area plan for the Stadium Station. This plan assumes that significant retail and office space will be developed at both Ballpark Village, the former Cupples 7 building, and the parcel located immediately west of the MetroLink line. The following is the development program for the Stadium Station Area Plan.

Market Rate Residential:	800 Units
Retail:	250,000 Square Feet
Office:	650,000 Square Feet
Hotels:	400 Rooms
Structured Parking:	0 Spaces

DEVELOPMENT PLAN COST & PHASING

An econometric model was developed to analyze the Station Area Plan for the Stadium station. The table on the opposite page contains detailed key assumptions in the development model regarding rents, construction costs, and other factors.

- A full listing of the development assumptions for the Stadium Station Area Plan is available in the Appendix.
- An inflation rate of 2.5% was applied to rents, operating costs, and development costs. For the sake of comparison, it is assumed that all development will be sold in year 30 and priced using an appropriate capitalization rate.
- Generally, it was assumed that one or more significant residential properties would be developed prior to the construction of additional office or retail space.

Further details on the Stadium Station Area Financial Analysis are on Page 34 of Appendix C.

STADIUM STATION AREA PLAN GENERAL PHASING

STAGE 1.0

- Retail

STAGE 2.0

- New Residential
- Hotel
- Office
- Retail

STAGE 3.0

- New Residential
- Hotel
- Office
- Retail

Fiscal Impact and Feasibility Analysis
 Summary of Assumptions and Inputs

Development	NEW CONSTRUCTION	RENOVATIONS
Affordable Housing		
Monthly Rent/s.f.	\$0.90 per square foot	\$0.90 per square foot
Monthly Parking	\$0 per month	\$0 per month
Average Unit Size	800 square feet	800 square feet
Number of Units	90 per acre	90 per acre
2011 Private Development Cost	\$150 per square foot	\$160 per square foot
Non-Profit Cost Multiplier	60% of Private Dev Cost	60% of Private Dev Cost
Total Development Cost	\$240 per square foot	\$260 per square foot
Stand-Alone Apartments		
Monthly Rent/s.f.	\$1.50 per square foot	\$1.40 per square foot
Monthly Parking	\$0 per month	\$0 per month
Average Unit Size	800 square feet	950 square feet
Number of Units	90 per acre	90 per acre
2011 Private Development Cost	\$145 per square foot	\$160 per square foot
Non-Profit Cost Multiplier	0% of Private Dev Cost	0% of Private Dev Cost
Total Development Cost	\$150 per square foot	\$160 per square foot
Mixed-Use Apartments		
Monthly Rent/s.f.	\$1.55 per square foot	\$1.45 per square foot
Monthly Parking	\$0 per month	\$0 per month
Average Unit Size	1,000 square feet	1,000 square feet
Number of Units	90 per acre	90 per acre
2011 Private Development Cost	\$145 per square foot	\$160 per square foot
Non-Profit Cost Multiplier	0% of Private Dev Cost	0% of Private Dev Cost
Total Development Cost	\$150 per square foot	\$160 per square foot
Storefront Retail		
Annual Lease/s.f.	\$15.00 per square foot (NNN)	\$13.00 per square foot (NNN)
Monthly Parking	\$0 per month	\$0 per month
Square Feet (net leasable)	17,850	17,850
2013 Development Cost	\$150 per square foot	\$150 per square foot
Restaurant		
Annual Lease/s.f.	\$15.00 per square foot (NNN)	\$13.00 per square foot (NNN)
Monthly Parking	\$0 per month	\$0 per month
Square Feet (net leasable)	17,850	17,850
2013 Development Cost	\$200 per square foot	\$200 per square foot
Office/Institutional		
Annual Lease/s.f.	\$17.00 per square foot (NNN)	\$13.00 per square foot (NNN)
Monthly Parking	\$0 per month	\$0 per month
Square Feet (net leasable)	17,000	17,000
2013 Development Cost	\$160 per square foot	\$160 per square foot
Surface Parking		
Annual Lease/space	\$200 per space	\$200 per space
Monthly Parking	\$100 per space	\$100 per space
Spaces	500	500
2013 Development Cost	\$10,000 per space	\$10,000 per space
Parking Garage		
Annual Lease/space	\$1,000 per space	\$1,000 per space
Monthly Parking	\$117 per space	\$117 per space
Spaces	500	500
2013 Development Cost	\$20,000 per space	\$20,000 per space



**PROPOSED IMAGE OF
EIGHTH STREET**

**STADIUM STATION
AREA PLAN
ESTIMATED
FUNDING GAP**

DEVELOPMENT COST
\$514.6 M

DEVELOPMENT VALUE
\$422.3 M

FUNDING GAP
\$92.3 M

**AVAILABLE PUBLIC
SUBSIDY**
\$145.0 M

GENERAL PUBLIC ASSISTANCE FOR REDEVELOPMENT

At this time, the City of Saint Louis has an array of development tools to help offset some costs. Tax Increment Financing, a tool that allows a developer to collect incremental real property and economic activity tax revenue, is a popular way to finance property acquisition, infrastructure improvements, and renovation costs in the city. Other tools, such as Community Improvement Districts, allow for a developer to generate funds for area amenities or other programs. A complete listing of possible incentive tools is included on Page 45 of Appendix C.

Gap financing can come from private sources as well. It should be noted that competition for these limited resources is great. Other potential sources of gap financing include: the business community, community-based organizations, developers, financial institutions, and philanthropic organizations.

In addition to tools geared towards property redevelopment, the City offers some assistance to small business owners in the form of grants, tax credits, and other specialized programs. In order to entice businesses into each station area, it is critical that these programs be marketed towards the business community.

SUBSIDIES & DEVELOPMENT GAPS

In many ways, the Stadium Station is already on the road to denser, more transit oriented development. The ongoing construction of Ballpark Village will provide additional restaurant and entertainment options within an easy walk of the station, and additional office, residential, and hotel development is planned for the area over the next decade. Despite this flurry of activity, there is a need for public subsidy to fill the probable gap required for initial developments. However, it is hoped that as density—and demand—increases, there will be less need for the use of additional public subsidy for the Station Area. The development costs and the actual value of the development post-development will exist. Therefore, it is necessary to find some sort of financing—be it public or private—to fill the gap and entice development.

The sidebar on this page details the estimated funding gap and the amount of public financing available for the finalized development scenario. In general, the available public subsidies would fill any financing gaps for the finalized scenario for the Stadium Station. Under the second scenario, it would be necessary for developers to seek private gap financing. It should be noted that approximately \$17.0 million of the estimated available public subsidies are dedicated to the Ballpark Village project, leaving \$128.0 million of public subsidy available for other projects. Further details on the Stadium Station Area Subsidies & Development Gaps are on Page 34 of Appendix C.

FINANCIAL MODEL OUTCOMES

It should be noted that while the economic projections below estimate the potential returns of the suggested redevelopment plan, no significant market analysis has been performed to estimate the actual demand for these development configurations. The sidebar on this page indicates the estimated financial returns for the Stadium Station Area Plan.

While the overall return for the proposed development plan is within an acceptable range for a developer both with and without financing, due to the high risk inherent to real estate development, it is highly likely that some sort of public incentive or other private gap financing will be necessary to attract developers. For the full economic analysis of each alternative, please see Page 1 of Appendix C.

GENERAL PUBLIC SUBSIDY DESCRIPTIONS

General Development Incentives:

- **Tax Increment Financing:** A TIF collects a portion of net new real property, earnings, and sales taxes. These funds are then used to finance development and other improvements within the TIF district.
- **Community Improvement District (CID):** A CID can levy real property and/or additional sales taxes to be used for certain improvements or services within the boundaries of the CID. Sales tax CIDs are capped at 1.0%.
- **Transportation Development District (TDD):** A TDD can be funded through special assessment, real property tax, or sales tax. Sales tax TDDs are capped at 1.0%. Funds are used to support transportation improvement projects like signage, road conditions, or other transport-related needs within the districts of the TDD.
- **Chapter 353 Redevelopment:** This program allows for full or partial abatement of real property taxes for up to 25 years.
- **Chapter 99 Redevelopment:** This program allows for full or partial abatement of real property taxes for up to 10 years.

Specialized Development Incentives:

- **Tax-Exempt Bond Financing:** This bond incentive provides long-term capital financing for major projects.
- **Chapter 100 Bond Financing:** This bond incentive provides long-term capital financing for major projects.
- **Chapter 100 Sales Tax Exemption:** Used in conjunction with Chapter 100 Bonds, the Chapter 100 Sales Tax Exemption reduces the costs of purchasing non-manufacturing equipment.
- **The Small Business Association 7(a) Loan Guaranty:** The SBA provides financing to small businesses with reasonable terms.
- **New Markets Tax Credits (NMTC):** These credits are typically used to attract investments to low-income areas and offer tax credits for a portion of the investment. Typically, NMTC are utilized for large areas of redevelopment to increase return.
- **Historic Tax Credits:** Offers tax credits for owners of recognized historic structures.



PROPOSED IMAGE OF CLARK AVENUE

STADIUM STATION AREA PLAN ESTIMATED FINANCIAL RETURNS

RETURN WITHOUT GAP FINANCING

5.8%

RETURN WITH GAP FINANCING

6.7%

LAND RESIDUAL VALUE @ 15%
\$70.9 M

LAND RESIDUAL VALUE @ 20%
\$94.6 M



STADIUM STATION AREA PUBLIC IMPROVEMENTS

PEDESTRIAN RECOMMENDATIONS

A - - - - -

(Tier 1) Perform a road diet on Clark Avenue between Tucker Boulevard and 8th Street. A reduction from the current section of two through lanes in each direction plus a center turn lane to one through lane in each direction and a center median is recommended. Clark will serve as the major east-west pedestrian corridor in the area and the traffic volume does not warrant five lanes. Therefore, the creation of a more desirable pedestrian experience with fewer traffic lanes and large sidewalks is necessary. Additionally, on either side of the road diet area, Clark Avenue has only two through lanes, so this road diet would create a more consistent streetscape. These changes are consistent with the Downtown Multimodal Access Plan that designates Clark Avenue as a neighborhood connector. The plan recommends two through lanes and share-the-road signage.

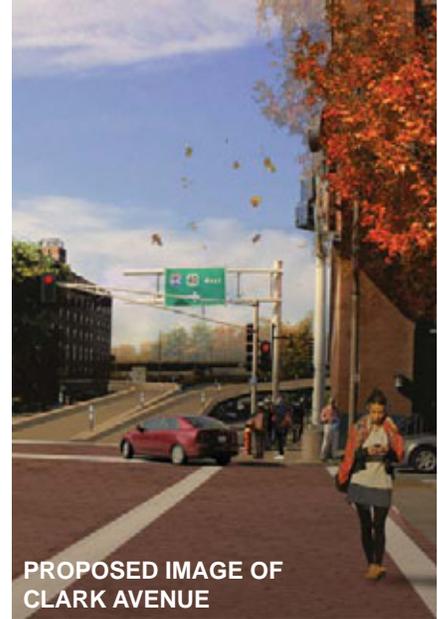
- Full streetscape overhaul that includes shade trees, decorative crosswalks, pedestrian boumpouts at intersections, lighting improvements, etc
- Add crosswalks on all sides of intersections at 9th, 10th and 11th Streets.
- Add share-the-road signage or sharrows to alert motorists to bicycle activity.
- Add a center median to Clark Avenue to further calm traffic and make the street more aesthetically appealing.

B - - - - -

(Tier 1) Extend the streetscape improvements on Spruce Street that have already been done between 8th and 9th Streets to Tucker Boulevard. Spruce Street should function as a neighborhood street serving the renovated Cupples buildings and new residential development along the corridor. Spruce Street is also classified as a neighborhood connector in the Downtown Multi-Modal Access Study which would be consistent with these recommendations.

- Add ADA accessible crosswalks on all four sides of intersections at 9th, 10th, and 11th Streets.
- Extend the streetscape theme established in front of the Westin all the way to Tucker Boulevard. Include similar pavement materials, and add mid-block crossings to each block.

The creation of a more desirable pedestrian experience with fewer traffic lanes and large sidewalks is necessary.

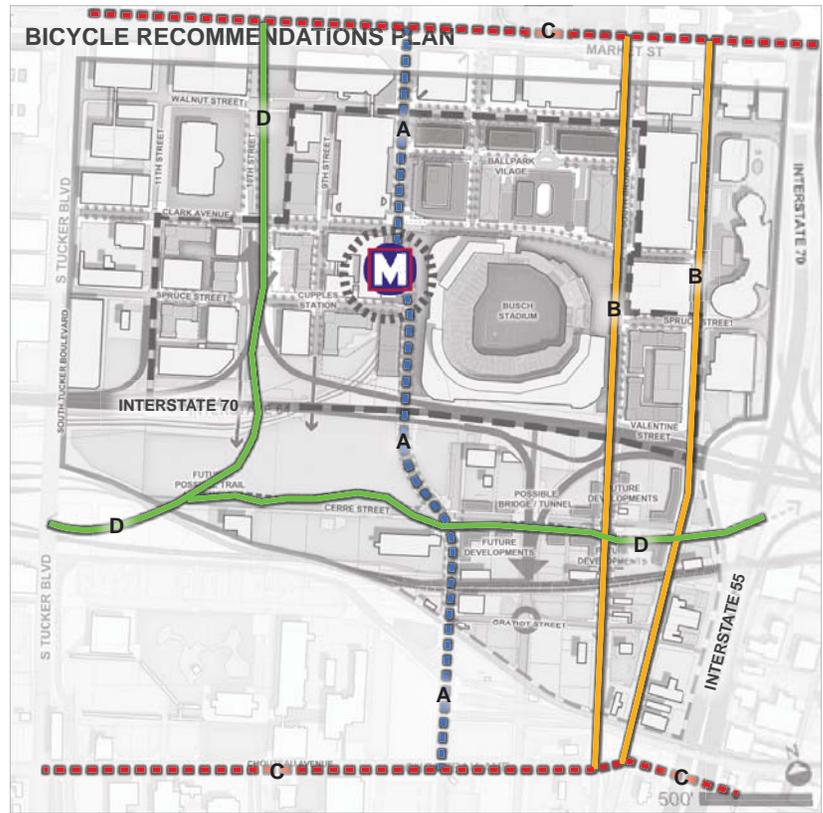
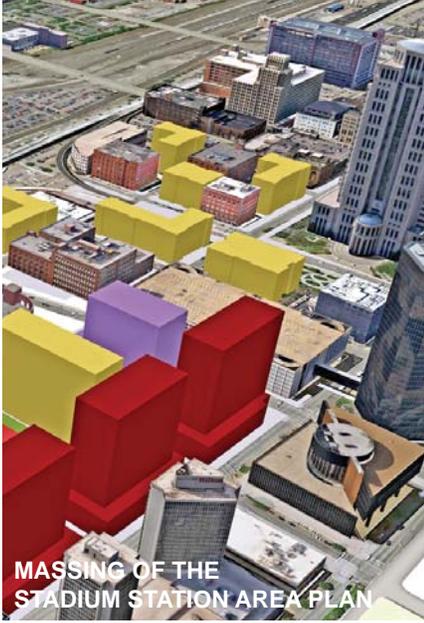


PROPOSED IMAGE OF CLARK AVENUE

C (Tier 1) Work closely with Great Rivers Greenway to implement the Chouteau Greenway and the City Garden Connection. The Chouteau Greenway is a very important east-west connection for the regional trail system that will connect Forest Park to the Mississippi River Trail. It will be an important part of a larger plan to redevelop the rail yards on the south side of Downtown. The trail will connect the rail yards to the southwest portion of the Gateway Arch grounds with a new multi-use trail bridge through the I-44/I-55/I-64/I-70 interchange. The City Garden Connection will be a spur trail from the Chouteau Trail that will connect the Chouteau Greenway to the City Garden and Gateway Mall via existing green space along the east side of 10th Street. This connection is very important for recreational uses and provides a very prominent and aesthetically appealing entrance to the Gateway Mall area.

- Construct the Chouteau Trail from Tucker Boulevard to 4th Street using similar design and construction standards as other Great Rivers Greenway trails.
- Construct the Citygarden Connection from the Chouteau Trail north to City Garden, utilizing the existing green space along the east side of 10th Street from Clark Avenue to Market Street.
- Construct the trail bridge through the freeway interchange to connect the east end of the Chouteau Trail to the southwest corner of the Gateway Arch grounds. Use unique design to highlight the freeway infrastructure and the view of Downtown and the Arch.

For General Station Area Transportation Principles & Guidelines, see Page 2 of Appendix D.



BICYCLE RECOMMENDATIONS

A —————

(Tier 1) Create a safe share-the-road bicycling corridor along 7th and 8th Streets from Chouteau Avenue to Market Street. 7th and 8th Streets are the most direct north-south connection within the Station Area and serve a lot of the pedestrian and bicycle traffic going to the Stadium station. A safe bicycle route is needed to move people to and from the southern half of the Station Area (south of Interstate 64) and to encourage more multi-modal traffic to cross the interstate viaduct. In addition, share-the-road signage on 7th and 8th Streets provides an important addition to the Bike St. Louis plan, which designates 7th Street south of Chouteau Avenue as share-the-road. By extending the share-the-road designation to Market Street, a very direct connection is created between the existing bicycle infrastructure and the Station Area and Central Business District.

- Implement share-the-road signage along 7th and 8th Streets from Chouteau Avenue to Market Street.
- Paint Bike St. Louis sharrows along the corridor to further alert motorists to the presence of bicycles in shared lanes.
- Time traffic signals to optimize bicycle travel instead of vehicular travel. Cyclists will be more willing to utilize the corridor if they do not have to wait through red lights at each intersection.

A safe bicycle route is needed to move people to and from the southern half of the Station Area (south of Interstate 64) and to encourage more multi-modal traffic to cross the interstate viaduct.

B

(Tier 2) Add dedicated bicycle infrastructure to the 4th Street and Broadway Corridors that connect to the dedicated bike lanes on 7th Boulevard in Soulard. Currently 4th Street and Broadway have several changes in the roadway width and number of through lanes that makes them unpredictable when driving. By creating a consistent number of through lanes and on-street parking facilities, traffic will be more predictable and leaves extra right-of-way that can be utilized for bicycle infrastructure. These corridors lend themselves well to strong bicycle corridors because of the direct connection that can be made to the bike lanes on 7th Boulevard. They also do not have any freeway ramps intersecting them like the 7th Street bicycle corridor which increases the safety along the route. Reduce the number of through lanes both southbound on Broadway and northbound on 4th Street to three lanes in sections of the roadway that have more than three. Convert any excess lanes into parking lanes.

- Use extra width from through lane to parking lane conversions to stripe bike lanes and install curb bumpouts at intersections that only allow for three travel lanes and a bike lane
- Utilize one of the excess lanes on 4th Street and Broadway to create a protected cycle track. Install bicycle signals at signalized intersections and restrict vehicular turns that cross the cycle track to a few intersections.

C

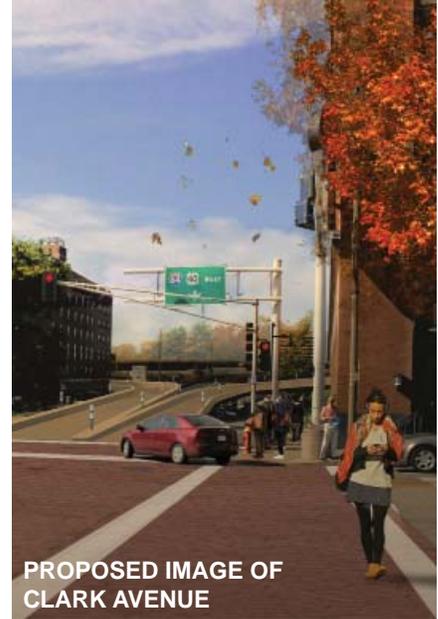
The St. Louis Regional Gateway Bike Plan recommends the following bicycle facilities within the station area context:

- Shared Traffic Lanes along Chouteau Avenue.
- Buffered Bike Lane or Cycle Track along the south side of Market Street connecting the Gateway Mall to the new Arch Grounds entrance.

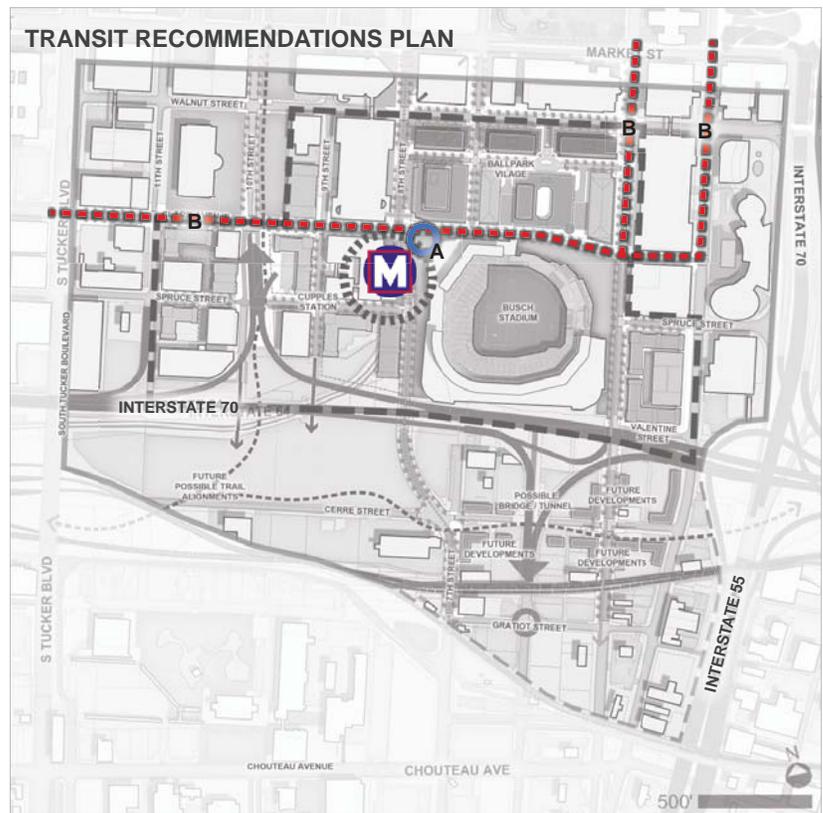
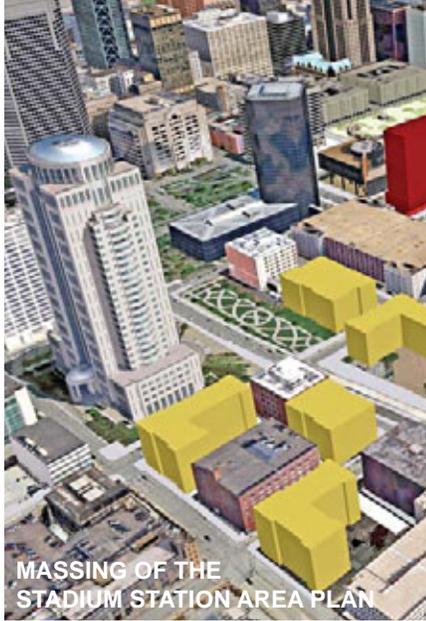
D

Consider the possibility of a multi-use trail connection from the rail yards (under the Tucker Boulevard viaduct) east to the Gateway Arch Grounds via Cerre Street. Further study would need to be conducted in order to determine the feasibility of a tunnel under / bridge over the newly reconfigured eastbound ramps of Interstate 64. Additionally, consider the possibility of a multi-use trail connection from the rail yards (under the Tucker Boulevard viaduct) north to Citygarden, the Gateway Mall, and the future Buffered Bike Lane / Cycle Track along Market Street.

For General Station Area Transportation Principles & Guidelines, see Page 2 of Appendix D.



PROPOSED IMAGE OF CLARK AVENUE



TRANSIT RECOMMENDATIONS

A ○

(Tier 3) Create a new entrance to the eastbound platform of the Stadium Station. Currently, there is only one exit for the eastbound platform; it is on the south end of the platform. The westbound has two exits and riders have the choice of exiting to Spruce Street or Clark Avenue. A new entrance should be created on the eastbound platform that crosses under 8th Street and surfaces at the northwest corner of the stadium at Clark Avenue. This new entrance would create direct access to the stadium and would reduce the number of passengers that have to cross 8th Street especially during Cardinals games. This new entrance would also ease access from the Ballpark Village site and would increase the visibility of the station from the area north of the stadium.

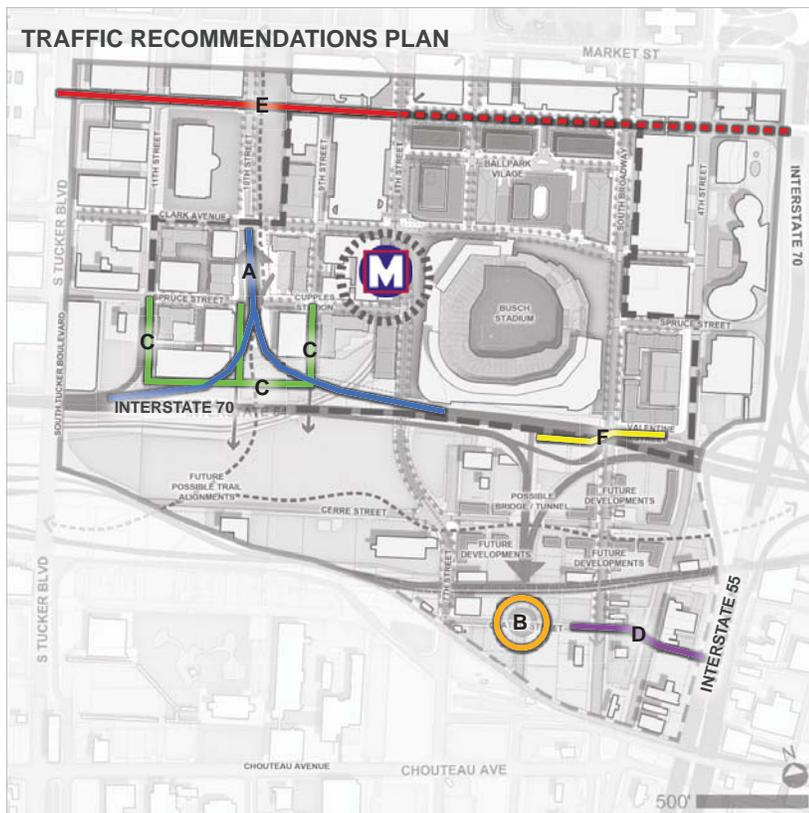
- Construct the new entrance under 8th Street with stairs or escalators leading to the southeast corner of Clark Avenue and 8th Street;
- Add an elevator to provide full handicapped access to the eastbound platform and increase the visibility of the station from the street.

B - - - - -

As Clark Avenue develops into a heavily utilized corridor and Ballpark Village is completed, it is recommended that the #99 Downtown Shuttle route is adjusted to have the south leg of the route travel on Clark Avenue instead of Market Street. Clark Avenue lends itself much better to transit usage because of its compact scale and pedestrian-oriented features.

- Adjust the bus route and add new signage to Clark Avenue;
- Add bus shelters and visible transit maps along Clark Avenue to help orient the high number of tourists in the area;
- Add bus pullouts at all stops to avoid buses holding up vehicle and bicycle traffic.

For General Station Area Transportation Principles & Guidelines, see Page 2 of Appendix D.



PROPOSED IMAGE OF CLARK AVENUE

TRAFFIC RECOMMENDATIONS

A —————

(Tier 2) Connect the 9th Street exit ramp from westbound Interstate 64 to the westbound entrance ramp at 10th Street. Currently these ramps are very intrusive and take up a lot of developable land between the interstate and Clark Avenue. By linking the two ramps together, more land is available for development at the southwest corner of Clark Avenue and 9th Street. The 9th Street ramp in particular is very intrusive into the Cupples neighborhood and creates an awkward and confusing five-leg intersection at 9th Street and Clark Avenue. A more standard four-way intersection would be created at 10th Street that would be more hospitable to pedestrian and bicycle traffic as well as less confusing for vehicular traffic. The ramp connection would also facilitate the two-way conversion of both 9th and 10th Streets because there would not be one-way ramps entering them. The 9th Street exit ramp is already in a poor location due to the closure of 9th Street at Citygarden forcing northbound traffic onto 7th or 11th Streets to get to the Central Business District. 10th Street, on the other hand, is continuous into the Central Business District and would provide a more direct northbound route into the main area of Downtown.

- Connect the two ramps to be accessible from 10th Street. Replace the signals at 10th Street to be able to handle the traffic exiting Interstate 64.
- Convert 10th Street to a two-way street from Clark Avenue north to Chestnut Street. It must remain one-way southbound south of Clark Avenue because of the ramp configuration.
- Convert 9th Street to a two-way street from Poplar Street north to Market Street.



By connecting these streets with an east-west street, the downtown street grid is extended south another block and provides a more intuitive street layout than the current conditions.

B

(Tier 3) Construct a roundabout at the intersection of 6th Street and Gratiot Street. Currently the traffic signal at this intersection is unnecessary because of the low volume of traffic on Gratiot and 6th Streets and causes a lot of unnecessary delay to vehicular traffic. A roundabout provides more efficient intersection control and does not create any delay at the intersection.

- Replace the existing traffic signal with a roundabout.
- Provide signage at the intersection that directs traffic exiting Interstate 64 to either 7th Street or 4th and Broadway to direct people to the attractions along those corridors.

C

(Tier 3) Create a street connection behind the Cupples buildings on the Poplar Street alignment to increase the connectivity in the area. Currently, 9th, 10th and 11th Streets all dead end at the Interstate 64 viaduct, severely limiting connectivity along the MetroLink alignment. By connecting these streets with an east-west street, the downtown street grid is extended south another block and provides a more intuitive street layout than the current conditions. It also makes the area under the Interstate 64 viaduct safer by having vehicular traffic passing through and making it less isolated.

- Construct a street along the Poplar Street alignment that connects 9th, 10th and 11th Streets.
- Add metered parking and basic streetscape elements to create a better perception of this currently fractured and underutilized space.

D

(Tier 3) Realign Gratiot Street to provide access to Chouteau's Landing. Currently, if vehicles are traveling east on Gratiot Street, they are forced to turn left onto 4th Street because the alignments of Gratiot Street do not line up properly at the intersection. If the street is realigned to create a traditional four-way intersection, traffic would be able to travel directly from the Interstate 64 ramps on Gratiot to Chouteau's Landing.

- Realign Gratiot Street to form a four-way intersection at 4th Street;
- Create crosswalks on all four sides of the intersection to create the best pedestrian access possible.

E - - - - -

(Tier 3) Under the CityArchRiver 2015 plan, Walnut Street is being converted to a two-way arterial street from Memorial Dr. to 8th Street. This corridor will serve as the main east-west vehicular connection between the interstate access ramps along the Gateway Arch grounds and the Central Business District. It is recommended that this two-way conversion is extended from 8th Street all the way to Tucker Boulevard. This corridor is the only uninterrupted east-west street in the Station Area and will be very important to handling the high volumes of traffic experienced in the area during rush hour and Cardinals Games.

- Convert Walnut Street from a one-way eastbound street to a two-way street between 8th Street and Tucker Boulevard. The street is wide enough to carry two through lanes in each direction.
- Add a traffic signal at Tucker Boulevard to handle the increased westbound traffic on this corridor.
- Add crosswalks on all three sides of this intersection to facilitate efficient pedestrian movement.

F _____

(Tier 3) Realign Poplar Street at Broadway to create a four-way intersection with the westbound on-ramp for Interstate 64. Currently, the configuration of the on-ramp encourages traffic to speed in the right lane of Broadway and make a free right-turn onto the ramp. Because of these high speeds, the crosswalk at the ramp is very dangerous for pedestrians. By realigning Poplar Street to make a more standard intersection and a sharper turn onto Interstate 64, traffic will be forced to slow down, and pedestrians will be more visible.

- Connect Poplar Street directly to the westbound Interstate 64 onramp. Move the existing traffic signal to the ramp entrance.
- Paint highly visible crosswalks on all four sides of the new intersection.

For General Station Area Transportation Principles & Guidelines, see Page 2 of Appendix D.

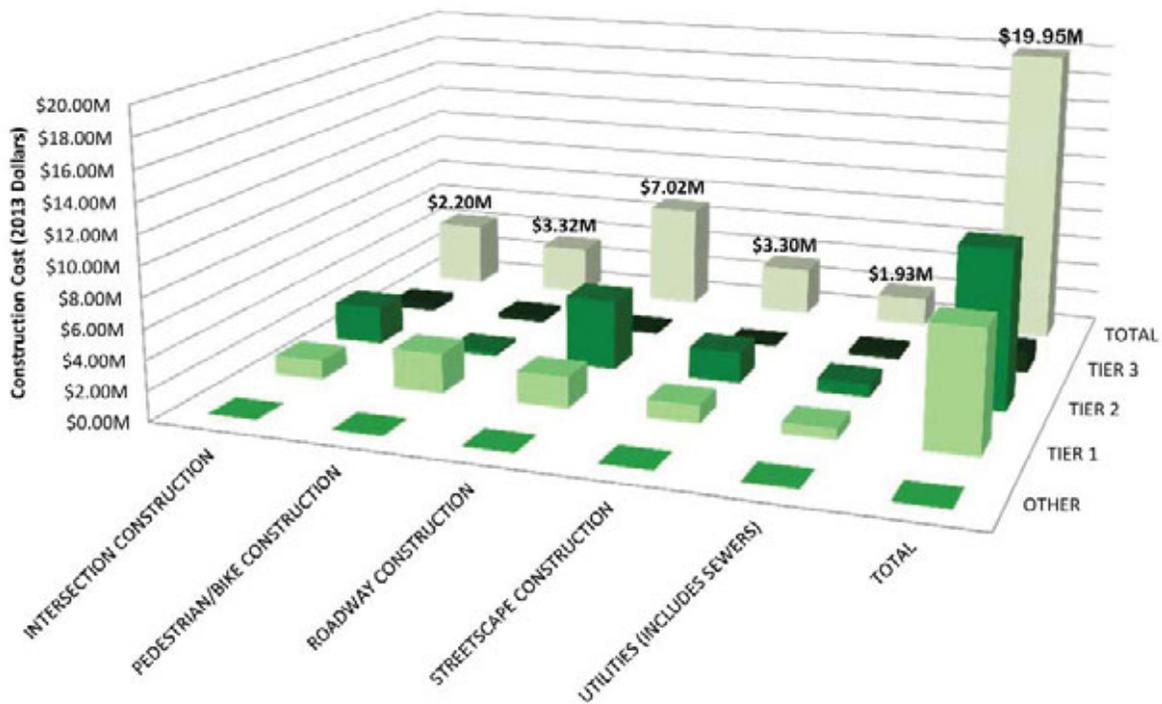




STADIUM STATION AREA PUBLIC IMPROVEMENTS COSTS

The total estimated public improvement cost for the Stadium Station is estimated to be \$19.9 million in 2013 dollars and includes all tiers of improvements described in the Public Improvements section on Page 158 of this document. Vehicular traffic improvements represent 55% of the total costs with roadway improvements being the primary cost, followed by pedestrian & bicycle improvements and streetscape improvements at a combined 34%. Transit improvements incur no construction cost because the proposed improvements can be implemented without public improvements to infrastructure.

A detailed cost breakdown, including assumptions, is included on Page 12 of Appendix F.



	INTERSECTION CONSTRUCTION	PEDESTRIAN/BIKE CONSTRUCTION	ROADWAY CONSTRUCTION	STREETSCAPE CONSTRUCTION	UTILITIES (INCLUDES SEWERS)	TOTAL
■ OTHER	\$0.00M	\$0.00M	\$0.00M	\$0.00M	\$0.00M	\$0.00M
■ TIER 1	\$1.30M	\$2.67M	\$2.09M	\$1.21M	\$0.73M	\$8.00M
■ TIER 2	\$2.60M	\$0.28M	\$4.75M	\$2.08M	\$0.90M	\$10.61M
■ TIER 3	\$0.48M	\$0.37M	\$0.17M	\$0.01M	\$0.30M	\$1.33M
■ TOTAL	\$4.38M	\$3.32M	\$7.02M	\$3.30M	\$1.93M	\$19.95M

TIER	PROJECTS	INTERSECTION IMPROVEMENTS	PEDESTRIAN/BIKE IMPROVEMENTS	ROADWAY IMPROVEMENTS	STREETSCAPE IMPROVEMENTS	UTILITIES (INCLUDES SEWERS)	ITEM TOTAL	IMPROVEMENT TOTAL	TIER TOTAL
TIER 1 PROJECTS									
A. CLARK ST ROAD DIET FROM FIVE LANES TO THREE FROM THE STADIUM TO TUCKER									
i.	CREATE A STRONG PEDESTRIAN CONNECTION CONSISTENT WITH THE BALLPARK VILLAGE DESIGN ON CLARK FROM 8TH TO BROADWAY [6]	\$ 1,300,000.00	\$ 1,336,816.00	\$ 795,696.80	\$ 537,680.00	\$ 478,940.00	\$ 3,849,132.80	\$ 3,849,132.80	\$ 8,004,300.00
B. SPRUCE STREET IMPROVEMENT									
i.	CREATE A "NEIGHBORHOOD STREET" CHARACTER [6]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,872,204.60	
ii.	EXTEND STREETSCAPE IMPROVEMENTS MADE AT THE WESTIN TO TUCKER BLVD.	\$ -	\$ 937,504.60	\$ 723,760.00	\$ 587,620.00	\$ 235,320.00	\$ 1,872,204.60		
C. 8TH STREET SHARE THE ROAD									
i.	IMPLEMENT NEW SHARE THE ROAD SIGNAGE REFERENCE THE BIKE ST LOUIS PLAN THAT DEDICATES 8TH AS SHARE THE ROAD [6]	\$ -	\$ -	\$ 13,000.00	\$ -	\$ -	\$ 13,000.00	\$ 13,000.00	
D. GRG CHOUTEAU'S GREENWAY									
i.	CREATE TUNNEL ON CERRE ST ALIGNMENT UNDER EB I-64 RAMPS WITH VEHICULAR TRAFFIC LANES AND A CYCLE TRACK ON THE SOUTH SIDE	\$ -	\$ -	\$ 1,760,000.00	\$ -	\$ -	\$ 1,760,000.00	\$ 2,270,004.00	
ii.	CREATE A PEDBIKE BRIDGE THROUGH THE I-6401-704-44 INTERCHANGE FROM CERRE ST TO SOUTHWEST CORNER OF THE ARCH GROUNDS.	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ 200,000.00		
iii.	CITY GARDEN CONNECTION ALONG 10TH ST FROM GREENWAY TO MARKET ST	\$ -	\$ 207,344.00	\$ -	\$ 88,660.00	\$ 20,000.00	\$ 310,004.00		\$ 10,610,100.00
TIER 2 PROJECTS									
A. 9TH AND 10 ST RAMP CONNECTION									
i.	CONNECT THE 9TH ST EXIT RAMP TO THE 10TH ENTRANCE RAMP TO CREATE MORE DEVELOPABLE SPACE AT 9TH ST AND CLARK ST	\$ 520,000.00	\$ -	\$ 3,864,342.00	\$ 2,080,000.00	\$ 482,550.00	\$ 6,946,892.00	\$ 8,286,704.00	
ii.	TWO-WAY CONVERSION OF 9TH AND 10TH STREETS TO CHESTNUT ST	\$ 1,300,000.00	\$ -	\$ 19,872.00	\$ -	\$ -	\$ 1,319,872.00		
iii.	10TH ST REMAINS ONE WAY SOUTHBOUND SOUTH OF CLARK ST DUE TO RAMP CONNECTION [6]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
B. 4TH AND BROADWAY IMPROVEMENTS									
i.	REMAIN ONE-WAY ARTERIALS WITH THREE CONSISTENT THROUGH LANES [6]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 825,529.60	
ii.	CREATE CURB BUMP-OUTS AT INTERSECTIONS	\$ 520,000.00	\$ 707,337.60	\$ -	\$ -	\$ 138,672.00	\$ 760,009.60		
iii.	DEDICATED BIKE INFRASTRUCTURE THAT MAY REQUIRE EITHER A LANE REDUCTION OR LOSS OF PARKING SPACES	\$ -	\$ 65,520.00	\$ -	\$ -	\$ -	\$ 65,520.00		
C. REALIGNMENT OF POPLAR STREET									
i.	ALIGN POPLAR STREET BETTER WITH THE WB I-64 ENTRANCE RAMP ON BROADWAY TO CREATE MORE OF A 4-WAY INTERSECTION AND SLOW DOWN TRAFFIC	\$ 260,000.00	\$ 87,900.00	\$ 866,320.00	\$ -	\$ 278,088.00	\$ 1,496,308.00	\$ 1,517,820.00	
ii.	INCLUDE CROSSWALKS ON ALL FOUR SIDES OF THIS INTERSECTION [6]	\$ -	\$ 31,512.00	\$ -	\$ -	\$ -	\$ 31,512.00		
TIER 3 PROJECTS									
A. POPLAR STREET CONNECTION BETWEEN 9TH ST AND 11TH ST									
i.	MUST BE DONE AFTER 9TH AND 10TH ST RAMP REALIGNMENT [6]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 84,168.50	
ii.	TWO-WAY STREET BEHIND CUPPLES BUILDINGS TO CONNECT 9TH, 10TH AND 11TH STREETS	\$ -	\$ -	\$ 84,168.50	\$ -	\$ -	\$ 84,168.50		
B. NEW STADIUM STATION ENTRANCE									
i.	NEW STATION ENTRANCE ON THE EB SIDE FROM THE NORTH SIDE OF THE PLATFORM UNDER 9TH ST TO THE SE CORNER OF 9TH ST AND CLARK ST	\$ -	\$ 300,000.00	\$ -	\$ -	\$ -	\$ 300,000.00	\$ 300,000.00	
C. GRATIOT CONNECTION TO CHOUTEAU'S LANDING									
i.	REALIGN GRATIOT SO THAT VEHICLES CAN TRAVEL STRAIGHT THROUGH THE INTERSECTION AT 4TH ST TO CHOUTEAU'S LANDING	\$ 260,000.00	\$ 54,892.50	\$ 88,539.75	\$ -	\$ 43,400.00	\$ 446,832.25	\$ 446,832.25	
D. ROUNDABOUT AT EB I-64 RAMPS AND GRATIOT									
i.	REALIGN GRATIOT SO THAT VEHICLES CAN TRAVEL STRAIGHT THROUGH THE INTERSECTION AT 4TH ST TO CHOUTEAU'S LANDING	\$ 220,777.50	\$ 17,680.00	\$ -	\$ 7,800.00	\$ 257,200.00	\$ 503,457.50	\$ 503,457.50	
OTHER									
A. WALNUT ST TWO-WAY CONVERSION									
i.	BEING DONE AS PART OF CAR 2015 IMPROVEMENTS [6]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
ii.	TWO-WAY CONVERSION FROM MEMORIAL DR TO 8TH ST [6]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
iii.	VEHICULAR ARTERIAL WITH LIMITED PEDESTRIAN FACILITIES [6]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
i.	NEW ROUTE ALIGNMENT OF DOWNTOWN SHUTTLE AS CLARK ST DEVELOPS IT MIGHT BE A GOOD IDEA TO RE-ROUTE THE SHUTTLE LEG THE DOWNTOWN SHUTTLE FROM MARKET ST TO CLARK ST [6]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTALS		\$ 4,380,800.00	\$ 3,322,500.00	\$ 7,015,600.00	\$ 3,295,800.00	\$ 1,934,200.00	\$ 19,948,900.00	\$ 19,948,900.00	
		22%	17%	35%	17%	10%			

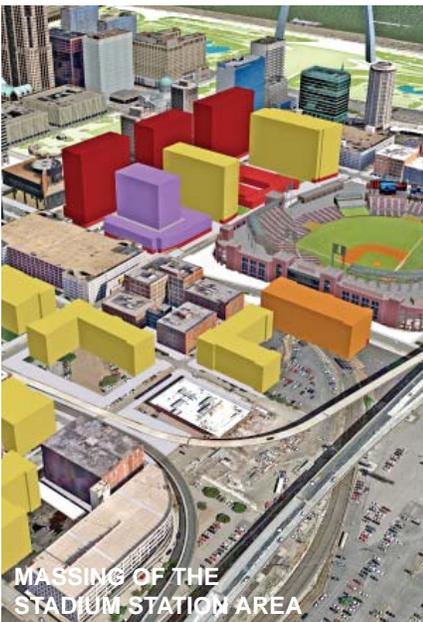
NOTES:
 [1] ALL COSTS ARE IN 2013 DOLLARS
 [2] ALL COSTS INCLUDE MOBILIZATION (5%) AND CONTINGENCY (25%)
 [3] PROPERTY ACQUISITION COSTS ARE NOT INCLUDED
 [4] DEMOLITION OF BUILDING COSTS NOT INCLUDED
 [5] SITE REMEDIATION COST NOT INCLUDED
 [6] NO PUBLIC IMPROVEMENTS COSTS WITH THIS TIER



PROPOSED VIEW OF BROADWAY STREET



SECTION OF BROADWAY STREET



MASSING OF THE STADIUM STATION AREA

STADIUM STATION AREA GREEN INFRASTRUCTURE FRAMEWORK

In support of the City's sustainability initiatives, complete streets, including green infrastructure and retrofitted buildings, are prescribed throughout the Station Area. Green infrastructure is a defining element of street improvements and new developments within the Stadium Station Area. Local species of plants remediate toxins in the ground and control and collect rain water to increase water quality before it gets into the drinking supply; Green roofs with the potential for urban agriculture and new trees reduce the heat island effect and create comfortable walking environments in the Cupples Complex and surrounding Busch Stadium. Green infrastructure also provides a venue for public art and public space. All of these features combined will increase air quality around the station, enrich the character and experience of the streetscape, and elevate property values around the station.

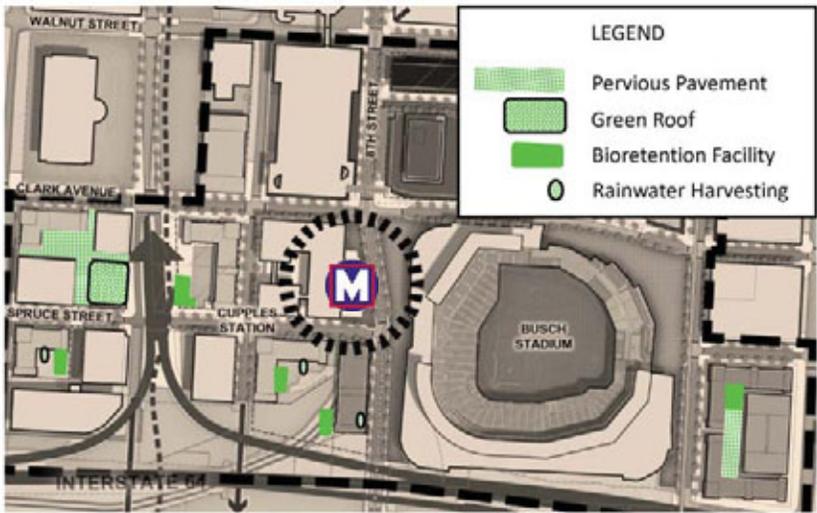
Impact on Imperviousness/Stormwater Runoff/Water Quality

Development that increases imperviousness will cause an increase in the stormwater (and pollutants) that runs off into the enclosed combined sewer system, as well as an increase in bypass into the Mississippi River during heavy rain events. For the Stadium Station Area, it appears that there may be an increase in the percent impervious on certain sites. In general, the best approach is to maximize green space for each site when combined with parking strategies.

Regulatory and Permitting Requirements

Stormwater permitting for this project will be administered by the Metropolitan St. Louis Sewer District (MSD). All projects submitted to MSD must be reviewed to determine if stormwater quantity and/or quality management will be required. A project will require stormwater quantity and/or quality management if any of the following apply:

- The project is a new development or redevelopment project that disturbs greater than or equal to one acre;
- The project on an individual parcel disturbs less than one acre but it is part of a larger overall project that disturbs over one acre;
- There is a proposed increase in stormwater runoff over two cubic feet per second (cfs) for the 20 year-20 minute design rainfall;
- Downstream stormwater problems (insufficient pipe capacity) exist that might require the proposed site to have quantity detention, where less than two cfs increase in runoff is proposed.



All new development projects must reasonably mimic pre-construction runoff with the aim of preventing or reducing water quality impacts. Any project site that has an existing percent impervious of 20% or less will be considered new development. Any succeeding or additional development to these sites will also be considered new development. All redevelopment projects must also reasonably mimic pre-construction runoff, with the aim of preventing or reducing water quality impacts by utilizing effective water quality strategies.

The three key components of stormwater quantity and quality management are water quality volume, channel protection storage volume, and flood protection volume. The preferred method to address these components is removing stormwater volume through infiltration.

Further details on the Stadium Station Area Green Infrastructure Framework & Recommendations see Page 4 of Appendix E.

PRELIMINARY ESTIMATED COST OF CONSTRUCTION FOR WATER QUALITY AND WATER QUANTITY

- BIORETENTION FACILITIES \$20 TO \$25/SF
- PERMEABLE PAVEMENT \$15 TO \$20/SF
- RAINWATER HARVESTING \$150 AND UP (DEPENDS ON THE AESTHETIC NATURE OF THE BMP).
- GREEN ROOFS – \$15 TO \$20/SF
- DISCONNECTION – \$500 TO \$1,000 PER DISCONNECTION.
- BUFFER STRIPS – \$5 TO \$10/SY

PRELIMINARY ESTIMATED COST OF CONSTRUCTION FOR WATER QUALITY AND WATER QUANTITY

- BIORETENTION FACILITIES (SF); 40,000; \$25 / UNIT; TOTAL COST OF \$1,000,000
- PERMEABLE PAVEMENT (SF); 40,000; \$20 / UNIT; TOTAL COST OF \$800,000
- RAINWATER HARVESTING (EA); 3; \$20,000 / UNIT; TOTAL COST OF \$60,000
- GREEN ROOFS (SF); 13,000; \$25 / UNIT; TOTAL COST OF \$325,000

PRELIMINARY ESTIMATED COST OF CONSTRUCTION FOR WATER QUALITY AND WATER QUANTITY

\$2,185,000



STADIUM STATION AREA FORM-BASED DISTRICT RECOMMENDATIONS

Minimum Criteria for Establishment of the FBD

The Stadium Station's form-based district area is bound by Market Street, Interstate 55/70, Chouteau Avenue, and South Tucker Boulevard. Within this two-hundred and thirty acre (230 ac) area under multiple ownership, a form-based district should apply, as outlined herein. This Form-Based District should be initiated with the Planning Commission, and will need to be established and adopted in accordance with the City's Enabling Legislation (Ordinance 69199). Furthermore, this planning report indicates a desire to encourage a transformation of the station area and make improvements in order to facilitate transit-oriented development, and establish a transit-, bicycle-, and pedestrian-friendly environment. The section of the report describes various aspects of the proposed form-based district for the Stadium Station Area in greater detail.

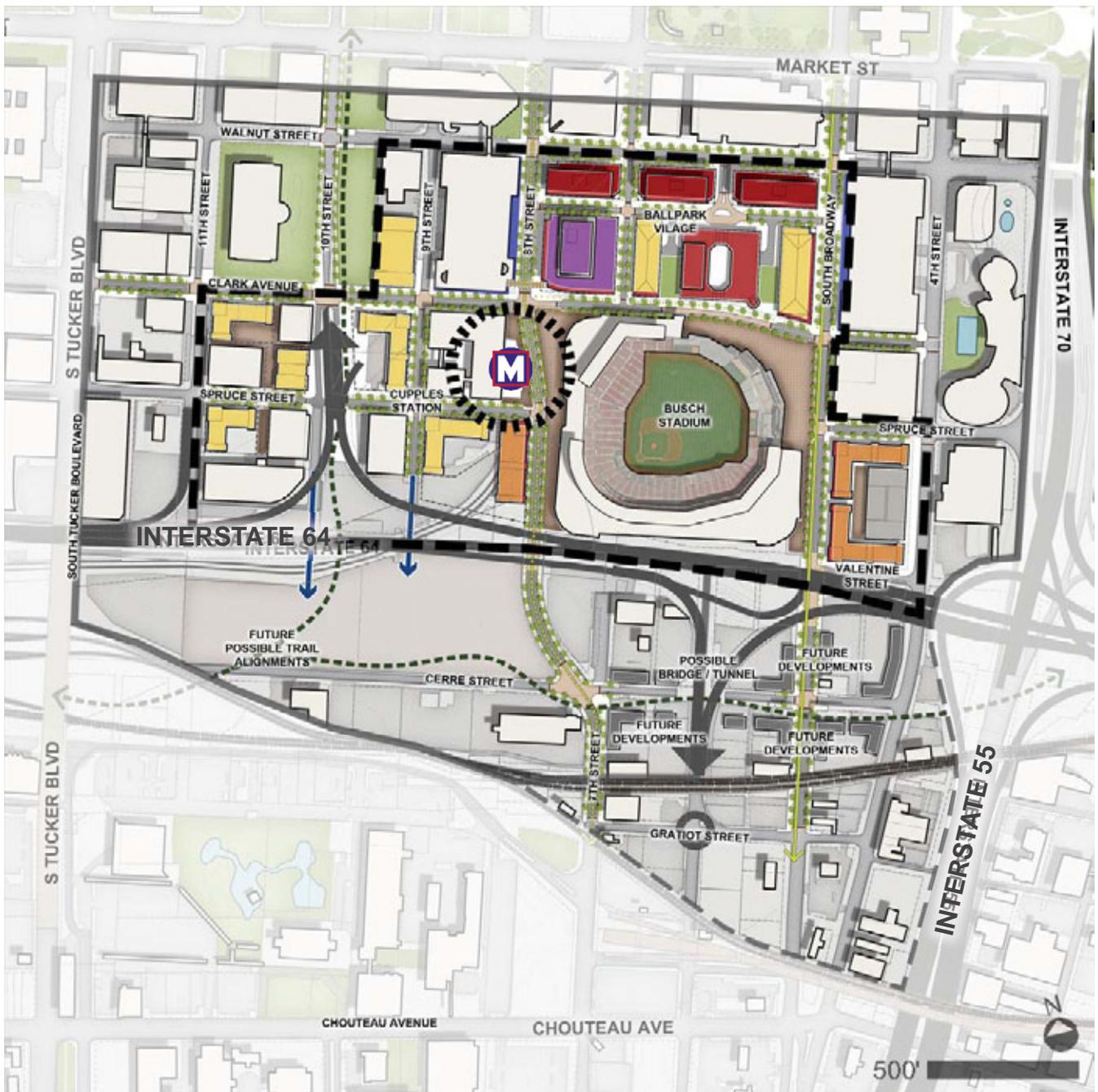
Statement of Purpose for the FBD

The objective of the form-based district is to regulate future development in a manner which will encourage greater levels of density and mixed-use walkability. When these regulations are combined with improvements to the public realm, the new development and redevelopment within the station area will exhibit more of the vibrant qualities which are characteristic of transit-oriented development. More specifically, the district is purposed to concentrate the majority of the residential uses within the Cupples Historic Complex, while also allowing a mixed-use area of office, residential, and hotels to develop within Ballpark Village and the other areas surrounding Busch Stadium. Additionally, the Building Envelope Standards have been calibrated to the characteristics of the transitional areas within the transit shed, as well as to codify the campus qualities of the Purina Campus and Stadium.

Regulating Plan & Building Envelope Standards for the FBD

The Regulating Plan designates the recommended Building Envelope Standards for the station area. Building Envelope Standards regulate the building placement, building height, building types, encroachments, and use requirements for the station area. Urban General Type 1 is applied along Market Street, Walnut Street, and Tucker Boulevard to form a dense urban edge along the Gateway Mall. Urban General Type 3, a standard which allows for lower to moderate density residential uses, was developed to take advantage of the transitional areas to the south and in the adjacent Cupples Historic Complex. Lastly, Campus Type 1 is established to regulate more isolated campus type areas such as Busch Stadium or the Purina Campus as necessary to allow flexibility in new singular development of this scale.

...this planning report indicates a desire to encourage a transformation of the station area and make improvements in order to facilitate transit-oriented development, and establish a transit-, bicycle-, and pedestrian-friendly environment.



STADIUM STATION AREA PLAN

LEGEND

- NEW MIXED-USE DEVELOPMENT
- NEW RESIDENTIAL DEVELOPMENT
- NEW OFFICE DEVELOPMENT
- NEW STOREFRONT RETAIL
- NEW HOTEL DEVELOPMENT
- NEW PARKING GARAGE
- NEW SIGNATURE INTERSECTION
- NEW CROSSWALKS
- NEW BIKE LANES
- NEW "SHARE THE ROAD"
- NEW OPEN SPACE
- NEW PLAZA | PUBLIC SPACE
- EXISTING BUILDINGS
- FACADE IMPROVEMENTS
- FUTURE DEVELOPMENT
- POSSIBLE STREET CONNECTIONS
- POSSIBLE MIXED-USE TRAIL
- METROLINK STATION
- STATION AREA BOUNDARY
- 1/4 MILE TRANSITSHED
- 1/2 MILE TRANSITSHED



...this planning report indicates a desire to encourage a transformation of the station area and make improvements in order to facilitate transit-oriented development, and establish a transit-, bicycle-, and pedestrian-friendly environment.

The Existing Zoning for the FBD

The Regulating Plan and Building Envelope Standards established will serve as an overlay to the St. Louis City Revised Code Title 26 (shown on the opposite page for reference) within the boundary noted. Any parcel subject to the rules and regulations of the adopted Form-Based District, would no longer be subject to the Zoning Code, with exception to any regulatory subjects not addressed within the final adopted Form-Based District.

“Triggers” for the FBD

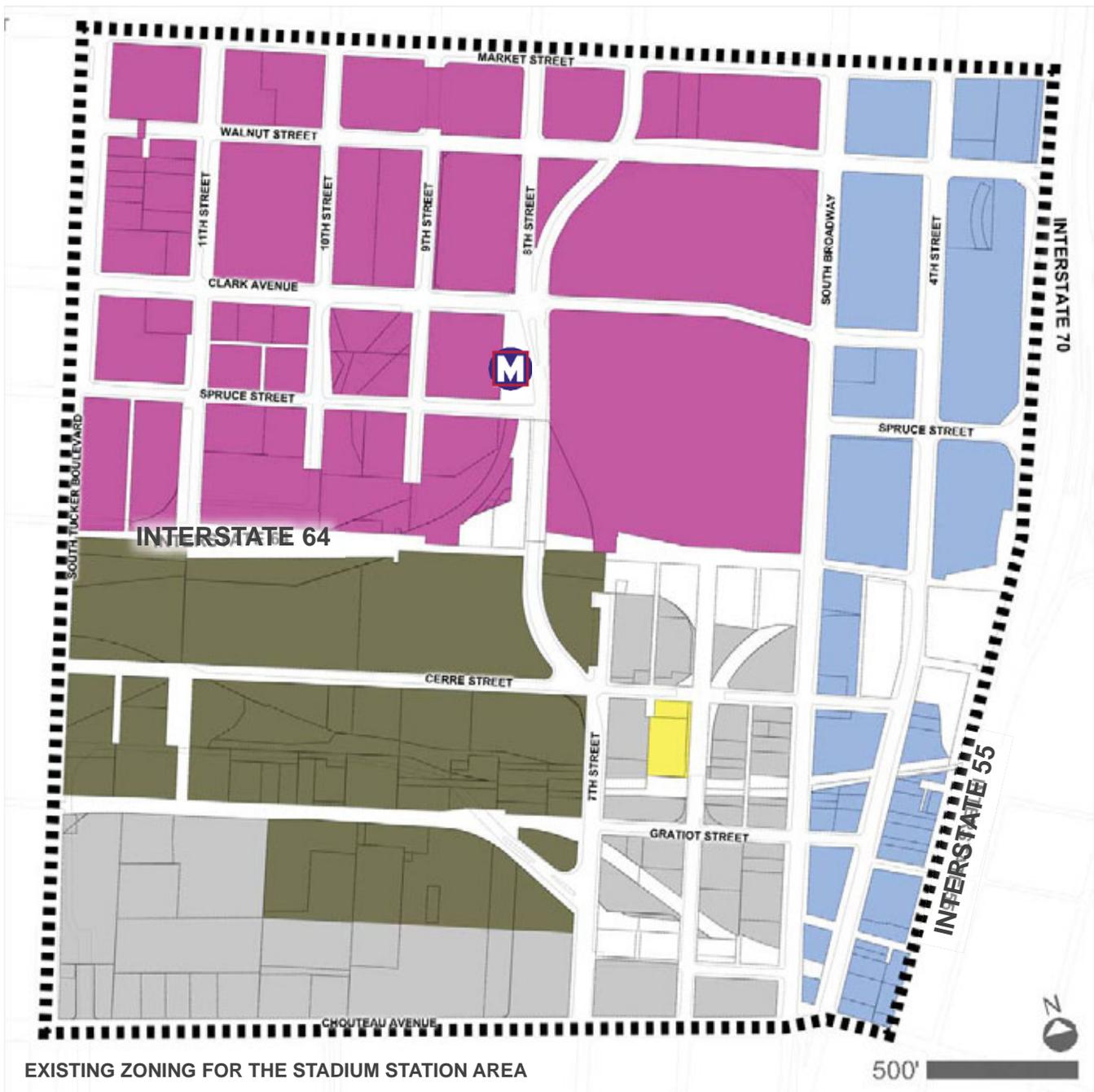
As the form-based district is an overlay zone for the existing zoning, the “triggers” (otherwise known as “permits”) for the form-based district will be important to determine. We are recommending, at minimum, that the ordinance be applicable (similar to existing Ordinance 69406) to new construction permits or addition permits within the form-based district area. Additionally, great consideration should be given to the applicability of permits for the renovation of existing buildings and occupancy permits, especially when considering the vacant buildings in the area.

Reconciliation of the Historic Districts with the FBD

The station area contains Cupples Station, which is a City Landmark District. Though many of the building within the complex are located on the National Register, the district has no explicit standards regarding building height or form. We recommend that any permits containing new construction should comply with the Building Envelope Standards established herein, and that in the event of a conflict between the two ordinances, the City Landmark District ordinance shall prevail (similar to existing Ordinance 69406). Thus, no provision of the final ordinance should repeal, amend, limit, or restrict the standards and regulations of the City Landmark District.

Parking Requirements for the FBD

As part of this form-based district, a regulatory requirement specific to transit-oriented development (TOD) - the absence of parking requirements - is established. In order to encourage higher density, transit-oriented development none of the Building Envelope Standards established within this form-based district will include minimum parking requirements. While parking will be allowed, the quantity of parking per new development will be determined by the developer according to market demand; and should be allocated on the site in the manner specified in the Parking Requirements for each Building Envelope Standard. Thus all Building Envelope Standards within the station area are designated with a “TOD” following their respective titles.

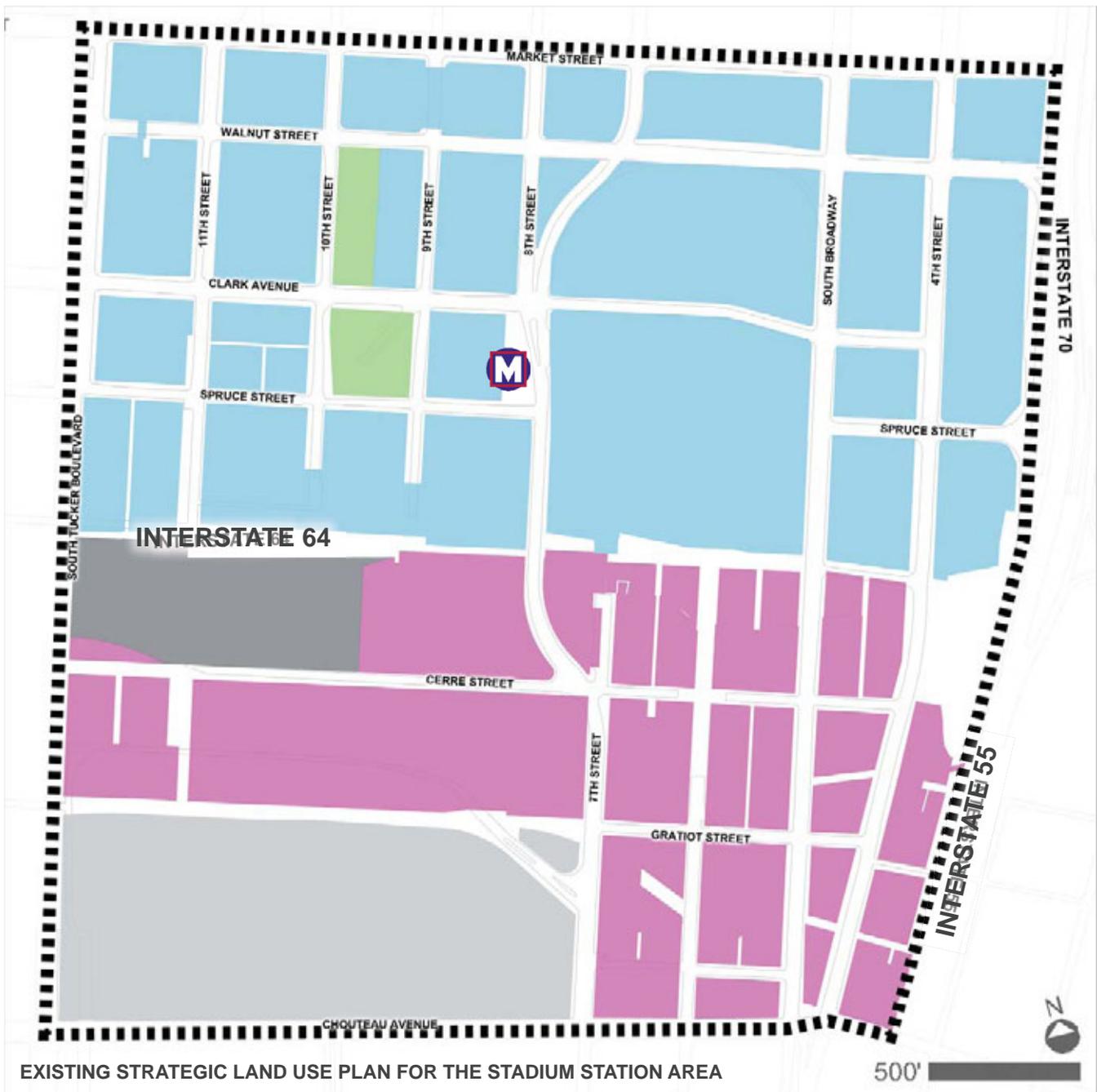


LEGEND

- B: TWO FAMILY DWELLING DISTRICT
- I: CENTRAL BUSINESS DISTRICT
- J: INDUSTRIAL DISTRICT
- K: UNRESTRICTED DISTRICT
- L: JEFFERSON MEMORIAL DISTRICT

Additional Requirements for Establishment of the FBD

- The City would need to establish metes and bounds legal descriptions of each of the zones of Building Envelope Standards.
- The City would need to construct Use Tables (similar to those adopted in the existing Ordinance 69406) which designate whether uses are permitted (P), conditional (C), or prohibited (NA) in each of the applicable Building Envelope Standards.
- The City would need to establish an “effective date” for applicability to permits within the form-based district.
- The City would need to get a letter of support from the Alderman representing the geography of the form-based district

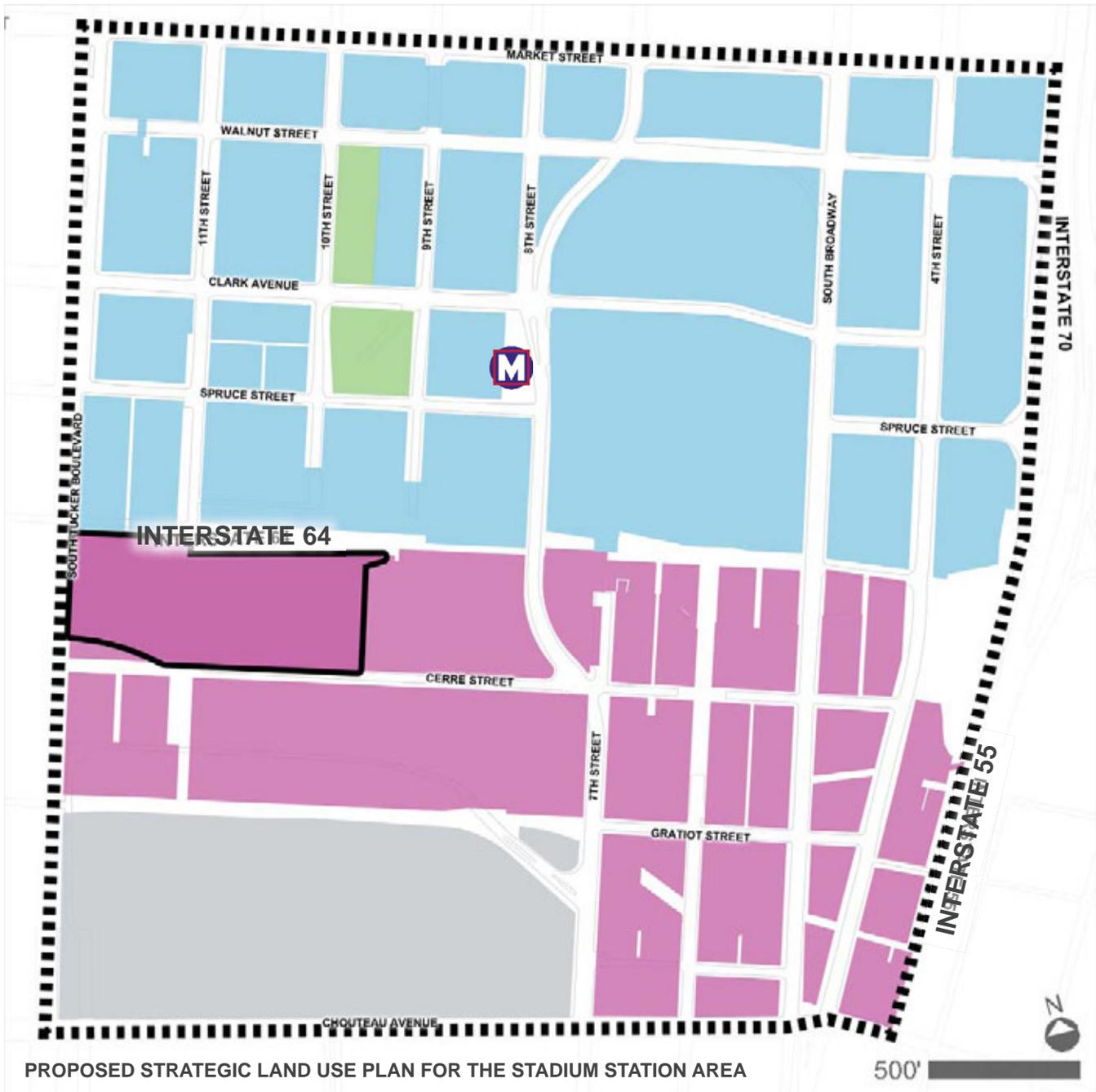


LEGEND

- SPECIALTY MIXED USE AREA (SMUA)
- OPPORTUNITY AREA (OA)
- RECREATION / OPEN SPACE PRESERVATION & DEVELOPMENT AREA (ROSPDA)
- BUSINESS / INDUSTRIAL PRESERVATION AREA (BIPA)
- BUSINESS / INDUSTRIAL DEVELOPMENT AREA (BIDA)

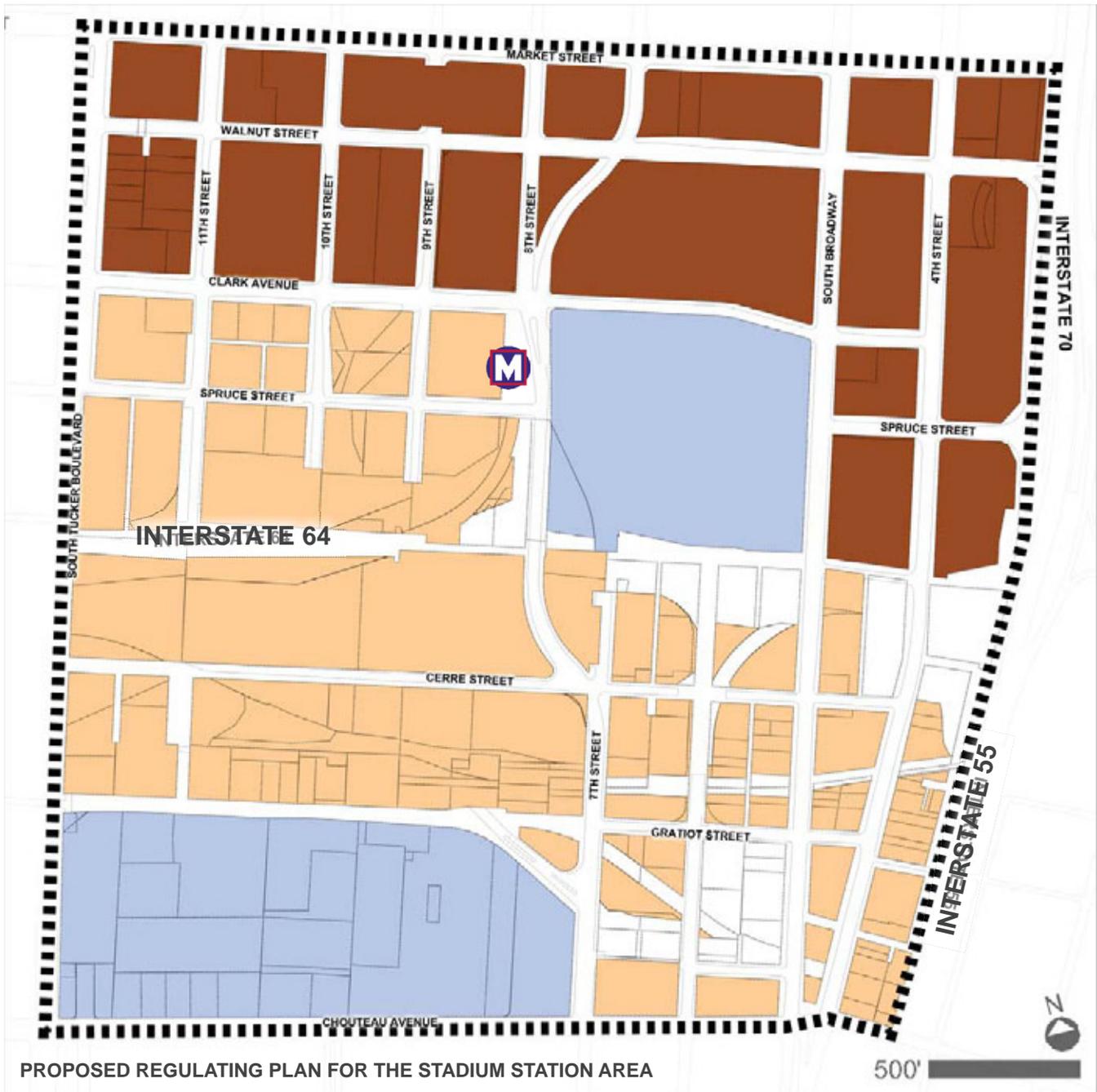
RECOMMENDED CHANGES TO THE STRATEGIC LAND USE PLAN & OTHER REGULATIONS

The Strategic Land Use Plan was established by the City of Saint Louis on January 5, 2005. It has been updated through Amendment #10 – December 5, 2012. The purpose of the plan is to guide, at a very broad level, development and preservation throughout the area in a comprehensive manner. As the intent of the Station Area Planning Process is to establish a vision and development plan for the Stadium Station Area, it will be necessary to make modifications to the Strategic Land Use Plan in order to ensure that it is concurrent with the Form-Based District Recommendations. As a transit-oriented district, there are no parking restrictions within the Stadium Station Area Form-Based District.



The following are the recommended changes to the Strategic Land Use Plan within the Stadium Station Area Form-Based District:

- The parcels indicated as BIDA south of Interstate 64 and west of 9th Street should be converted to OA in order to foster the future of the area through development opportunities like the Chouteau Lake District and Greenway.

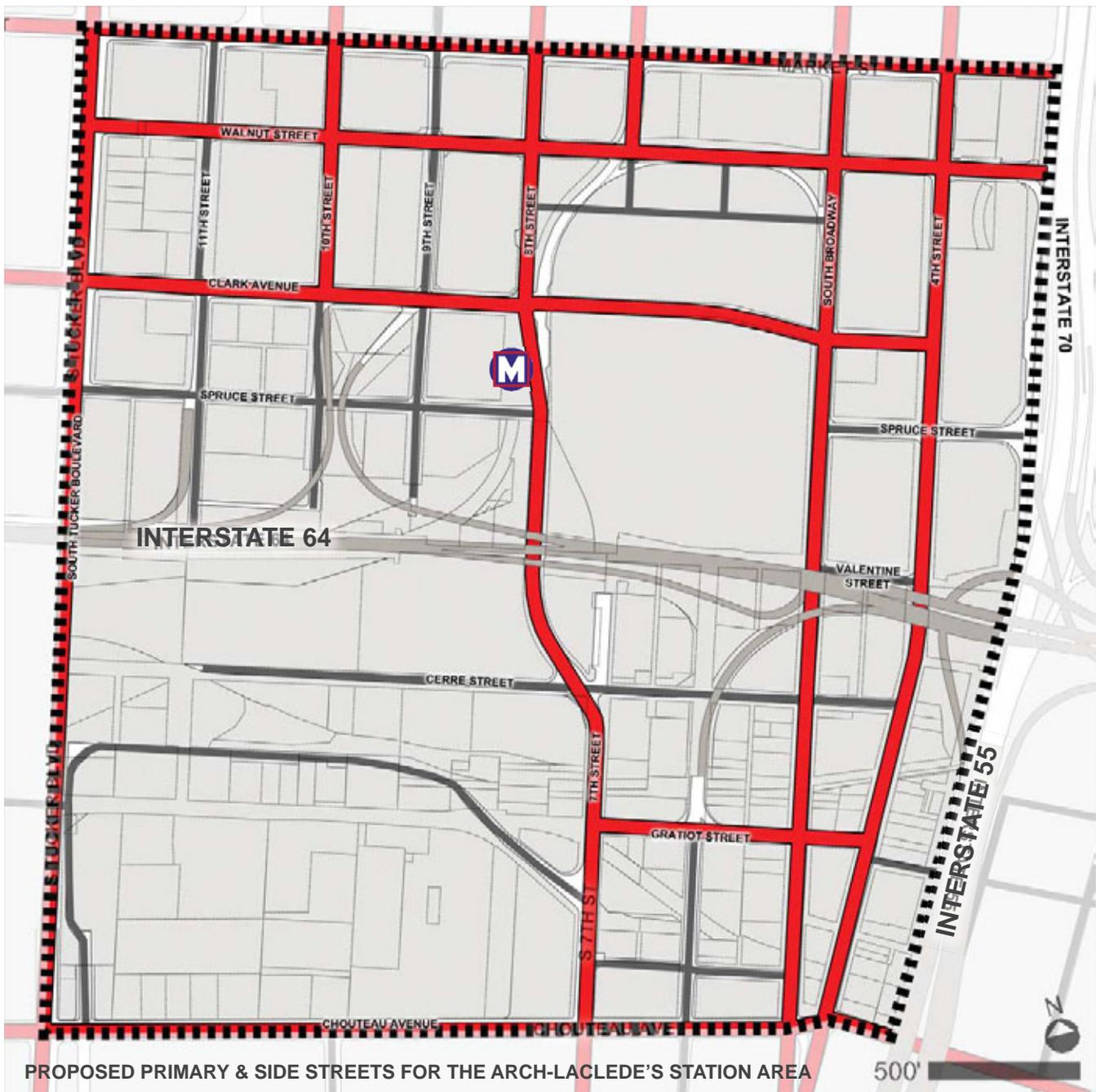


LEGEND

- URBAN GENERAL TYPE 1 (UG1-TOD)
- URBAN GENERAL TYPE 3 (UG3-TOD)
- CAMPUS TYPE 1 (CM1-TOD)

THE REGULATING PLAN

The Regulating Plan allocates three (3) Building Envelope Standards within the Stadium Station Area Form-Based District. Shown above, those Building Envelope Standards are Urban General Type 1 (UG1-TOD), Urban General Type 3 (UG3-TOD), and Campus Type 1 (CM1-TOD). Each building envelope standard regulates building placement, height, type, encroachments, use requirements, and parking requirements. Additionally, each building envelope standard accommodates a particular range of heights, density, and building character necessary to building on the assets of the area, while remaining respectful of historic buildings and structures.



LEGEND

- █ PRIMARY STREETS
- █ SIDE STREETS

PRIMARY & SIDE STREETS

Primary Streets within the Stadium Station Area Form-Based District include the following list of streets shown below. All other streets are considered to be Side Streets, in accordance with the diagram above:

- 7th Street (from Cerre Street south, and Walnut Street north)
- 8th Street (all)
- 10th Street (from Clark Avenue north)
- Broadway Street & 4th Street Couplet (all)
- Tucker Boulevard (all)
- Market Street (all)
- Clark Avenue (all)
- Gratiot Street (from 7th Street to 4th Street)



WESTIN HOTEL



**STADIUM WEST
PARKING GARAGE**



**SURFACE PARKING LOT
SOUTH OF TUMS BUILDING**

BUILDING ENVELOPE STANDARDS

The Building Envelope Standards (BES) which are currently utilized in the form-based district system in the City of St. Louis were conceived and established (particularly in reference to Ordinance 69406) to define zones of intended character. The existing BES categories include Neighborhood General Types (1, 2 & 3), Neighborhood Center Types (1 & 2), and Boulevard Types (1 & 2). These BES were calibrated to codify the low- to mid-density neighborhood areas and seams between areas of the City, also defined here as the “neighborhood transect”. In order to define the “urban transect” areas of the City, our team has developed an additional four (4) types of BES categories which are applicable to the higher density, taller, and transitional areas of Downtown. These new Building Envelope Standards include Urban the General Types (1, 2 & 3) and Campus Type 1.

Three (3) of these new Building Envelope Standards are applicable to the Stadium Station Area, and have been developed in accordance with the with the City’s Enabling Legislation (Ordinance 69199). The following is a brief description of each of the Building Envelope Standards applicable to the Stadium Station Area.

Urban General Type 1 (UG1-TOD) - New BES Category

The intent of this Building Envelope Standard is to regulate the physical form of the Urban General Type 1 areas in order to preserve and enhance the integrity and quality of the tall, full and half-block, high-rise buildings within mixed-use areas like Downtown Saint Louis. The area is designed to provide for minimum building heights and zero-setback buildings respectable of the intense urban character and mixed-building styles of these areas.

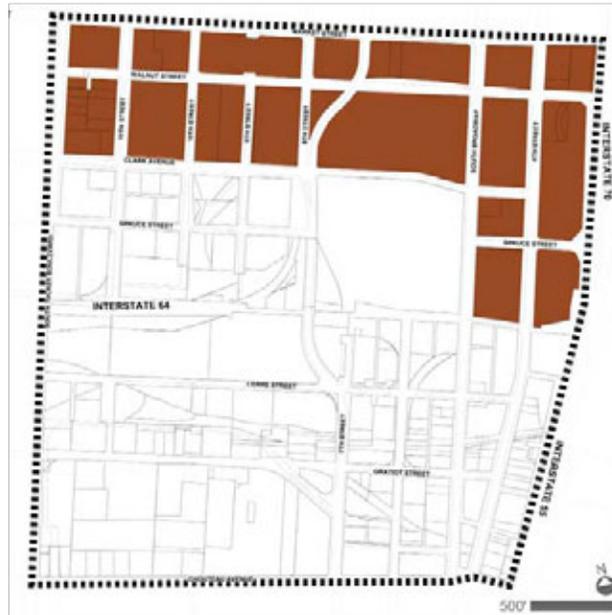
Urban General Type 3 (UG3-TOD) - New BES Category

The intent of this Building Envelope Standard is to regulate the physical form of the Urban General Type 3 areas in order to preserve and enhance the integrity and quality of the primarily low- and mid-rise buildings within transitional areas of Downtown Saint Louis. The area is designed to provide for minimum building heights and zero-setback buildings respectable of the existing historic, urban character and mixed building styles of these areas.

Campus Type 1 (CM1-TOD) - New BES Category

The intent of this Building Envelope Standard is to regulate the physical form of Campus developments, defined as large-lot developments with multiple Building Types. Campuses are singular, identifiable sites within the district, bounded by public streets and typically featuring unifying characteristics. The area is designed to allow for a variety of urban business, industrial, institutional, and academic uses while maintaining and supporting an active streetscape and a vibrant urban character.

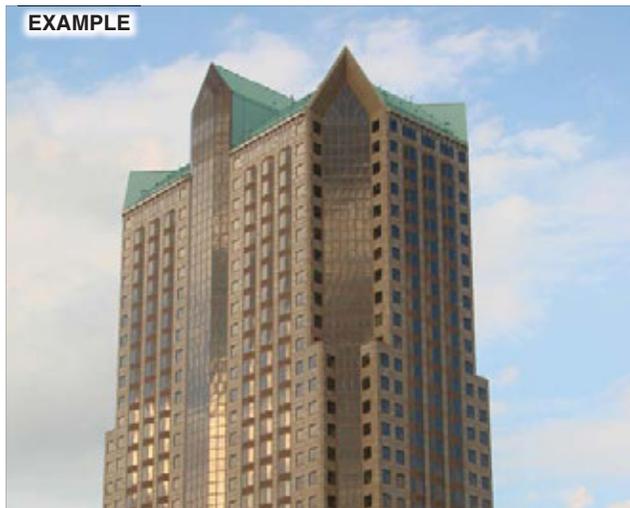
URBAN GENERAL TYPE 1 (UG1-TOD)*



INTENT STATEMENT:

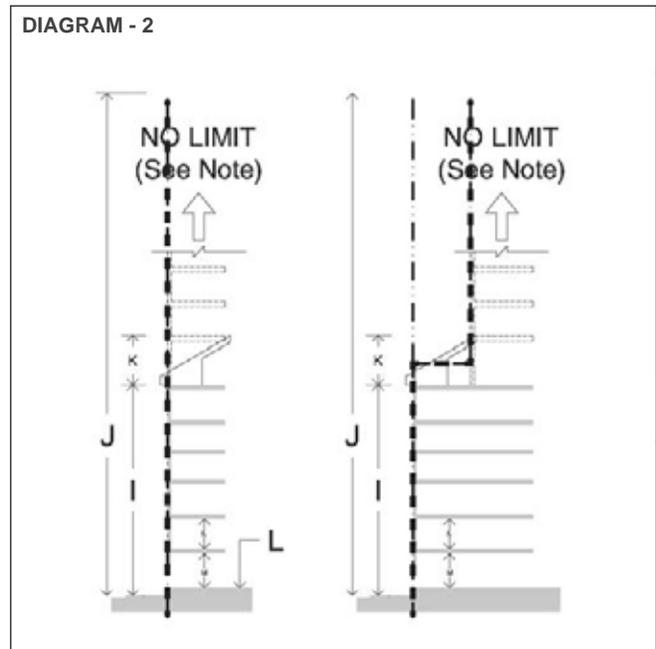
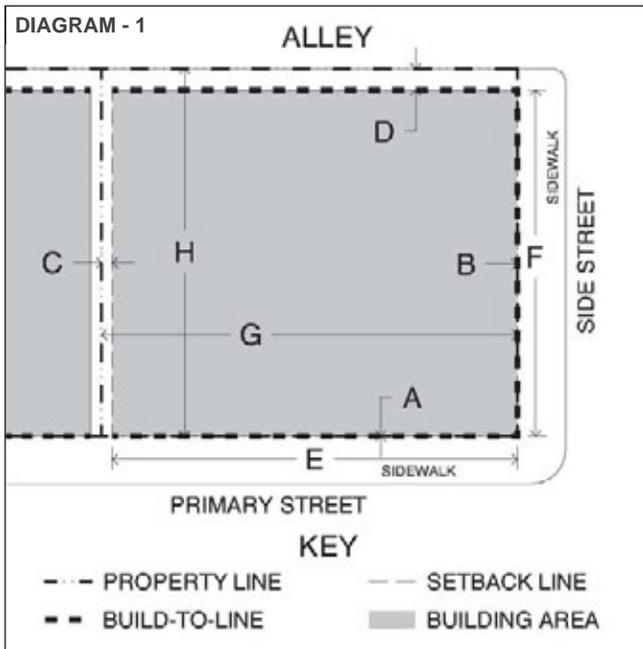
The intent of this Building Envelope Standard is to regulate the physical form of the Urban General Type 1 areas in order to preserve and enhance the integrity and quality of the tall, full and half-block, high-rise buildings within mixed-use areas like Downtown Saint Louis. The area is designed to provide for minimum building heights and zero-setback buildings respectful of the intense urban character and mixed-building styles of these areas. This intent statement and the images shown below are advisory only.

EXAMPLES OF CHARACTER



*Indicates that this is a new Building Envelope Standard.

URBAN GENERAL TYPE 1 (UG1-TOD)*



I - BUILDING PLACEMENT

BUILD-TO-LINE:

- [A] PRIMARY STREET: 0' (1, 2)
- [B] SIDE STREET: 0'

SETBACK:

- [C] SIDE: 0' Min | 10' Max
- [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 178.

II - BUILDING HEIGHT

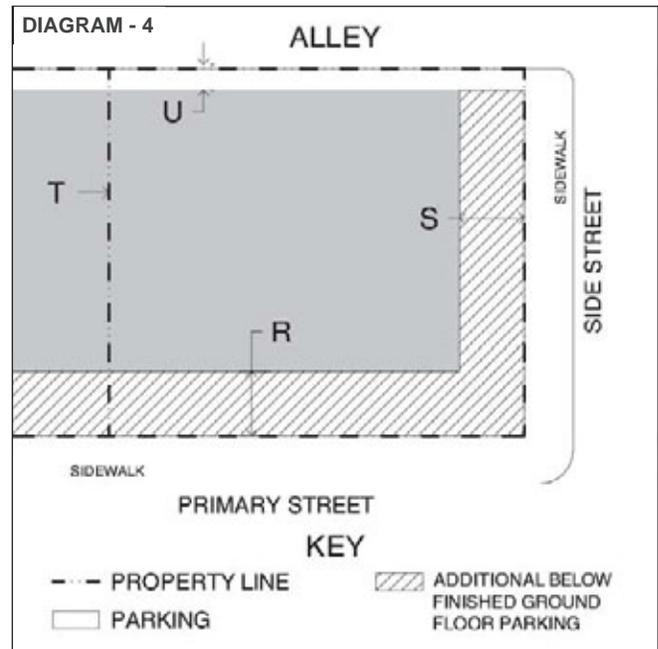
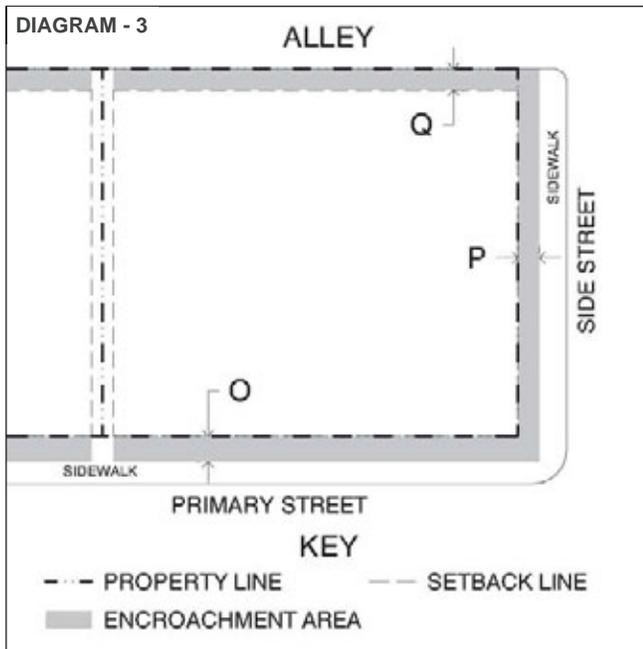
- [I] BUILDING HEIGHT MINIMUM: 6 Stories and 75'
- [J] BUILDING HEIGHT MAXIMUM: Max 751' Above Sea Level (4)
- [K] MAX FROM B.O. EAVE TO T. O. PARAPET OR ROOF: 15' Max
- [L] FINISHED GRND FLOOR LEVEL: 6" Max Above Back of Sidewalk Or Adjacent Lot Level
- [M] FIRST FLOOR CEILING HTS: 12' Min | 25' Max (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

- Courtyard Building
- High Rise Residential Building
- Flex Building
- Podium Building (5)
- Commercial Block Building
- Liner Building
- Civic / Institutional Building

*Indicates that this is a new Building Envelope Standard.

URBAN GENERAL TYPE 1 (UG1-TOD)*



IV - ENCROACHMENTS

LOCATION:

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

V - USE REQUIREMENTS

GROUND FLOOR:	Office Primary Retail (6) Residential Secondary Retail Special (7) Civic / Institutional
---------------	---

UPPER FLOOR(S):	Office Residential Civic / Institutional Special (7)
-----------------	--

VI - PARKING REQUIREMENTS

LOCATION:

[R] PRIMARY STREET SETBACK:	30' Min (7)
[S] SIDE STREET SETBACK:	30' Min (8)
[T] SIDE SETBACK:	0'
[U] ALLEY SETBACK:	10' Min

*Indicates that this is a new Building Envelope Standard.

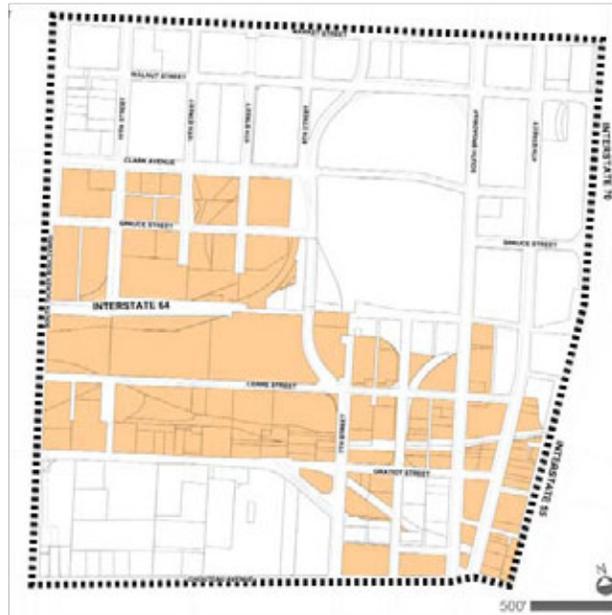
URBAN GENERAL TYPE 1 (UG1-TOD)*

VII - REFERENCE NOTES

1. The Build-to-Line must match the average Front Facade Line of the Block Face. Lots with NO Primary Street frontage (abutting adjacent properties) are exempt from the Primary Street Build-to-Line dimensional requirements and are only required to have a five foot (5') setback on said frontage.
2. Building Types with Primary Frontage onto Market Street and Clark Street are required to have a thirty foot (30') setback on all stories greater than six (6) stories or seventy-five feet (75').
3. Lots with NO Alley Frontage (abutting adjacent properties) are required to have a ten foot (10') setback on said Frontage.
4. All Building Types in the Stadium Station Area are not allowed to have a Building Height greater than seven hundred and fifty-one feet (751') above sea level.
5. Podium Buildings may have the setback for the podium at three (3) stories and forty feet (40') on Market Street and Clark Street.
6. On 8th Street, 7th Street, South Broadway and Clark Avenue (from 8th Street to South Broadway), only Primary Retail is allowed; and must be accessed through Direct Frontage onto the street.
7. Only Hotel(s) as a Special Use are allowed on Clark Avenue from 8th Street to South Broadway.
8. This figure reflects an additional dimension of thirty feet (30') beyond the Primary Street Build-to-Line for above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.
9. This figure reflects an additional dimension of thirty feet (30') beyond the Side Street Build-to-Line for above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.

*Indicates that this is a new Building Envelope Standard.

URBAN GENERAL TYPE 3 (UG3-TOD)*



INTENT STATEMENT:

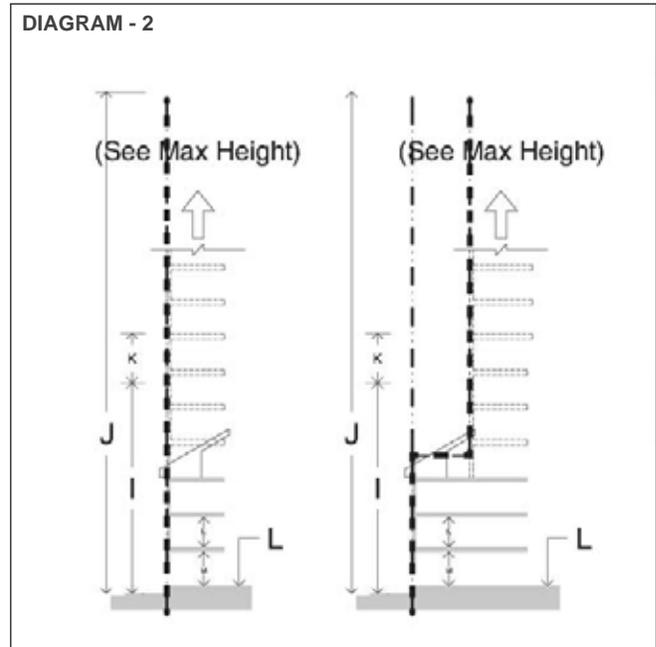
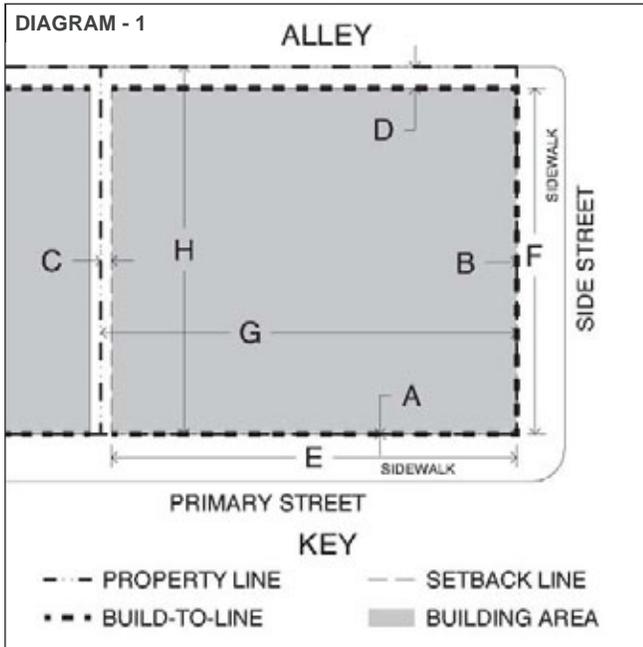
The intent of this Building Envelope Standard is to regulate the physical form of the Urban General Type 3 areas in order to preserve and enhance the integrity and quality of the primarily low- and mid-rise buildings within transitional areas of Downtown Saint Louis. The area is designed to provide for minimum building heights and zero-setback buildings respectful of the existing historic, urban character and mixed building styles of these areas. This intent statement and the images shown below are advisory only.

EXAMPLES OF CHARACTER



*Indicates that this is a new Building Envelope Standard.

URBAN GENERAL TYPE 3 (UG3-TOD)*



I - BUILDING PLACEMENT

BUILD-TO-LINE:

- [A] PRIMARY STREET: 0' (1)
- [B] SIDE STREET: 0'

SETBACK:

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

BUILDING FORM:

- [E] PRIMARY STREET: At Least 85% of Build-to-Line
- [F] SIDE STREET: At Least 50% of Build-to-Line
- [G] LOT WIDTH: Per Existing
- [H] LOT DEPTH: Per Existing

II - BUILDING HEIGHT

- [I] BUILDING HEIGHT MINIMUM: 3 Stories and 40'
- [J] BUILDING HEIGHT MAXIMUM: 12 Stories and 130'
- [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

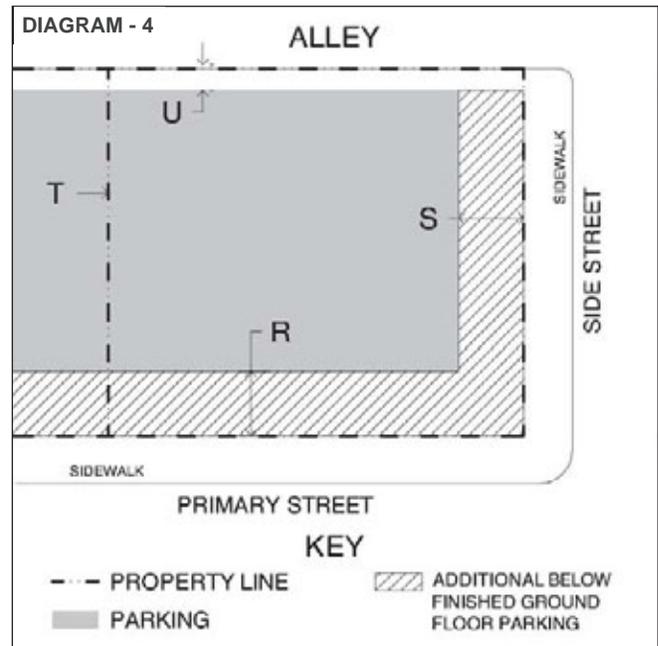
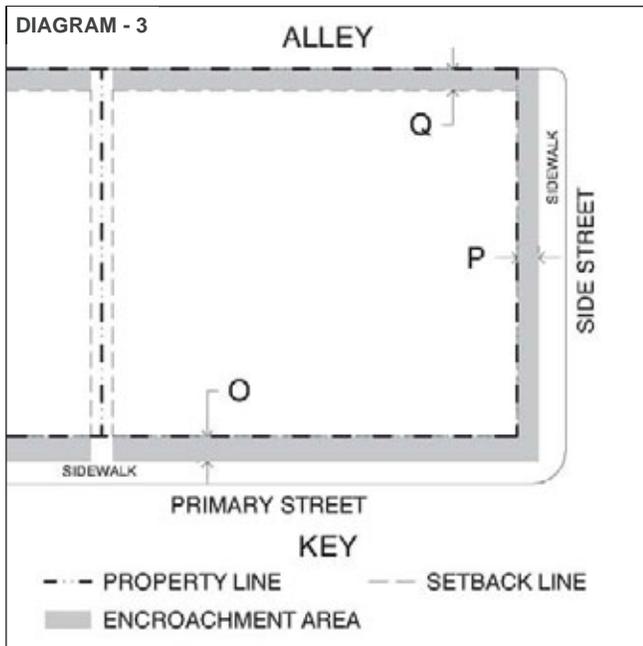
- Rowhouse and Courtyard Rowhouse (3)**
- Stacked Flats (3)**
- Courtyard Building (3)**
- Flex Building
- Commercial Block Building
- Live | Work Units (3)**
- Liner Building

FOR REFERENCE NOTES
REFER TO PAGE 182.

*Indicates that this is a new Building Envelope Standard.

**Indicates that this is a difference between the UG3-TOD Utilized in the Arch-Laclede's Station Area Form-Based Recommendations.

URBAN GENERAL TYPE 3 (UG3-TOD)*



IV - ENCROACHMENTS

LOCATION:

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

V - USE REQUIREMENTS

GROUND FLOOR: Office
 Primary Retail (4)
 Residential
 Secondary Retail

UPPER FLOOR(S): Office
 Residential

VI - PARKING REQUIREMENTS

LOCATION:

[R] PRIMARY STREET SETBACK:	30' Min (5)
[S] SIDE STREET SETBACK:	30' Min (6)
[T] SIDE SETBACK:	0'
[U] ALLEY SETBACK:	10' Min

*Indicates that this is a new Building Envelope Standard.

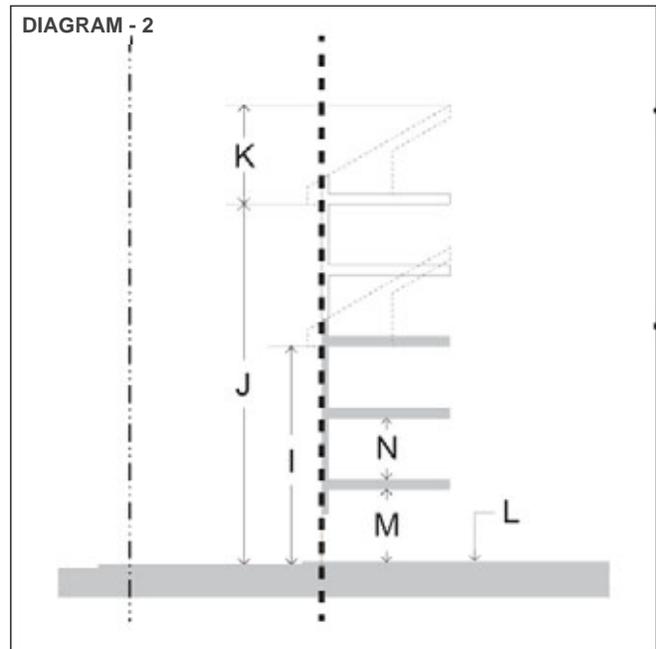
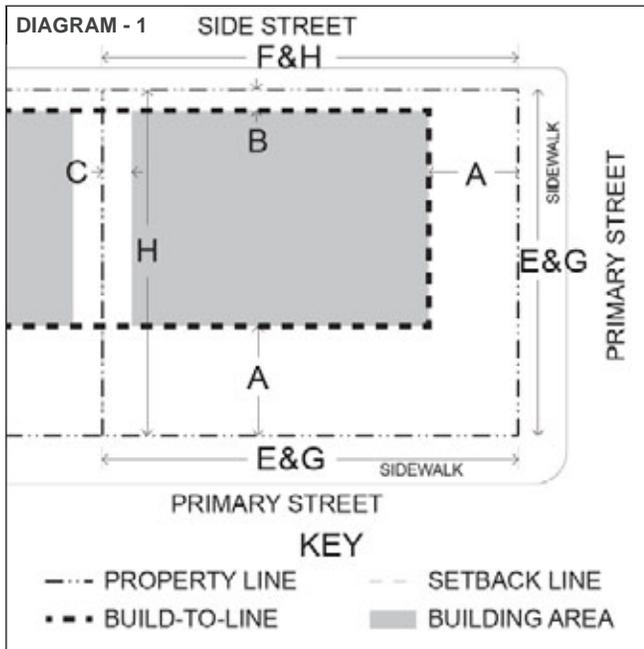
URBAN GENERAL TYPE 3 (UG3-TOD)*

VII - REFERENCE NOTES

1. The Build-to-Line must match the average Front Facade Line of the Block Face. Lots with NO Primary Street frontage (abutting adjacent properties) are exempt from the Primary Street Build-to-Line dimensional requirements and are only required to have a five foot (5') setback on said frontage.
2. Lots with NO Alley Frontage (abutting adjacent properties) are required to have a ten foot (10') setback on said Frontage.
3. The following Building Types are NOT allowed on any parcels north of Interstate 64: Rowhouse and Courtyard Rowhouse, Stacked Flats, Courtyard Buildings, and Live| Work Units.
4. On 8th Street and South Broadway, only Primary Retail is allowed; and must be accessed through Direct Frontage onto the street.
5. This figure reflects an additional dimension of thirty feet (30') beyond the Primary Street Build-to-Line for above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.
6. This figure reflects an additional dimension of thirty feet (30') beyond the Side Street Build-to-Line for above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.

*Indicates that this is a new Building Envelope Standard.

CAMPUS TYPE 1 (CM1-TOD)*



I - BUILDING PLACEMENT

BUILD-TO-LINE:

- [A] PRIMARY STREET: 30' Min | 80' Max (1)
- [B] SIDE STREET: 0' Min | 10' Max (2)

SETBACK:

- [C] SIDE: 0' Min | 10' Max (3)
- [D] ALLEY: Not Applicable (3,4)

BUILDING FORM:

- [E] PRIMARY STREET: At Least 60% of Build-to-Line
- [F] SIDE STREET: At Least 30% of Build-to-Line
- [G] LOT WIDTH: At Least 500' (5)
- [H] LOT DEPTH: At Least 425' (5)

FOR REFERENCE NOTES
REFER TO PAGE 186.

II - BUILDING HEIGHT

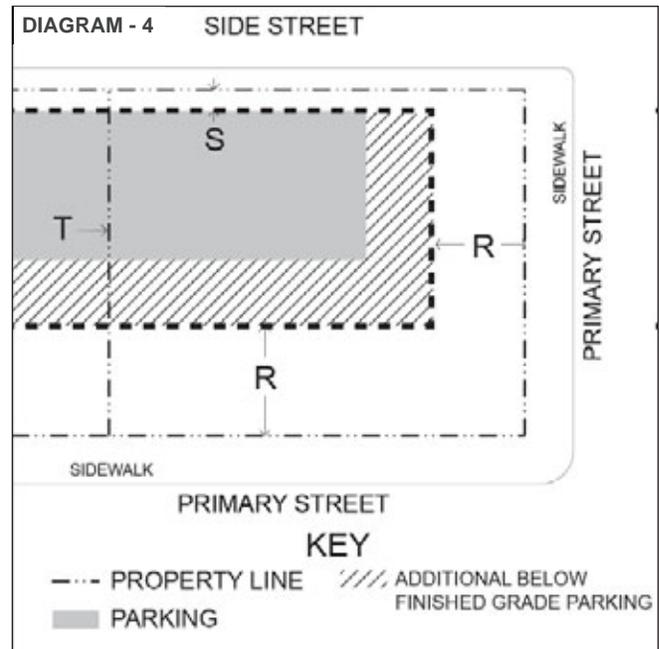
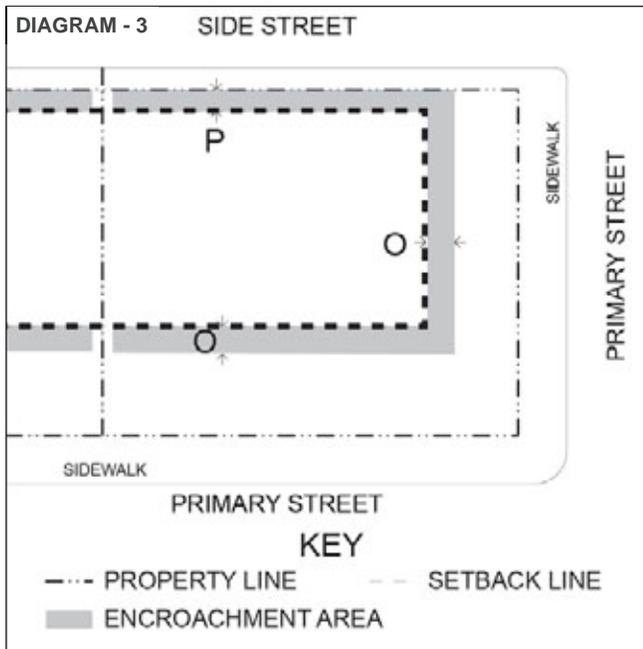
- [I] BUILDING HEIGHT MINIMUM: 3 Stories and 40' (6)
- [J] BUILDING HEIGHT MAXIMUM: 5 Stories and 65'
- [K] MAX FROM B.O. EAVE TO T. O. PARAPET OR ROOF: 15' Max
- [L] FINISHED GRND FLOOR LEVEL: 2' Min | 3' Max
Back of Sidewalk Or Adjacent Lot Level For Residential; All Other Uses are Max 6"
- [M] FIRST 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

- Commercial Block Building (7)
- Flex Building (7)
- Live|Work Units (7)
- Liner Building (7)
- Civic|Institutional Building (7)
- Industrial Building (7)

*Indicates that this is a new Building Envelope Standard.

CAMPUS TYPE 1 (CM1-TOD)*



IV - ENCROACHMENTS

LOCATION:

[O] PRIMARY STREET:	12' Max
[P] SIDE STREET:	10' Max
[Q] ALLEY:	Not Applicable (8)

V - USE REQUIREMENTS

GROUND FLOOR USE:	Office Primary Retail Civic Institutional
UPPER FLOOR(S) USE:	Office Residential Civic Institutional

VI - PARKING REQUIREMENTS

LOCATION:

[R] PRIMARY STREET SETBACK:	60'-110' Min (10)
[S] SIDE STREET SETBACK:	30'-40' Min (11)
[T] SIDE SETBACK:	0' , If Surface Lot; Per Main Building if Structured Parking
[U] ALLEY SETBACK:	Not Applicable (12)

*Indicates that this is a new Building Envelope Standard.

CAMPUS TYPE 1 (CM1-TOD)*

VII - REFERENCE NOTES

1. On all lots, a minimum of two (2) bounding streets must be Primary Streets.
2. Lots may be bounded by Side Streets on the remaining lot lines.
3. Private streets, driveways, and alleys that are internal to the lot shall not be subject to setback requirements; and when the conditions enumerated in the Build-to-Line requirements are fulfilled, side setbacks shall apply to remaining lot lines.
4. Where alleys are present, setbacks shall be from five feet (5') to ten feet (10')
5. Lots shall have a minimum area of five (5) acres, irrespective of lot dimensions; and lot dimensions and lot area shall be measured either (A) by individual lot or parcel; (B) by multiple contiguous lots or parcels under single ownership; or (C) by multiple contiguous lots or parcels agglomerated by a legally-enforcable development agreement.
6. Building Heights for buildings interior to the campus block are not required to meet the building height minimum.
7. This Building Envelope Standard allows multiple Building Types per lot.
8. Where alleys are present, setbacks shall be five feet (5') Maximum.
9. This figure reflects and additional dimension of thirty feet (30') beyond the Primary Street Build-to-Line for on grade and above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.
10. This figure reflects and additional dimension of thirty feet (30') beyond the Side Street Build-to-Line for on grade and above grade parking. Below finished ground floor level parking can be coterminous with the Facade Line of the building.
11. Where alleys are present, setbacks shall be five feet (5') Minimum.

*Indicates that this is a new Building Envelope Standard.

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5 | Appendix

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- A Planning & Urban Design
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- B Public Engagement
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- C Economic
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- D Transportation
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- E Civil, Sustainability & Environmental Planning
 M3 Engineering Group**

- F Opinion of Probable Cost
 M3 Engineering Group**

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Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the Federal Transit Administration.





EAST-WEST GATEWAY
Council of Governments



Metro