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APPENDIX A

Urban Design & Planning:
H3 Studio

TAC Meeting 1 Presentation: May 14, 2013

TOD STATION AREA PLANNING DELMAR & FOREST PARK/ DEBALIVIERE STATION

TECHNICAL ADVISORY COMMITTEE MEETING 1



SAINT LOUIS DEVELOPMENT CORPORATION
THE CITY OF SAINT LOUIS
MAY 14, 2013
CONSULTANTS

H3 Studio :: Development Strategies :: Bernardin, Lochmueller & Associates :: Vector Communications :: M3 Engineering Group

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

AGENDA

INTRODUCTION & BACKGROUND

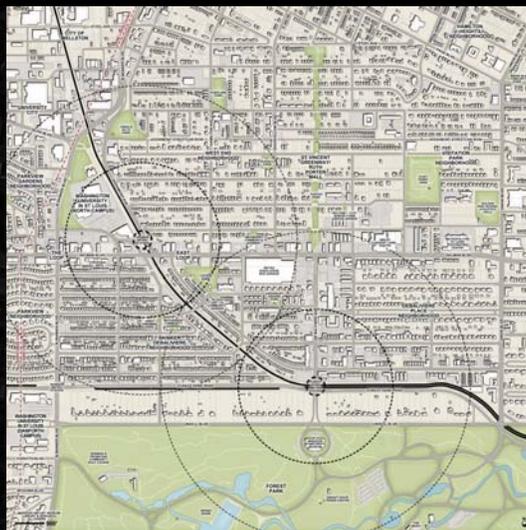
TRANSIT ORIENTED DEVELOPMENT

ST. LOUIS TOD FRAMEWORK PLAN

OTHER PLANS & CURRENT PROJECTS

STATION AREA ANALYSIS

STATION AREA PLAN ALTERNATIVES



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

BACKGROUND TO THE STUDY: *Regional Sustainability Plan*

This project is part of a three-year, \$4.7-million grant from HUD to develop a **regional plan for sustainable development**.

The St. Louis-area grant was announced in October 2010, with funding for planning running through December 2013. The \$4.7-million award was the **fourth-highest** among the 45 regions that received funding from HUD; 225 grant applications were submitted.

GRANT ASSUMPTIONS

The grant is part of HUD's **Sustainable Communities Initiative**, an interagency collaboration of HUD, DOT & EPA which is currently funding planning efforts throughout the country. **At the core of the planning effort are six Livability Principles**

Livability Principle	Indicator
<i>Provide more transportation choices</i>	Percent of jobs and housing located within one-half mile of transit
<i>Promote equitable, affordable housing</i>	Percent of household income spent on housing and transportation
<i>Enhance economic competitiveness</i>	Percent of workforce living within a 30 minute or less commute from primary job centers
<i>Support existing communities</i>	Percent of transportation investments dedicated to enhancing accessibility of existing transportation system
<i>Coordinate policies and leverage investment</i>	Percent of transportation projects where more than one federal funding source is utilized
<i>Value communities and neighborhoods</i>	Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

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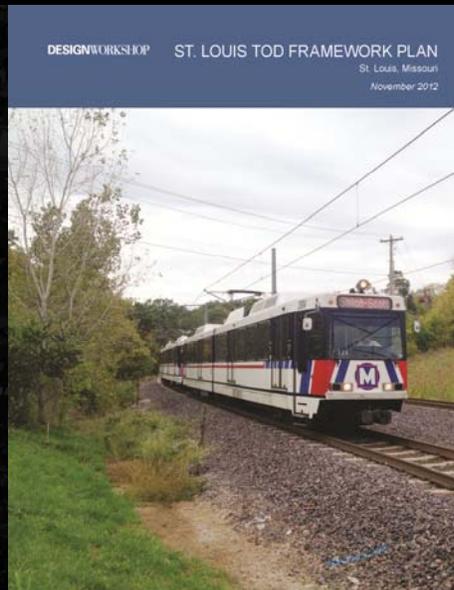
SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

BACKGROUND TO THE STUDY: *Regional Sustainability Plan*

ST. LOUIS TOD FRAMEWORK PLAN

East West Gateway Council of Governments and Metro along with many stakeholder organizations completed this project as part of the **Regional TOD Study for the St. Louis Region** in 2013

The Regional TOD Study provides a **guide for the overall regional and for individual jurisdictions and stakeholders** around the particular MetroLink stations, to **move TOD forward over the next 3 decades**. In addition, the study identifies a regional station typological system



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PURPOSE OF THE STUDY

The purpose of this study is to assist the City of St. Louis, its neighborhoods, and developers 'create a vision and roadmap for how to encourage TOD in the St Louis region.' and will include the 'development of Station Area Plan alternatives/options, community outreach, economic analysis, and refinement and finalization of the Station Area Plans' for the two existing station complex's and one new.

1. Downtown Arch-Laclede's Landing Station and the Stadium Station
2. Forest Park-DeBaliviere/Delmar Stations
3. Two Stations on the N/S Alignment

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



The goal for these plans is to immediately leverage development along the route.

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SCOPE OF WORK

Existing Stations

- A.1 Technical Advisory Committee Formation
- A.2 Station Area Plan Alternatives
- A.3 Community Outreach
- A.4 Economic Analysis of Station Area Plans
- A.5 Refinement of Station Area Plan Alternatives
 - A5.1 Transportation Analysis of Alternatives
 - A5.2 Stormwater and Environmental Planning Analysis
 - A5.3 Presentation of Refinements to TAC
- A.6 Preferred Station Area Plans
 - A6.1 Recommended Changes to Comp Plan
 - A6.2 Estimated Cost of Recommended Improvements
 - A6.3 Recommendations Regarding Redevelopment Plans, Chapter 99, and Other Funding Tools.
- A.7 Final Station Area Plans



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PROJECT SCHEDULE

THE FOLLOWING TASKS REPRESENT THE CONSULTANTS PROPOSED SCOPE OF WORK AND BASIC SCHEDULE.

6.0 MONTHS FROM START TO FINISH.



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COMMUNITY OUTREACH

Initial Open House – May 21, 2013

In the charrette-style open houses, the Consultant will invite stakeholders including property owners, business owners, and neighbors to learn about issues related to zoning, future land use, and potential enhancements to mass transit. Stakeholders can voice concerns and raise ideas for their vision of the future. The intent is to secure broader support for the process and ultimate selected alternative.

Final Open House – July 23, 2013

Consultant will present the preferred Station Area Plan and public can provide feedback concerning recommendations, transportation, aesthetic, and related improvements. Consultant will use feedback to create achievable implementation strategies and make any needed changes to the station area plans.



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TECHNICAL ADVISORY COMMITTEE

Catherine Werner – City of St. Louis
 John Kohler – City of St. Louis
 Kim Cella – CMT
 Paul Hubbman – EWG
 John Langa – Metro
 Jo Ann Rankins-Cannon – NSO Ward 26
 Brian Kolde – NSO Ward 28
 Dan Skillman – City of St. Louis Parks
 JoAnn Vatcha – Delmar Commercial Comm.
 Joe Edwards – East Loop SDB
 Karen Goering – Forest Park Board
 Todd Antoine – GRG
 David Whiteman – SDCC
 Mea Hampton – SLACO
 Otis Williams – SLDC
 Vincent Haynes – SLCD Dist. 28
 Ann Mack – Trailnet
 Ray Lai – University City
 Rose Windmiller – Wash U.
 Cheryl Adelstein – Wash U.
 Mary Campbell – Wash U
 Sharon Spann – West End Neighborhood
 Anjana Mohan – West End Neighborhood
 Cynthia Watson – West End Neighborhood



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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROJECT TEAM & ROLES

PROJECT LEAD: H3 Studio Inc.
 Urban Design , Planning & Sustainability

- Station Area Plan Typologies
- Station Area Planning
- Land Use & Zoning
- Sustainability Planning

SUB-CONSULTANTS:

Economic Analysis & Planning
 Development Strategies

Public Engagement and Outreach
 Vector Communications Corporation

Transportation Planning & Engineering
 Bernardin, Lochmueller & Associates

Stormwater/Environmental & Costing
 M3 Engineering Group



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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROJECT TEAM & ROLES

PROJECT LEAD:

H3 Studio Inc.

Urban Design , Planning & Sustainability

- Master Planning & Land Use
- Sustainability Planning
- Connectivity Plan(s)
- Public Engagement

SUB-CONSULTANT:

Development Strategies

Economic Analysis & Planning

David Mason & Associates

Civil & Structural Engineering

Vector Communications Corporation

Public Engagement and Outreach

Bernardin, Lochmueller & Associates

Transportation Planning & Engineering



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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

TRANSIT ORIENTED DEVELOPMENT

- DEFINITION
- BENEFITS
- TRENDS
- STATIONS

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TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) is compact, mixed-use development near transit facilities that promotes sustainable communities by providing people of all ages and incomes with improved access to transportation and housing choices, reduced transportation costs that reduce the negative impacts of automobile travel on the environment and the economy. (definition by HUD)

TOD brings together people, jobs, and services and is designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit, or car and to live convenient, affordable, pleasant lives—with places for our kids to play and for our parents to grow old comfortably.



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BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

Transit-Oriented Development should:

- Create a compact development within an easy walk of public transit & with sufficient density to increase transit ridership
- Create active places & livable communities that service daily needs where people feel a sense of belonging and ownership.
- Encourage a variety of housing types near transit facilities available to a wide range of ages and incomes.
- Minimize traffic, focus on the pedestrian and maximize transportation choices
- Reduce auto dominated Land Uses
- Generate revenue for the public & private sectors
- Provide increased value for both new and existing development
- Improve the physical environment and connectivity, and create a sense of place



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TRENDS FAVORING TRANSIT ORIENTED DEVELOPMENT

Overall there is an *increasing demand* for Walkable Transit-Orientated Development, due to:

Changing Demographics

- Aging Population
- Growth in households without children
- Changing preferences of Generation X and Y

Smaller Households & Demand for Greater Variety and Mix of Housing

Increased Value of Walkable Urban Environments

Increased Fuel Costs and Driving Costs

Increased Traffic Congestion



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TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas include the following **ESSENTIAL ATTRIBUTES**:

Increased Intensities of residents and employees



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TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas include the following ESSENTIAL ATTRIBUTES:

Increased Intensities of residents and employees

Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space



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Urban Form & Quality

Physical Features:

Short to medium-length blocks; Street width (2 to 4 lanes), tree canopy and lighting; Sidewalk width, condition, continuity and connectivity; Safe intersections and crossings; Street-oriented occupied buildings; Building height and mix of uses; Number of people; Appropriate buffering from traffic; Traffic volumes; and Climatic conditions



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Urban Form & Quality

Physical Features:

Urban Design Quality:

Imageability; Enclosure; Transparency; Complexity; Legibility; Human Scale; Linkages; and Coherence



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Urban Form & Quality

Physical Features:

Urban Design Quality:

Individual Perception & Experience:

Comfortable and Safe places to wait; Sense of safety; sense of comfort; level of rider service and amenities; transit network information; and vibrant public spaces



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TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

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Urban Form & Quality

Physical Features:

Urban Design Quality:

Individual Perception & Experience:

Connectivity

Complete Streets with Bike Lanes; Connection to Local Bike System and Regional Trails; Bike Stations and Storage; Bike Service Facilities; Bike Rental and Sharing, Transit Routes Every Half Mile or Closer



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Urban Design Quality:

Individual Perception & Experience:

Connectivity

Parking Strategy



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Urban Form & Quality

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Urban Design Quality:

Individual Perception & Experience:

Connectivity

Parking Strategy

A well defined station area is a unique and identifiable **PLACE**



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TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas could include the following **HIGHLY DESIRABLE but non essential ATTRIBUTES**:

Supportive Commercial Uses

Well-connected Fine Grained Street Network

Traffic Calming Features

No Dead Space or Facades

Well-Articulated Blocks, Landmarks and Buildings

Public Space, Parks and Amenities

Attractive Transit Facilities

Attractive and Safe Environment

Street Furniture and Shelter; Signage; High-Quality Materials; Public Art; Water Features; Out-door dining; Underground utilities



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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THE STEEL YARDS Boulder, CO

- Located within Boulder Junction, a multi-building transit oriented development composed of retrofitted industrial buildings and new development.
- The Steel Yards was the initial phase of this TOD.
- Retrofit of the former Boulder Steel Yards building and adjacent plots.
- 10 acre High-Density residential/Industrial mixed use community
- 180,000 sf commercial
- 100 residential units (30 Affordable units)
- 426 Parking spaces
- Office, retail, residential, mixed-use building
- Tied to bike and light rail infrastructure

Scale of development equivalent to available land at Delmar Loop Station



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THE CROSSINGS Gresham, OR

- Located in Gresham, a suburb of Portland
- Completed in 2006
- Serviced by the MAX Blue Line
- Located at one of four closely spaced Regional light rail transit stops
- 2.6 Acre site adjacent to bike lanes
- 2 building development encompassing residential and commercial retail use
- 4-5 story development articulates finer grain of occupation through façade treatment.
- 81 residential units
- 20,000 sf of ground-floor retail

Scale of development equivalent to available land at Forest Park-DeBaliviere Station



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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SILVER GARDENS Albuquerque, NM

- Located near Downtown Albuquerque
- Completed in 2012
- Serviced by the Rio Metro Regional Transit District
- 15 bus routes
- 2.4 Acre site
- 3 phase development of affordable rental housing & market-rate Townhomes
- 4 Story development
- 250 residential units
 - 121 rentals
 - 129 townhomes
- Office Space
- Walking distance from theaters, museums, restaurants, and schools
- LEED Platinum
- Occupies reclaimed brownfield

Development suitable to available land at Forest Park-DeBaliviere Station



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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THE CARRUTH Boston, MA

- Located in Boston's Dorchester neighborhood
- Completed in 2007
- Serviced by the RED Line and Ashmont-Mattapan High Speed Line
- 8 bus lines
- 0.8 Acre Site
- 6 story development
- Frames Peabody Square
- Adjacent to transit stop
- 10,000 sf of ground floor neighborhood scale retail use
- 116 residential units (145 DU/Acre)
 - 74 affordable residential units
 - 42 market-rate condominiums
- 80 Parking spaces

Scale of development equivalent to available land at Forest Park-DeBaliviere Station



ST. LOUIS TOD FRAMEWORK PLAN

- OVERVIEW
- DELMAR / FOREST PARK DEBALIVIERE ACTION PLAN

ST. LOUIS TOD FRAMEWORK PLAN

East West Gateway Council of Governments and Metro along with many stakeholder organizations completed this project as part of the Regional TOD Study for the St. Louis Region in 2012

The Regional TOD Study provides a guide for the overall regional and for individual jurisdictions and stakeholders around the particular MetroLink stations, to move TOD forward over the next 3 decades.

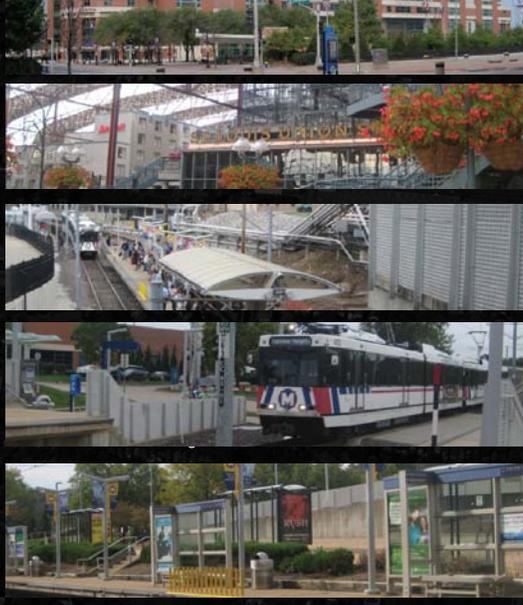


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ST. LOUIS TOD FRAMEWORK PLAN

- The Study Includes:
 - Regional Market Study – documents TOD potential at each station.
 - Site Analysis
 - Development Feasibility Analysis
 - Station Area Typologies
 - TOD Framework Masterplan
 - Analysis of all 37 stations
 - Recommendations and action steps for all 37 local jurisdictions
 - TOD Toolbox - Implementation tools for all or some stations within the system
 - Detailed Station Area Plans – for 5 MetroLink stations. To be completed in 2013.
 - Will be ready for entitlement proceedings and development negotiations.



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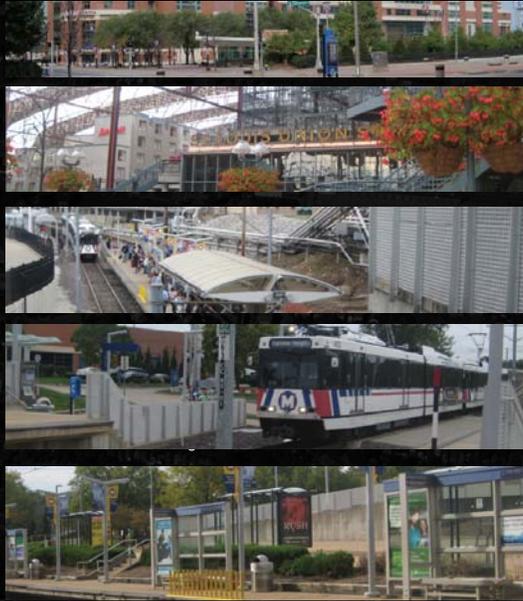
ST. LOUIS TOD FRAMEWORK PLAN

KEY GOALS OF THE TOD FRAMEWORK PLAN?

- Education Concerning TOD
- Explain concept of TOD to local leaders and general population about what TOD means for the St. Louis Region
- Develop a Regional Vision for TOD
- Outline Implementation Tools /Strategies
- Roadmap for TOD for Every Station
- Completion of Station Area Plans

HOW WILL THE TOD FRAMEWORK PLAN BE USED?

- Identification of Development Opportunities at Particular Stations
- Identification of Market Potential at Each Station
- Bike and Pedestrian Strategies for Each Station and Overall System
- Action Steps for Local Partners
- Implementation Tools for TOD



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

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HOW WILL THE TOD FRAMEWORK PLAN BE USED?

- Identification of Development Opportunities at Particular Stations
- Identification of Market Potential at Each Station
- Bike and Pedestrian Strategies for Each Station and Overall System
- Action Steps for Local Partners, Prioritized
- Implementation Tools for TOD

DOWNTOWN TYPOLOGY — Primary center of economic and cultural activity in any region. Dense mix of housing & employment types, retail and entertainment catered to region. Many transit modes.

MAJOR URBAN CENTER TYPOLOGY — mix of residential, employment, retail, and entertainment. Slightly lower densities. Draw residents from surrounding neighborhoods. Commuter hubs for larger region, multiple transit options. Many have historic character and street network.

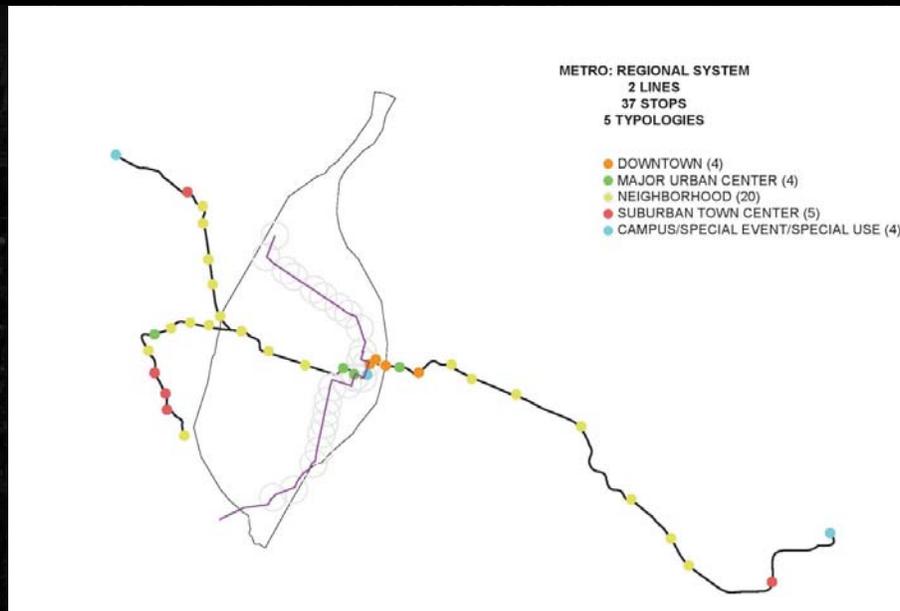
NEIGHBORHOOD TYPOLOGY — Primarily residential areas well connected to local and regional transit network. Mix of housing and local serving retail. Commercial limited to small businesses or small-scale industry. Well connected street grid. Transit less of a focus; station may be at edge of two neighborhoods.

SUBURBAN TOWN CENTER TYPOLOGY — Mix of residential, employment, retail and entertainment. Origin and destination for commuters. Mix of transit types connected to regional transit network with high-frequency service. More recent development than in downtowns or urban centers. More single-use employment areas and residential neighborhoods.

CAMPUS / SPECIAL EVENT / SPECIAL PURPOSE TYPOLOGY — Single-use area focused around a major institution such as university or entertainment venue (stadium.) Transit stations not key focus of economic activity. Secondary transit service infrequent and focused only on stations. More recent development. Street grid probably less connected than in older neighborhoods.

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DELMAR/DEBALIVIERE TOD ACTION PLAN – DELMAR STATION

OVERVIEW AND CONTEXT

- At the heart of the Delmar Loop
- Vibrant mixed-use and established residential areas surrounding
- Wash U North Campus
- Industrial Uses to North
- Emerging/Redeveloping Area East on Delmar

DENSITY

- 7.46 residential units per acre
- 5.04 employees per acre

Red and Blue Line – St Louis City

DELMAR / DEBALIVIERE TOD ACTION PLAN



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DELMAR/DEBALIVIERE TOD ACTION PLAN – DELMAR STATION

CONNECTIVITY

- Major access streets are Skinker, Delmar, DeBaliviere.
- DeBaliviere Ave has the lowest traffic while Skinker has the highest traffic.
- Four bus routes serve the Delmar Station
- 80 walk score. Very walkable.
- Some surrounding sidewalks are too narrow and in poor condition.
- Bikes do not have any dedicated lanes or sharrows on surrounding streets.
- Bike access to stations is very limited.



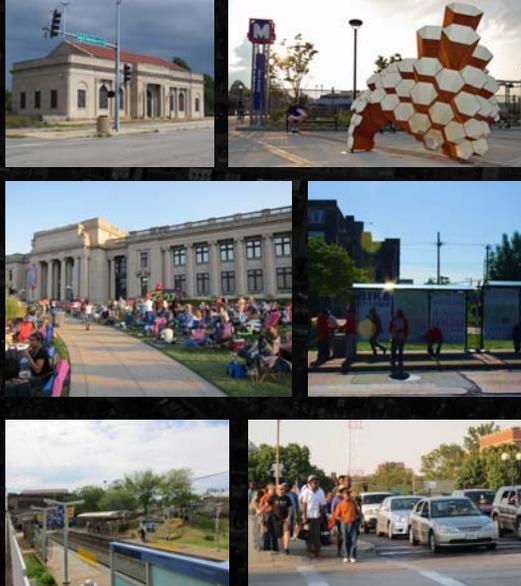
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DELMAR/DEBALIVIERE TOD ACTION PLAN – DELMAR STATION

EXISTING ZONING AND ENTITLEMENT CONSIDERATIONS

- Current zoning includes
 - Single Family Residential
 - Two Family Residential
 - Multi Family Residential
 - Neighborhood Commercial
 - Local Commercial and Office
 - Industrial
- Does not support expansion of high density TOD development, mixed-use, or higher density residential
 - Parking requirements often limit development options.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DELMAR/DEBALIVIERE TOD ACTION PLAN – DELMAR STATION

CURRENT DEVELOPMENT PATTERNS

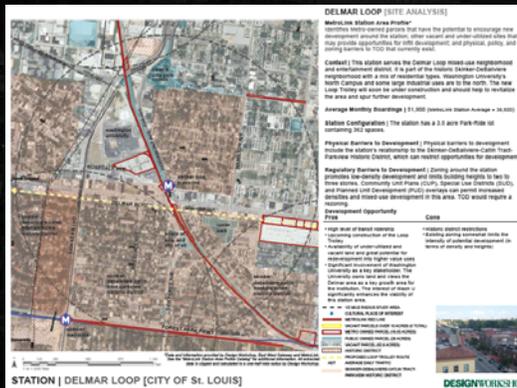
- Vibrant and evolving urban center
- Authentic urban residential neighborhoods surrounding
- Day and night uses
- Uses to the north are less defined, large industrial breaks down urban character.

CURRENT RIDERSHIP

- 51,000 Monthly Boardings
- Higher than average ridership for system
- 1,940 Weekday Daily Average
- 1,160 Weekend Daily Average

Average MetroLink Boarding Estimates - Delmar Loop

	Total Monthly Boardings	AVERAGE DAILY BOARDINGS	
		Weekday	Weekend
MetroLink Station Average	36,500	1,360	830
Missouri Station Average	42,000	1,560	960
Delmar Loop MetroLink Station	51,900	1,940	1,160



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DELMAR/DEBALIVIERE TOD ACTION PLAN – DELMAR STATION

TYPOLOGY CLASSIFICATION

- Major Urban Center Typology

ECONOMIC ANALYSIS – 2010 - 2040

- 402 Residential Units
 - Young professionals
 - affordable
- 255,563 Commercial sq. ft.
 - Local services
 - Convenience goods
 - Personal care
 - Office
 - Grocery Store

The DELMAR station attracts residents from surrounding neighborhoods and services a mix of residential, employment, retail, and entertainment uses. It has been able to retain its historic character while remaining current with today's trends. It is served by a multitude of transit options, including MetroBus and MetroLink, and the future plans for the Loop Trolley. **The Delmar Loop area represents a major destination in the City of St Louis and will continue to serve as a Major Urban Center for the foreseeable future.**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR/DEBALIVIERE TOD ACTION PLAN – FOREST PARK/DEBALIVIERE STATION

OVERVIEW AND CONTEXT

- Junction of Red and Blue Lines
- Forest Park's only major public transit access point
- Affluent Residential neighbors
- Plagued by perceptions of crime and economic stagnation

DENSITY

- 6.14 residential units per acre
- 4.98 employees per acre

Red and Blue Line – St Louis City DELMAR / DEBALIVIERE TOD ACTION PLAN



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR/DEBALIVIERE TOD ACTION PLAN – FOREST PARK/DEBALIVIERE STATION

CURRENT DEVELOPMENT PATTERNS

- Underperforming commercial
- Aging retail and multi-family properties
- Loop Trolley will help.

CURRENT RIDERSHIP

- 109,300 MONTHLY BOARDINGS
- Highest ridership of any station
- 3,980 Weekday daily average
- 2,680 Weekend Daily Average

TYOLOGY CLASSIFICATION

- Neighborhood Typology

ECONOMIC ANALYSIS – 2010-2040

- 424 residential units
- 192,000 Commercial sq. ft.
 - Local-serving retail
 - Local serving office

The DEBALIVIERE/FOREST PARK station has a smaller scale of the current and prospective development within walking distance of the MetroLink station. The retail and civic land uses around DeBaliviere primarily serve local residents, and do not tend to attract business from other communities or even from people living more than a few miles away. **Even with Forest Park, Forest Park Parkway and the Loop Trolley, it will likely continue to serve as a Neighborhood station in the future.**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR/DEBALIVIERE TOD ACTION PLAN – BOTH STATIONS

ACTION ITEMS

CITY OF ST. LOUIS

- Establish transit supportive zoning
 - 20 residential units per acre
 - 25 employees per acre
- Implement bike routes and strategies from regional Bike Plan
- Prioritize Public Improvements and create Capital Improvements Plan for Delmar and DeBaliviere/Forest Park Stations.
- Achieve Pedestrian Level of Service A or B
 - Traffic Calming measures
 - ADA accommodations
 - Road Diet
- Sales Tax Reimbursement Agreement



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR/DEBALIVIERE TOD ACTION PLAN – BOTH STATIONS

ACTION ITEMS

CITY OF ST. LOUIS

- Neighborhood Improvement Districts (NIDs), Community Improvement Projects (CIPs), Transportation Development Districts (TDDs)
- Enhanced Enterprise Zone (EEZ)
- Tax Increment Financing (TIFs)
- Chapter 353 redevelopment corp.
- Work with Landowners of vacant sites

METRO

- Improve MetroBus service to A or B level of service
- Renovate or replace the Metro Bus Garage



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR/DEBALIVIERE TOD ACTION PLAN – BOTH STATIONS

OVERALL DEVELOPMENT STRATEGY

- Connect the two stations along the Delmar and DeBaliviere corridors following the Loop Trolley route.
- Redevelop vacant lots with a mix of uses
 - Retail; Residential; Office; Parks; Open space; Civic plazas
- Redevelop Metro Bus Garage with uses facing Delmar and DeBaliviere
- Create bike and Ped facilities to link stations to St. Vincent Greenway
- Buildings should front street, particularly on DeBaliviere
- On Delmar, retail and entertainment should be near station with a transition to residential focus to east.

DELMAR AND DEBALIVIERE STATION - DEVELOPABLE LANDS ANALYSIS		
	ACREAGE	SQUARE FOOTAGE
Total Developable Site Area	17.83	776,676
Less: Roads and Configuration at 20%	3.566	155,335
Less: Open Space and Drainage at 20%	3.566	155,335
Less: Surface Parking		0
Net Developable Area		466,005
Potential Developable SF at 0.25 FAR		116,501
Potential Developable SF at 0.5 FAR		233,002
Potential Developable SF at 1.0 FAR		466,005
Projected Commercial Market Demand		447,870
Projected Residential Market Demand (assuming average of 1,000 SF per unit)		826,000
Potential Real Estate Market Demand (2010 - 2040)		1,273,870

- Greater intensity of development and uses at stations.
- Potential to abandon Des Peres Avenue north of Delmar to free up development space.

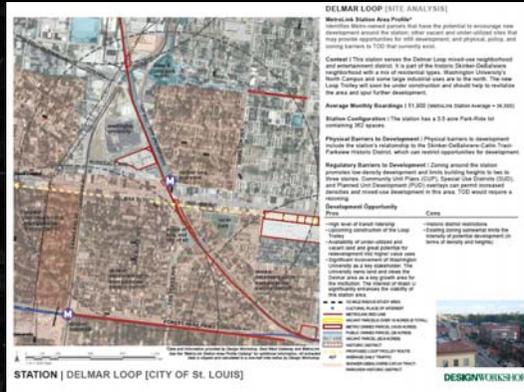
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR/DEBALIVIERE TOD ACTION PLAN – BOTH STATIONS

DEVELOPMENT TOOLS / IMPLEMENTATION STRATEGY

- Community Unit Plans (CUPs)
- Special Use Districts (SUDs)
- Planned Unit Development Districts (PUDs)
- Establish TOD zoning Classification for Station Area
- Establish Form Based Codes for Station Areas
- Establish Parking Maximums (instead of minimums)



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

OTHER PLANS & CURRENT PROJECTS

- LOOP TROLLEY PLAN
- ST. VINCENT GREENWAY
- PARKVIEW GARDENS NEIGHBORHOOD SUSTAINABLE DEVELOPMENT PLAN
- SKINKER DEBALIVIERE URBAN DESIGN & DEVELOPMENT PLAN
- CURRENT PROJECTS

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

LOOP TROLLEY PLAN

East West Gateway Council of Governments and the Loop Trolley Company are preparing to start construction of the Loop Trolley – a 2 Mile route connecting the Delmar Loop to Forest Park at the Missouri History Museum via Delmar Boulevard and DeBaliviere Avenue.



THE LOOP



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

LOOP TROLLEY PLAN

WHY A TROLLEY? WHY NOW?

- **Connectivity:** The Loop Trolley will link two existing MetroLink Stations to cultural institutions like the Missouri History Museum, the University City City Hall, and all the attractions in The Loop like theaters, restaurants, offices and shopping opportunities with vibrant mixed-use and residential neighborhoods.
- **Economic Development:** Trolleys have proven to be a catalyst for residential, commercial and recreational development in cities like Memphis, Little Rock, Tampa and Portland. This is key for the east section of the alignment.
- **Pedestrian-Friendly Neighborhoods:** Trolleys make it easy for people to get around and stop at several locations without the problem of finding parking. This will only enhance The Loop and all that it has to offer as one of the Ten Great Streets in America as designated by the American Planning Association in 2007. It will also provide access into Forest Park, one of the city's highlights.
- **Environmentally-Friendly:** Trolleys are a great way for St. Louis to go green. Because they are powered by electricity, trolleys are much quieter and cleaner than gasoline- and diesel-powered vehicles. They also enable individuals to reduce their carbon footprint, so everyone can do their part to go green!
- **Tourist Attraction:** Trolleys can also enhance the unique and special sense of place that is The Loop and the St. Louis region. St. Louis is famous for its historic streetcars. This brings history alive for residents and tourists alike.

THE LOOP



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PARKVIEW GARDENS NEIGHBORHOOD SUSTAINABLE DEVELOPMENT PLAN

- 2010 – 2013
- Sustainable Communities Planning Grant
- 4 Public Worksessions
- Plan Components:
 - Regulatory framework
 - Height and Bulk Plan
 - Land Use Plan
 - 7 Sustainability Principles
 - Neighborhood Infrastructures
 - Action Plan Recommendations for Sustainable Future Development
 - Extensive Market Study

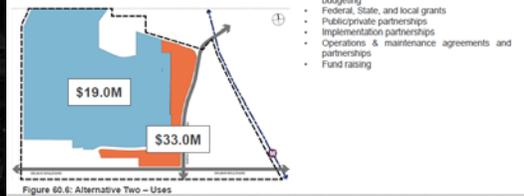
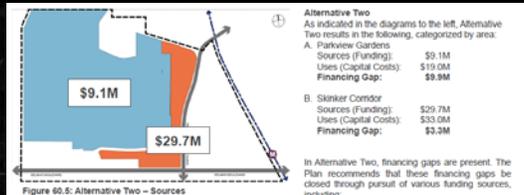


TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PARKVIEW GARDENS NEIGHBORHOOD SUSTAINABLE DEVELOPMENT PLAN

- Market Study and Economic Recommendations
 - Changing Demographics
 - Integrated Funding Plan
 - Non-profit District Redevelopment Entity
 - Fiscal Tools: Bond financing based on anticipated future revenue, Tax reductions, Supplemental taxes, Grants, Capital Improvements



Alternative Two
As indicated in the diagrams to the left, Alternative Two results in the following, categorized by area:

Area	Sources (Funding)	Uses (Capital Costs)	Financing Gap
A. Parkview Gardens	\$9.1M	\$19.0M	\$9.9M
B. Skinker Corridor	\$29.7M	\$33.0M	\$3.3M

In Alternative Two, financing gaps are present. The Plan recommends that these financing gaps be closed through pursuit of various funding sources, including:

- Increased Capital Improvement Plan (CIP) budgeting
- Federal, state, and local grants
- Public/private partnerships
- Implementation partnerships
- Operations & maintenance agreements and partnerships
- Fund raising



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR LOOP RETAIL STUDY

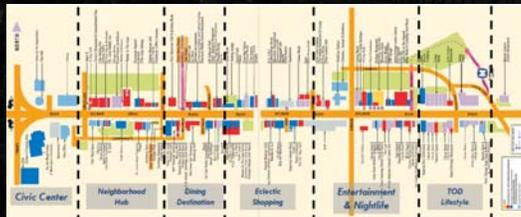
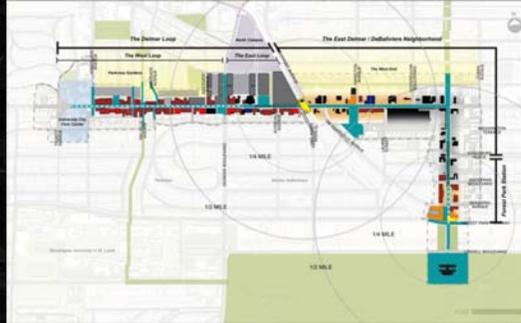
- 2011
- Real Estate Market Analysis
- Physical Environment Analysis
- Development Scenarios & Preferred Scenario
- Retail and Development Recommendations

Preferred Scenario

1. The Loop | Retail & Transit-Oriented Development
2. East Delmar/DeBaliviere Neighborhood | Mixed-Use Edge
3. Forest Park Station | Transit-Oriented Development

Vision for Retail Growth

1. Zones of retail character moving along Delmar
2. Catalytic Development
3. Branding
4. Public Realm Improvements



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR LOOP RETAIL STUDY

IMPLEMENTATION STRATEGIES

Governance

- New Governing entity
- Replace 2 SBDs with one CID
- Critical Services:
 - Cleanliness
 - Safety
 - Marketing and Events
 - Retail Recruitment
 - Capital Improvements
 - Development Management
 - Annual Cost Appx 5\$ 00,000 – 750,000

Retail Recruitment

- Tenant outreach campaign
- Area Profile
- Existing Retail Profile
- Key Assets
- Available Spaces
- Demographic Breakdown



	Assessed Value	Current Revenue	Target - Low	Target - High
Assessment (\$ per \$100)		\$ 0.53	\$ 1.50	\$ 2.30
Current SBDs	\$ 16,099,600	\$ 85,300	\$ 241,500	\$ 370,300
Business Fees	n/a	\$ 23,500	\$ 23,500	\$ 23,500
North Campus	\$ 1,200,000	\$ -	\$ 18,000	\$ 27,600
Wash U Property	\$ 14,156,000	\$ -	\$ 212,300	\$ 325,600
Total Revenue:		\$ 109,000	\$ 495,000	\$ 747,000

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

SKINKER DEBALIVIERE NEIGHBORHOOD URBAN DESIGN & DEVELOPMENT PLAN

- Planning Process from January 2013 – Fall 2013
- Stakeholder Meetings, Steering Committee Meetings
- 3 Public Meetings to Date
- Preferred Option Plan

CONSENSUS ISSUES

- **Edges Create a Negative Image** are Perceived as Unsafe, and Do Not Support Daily Community Activities Negative perception of DeBaliviere Avenue
- **Crime and Safety** in the neighborhood generally, and in particular Lucier Park, Delmar, and MetroLink Stations is an On-going Concern
- Address **Neighborhood Vacancies**, including Des Peres School
- One-Way Streets, Dead Ends, and Alleys Inhibit Cut-through Traffic, but Result in **Poor Circulation, Speeding and Traffic Flow Issues**
- **Limited Entrances and Exits** Cause Poor Connectivity
- **Main Intersections** are Dangerous for Pedestrians
- Lack of Diverse and Viable **Businesses**
- Lack of **Grocery Store**



CONSENSUS IDEAS

- Need a **Grocery Store**
- Bring **Diverse and Viable businesses** to Delmar and DeBaliviere
- Create **Transit Oriented Development** at Delmar and DeBaliviere Stations
- Create an Identifiable Street Character for **Eastern Delmar Corridor**
- Create a **dog park**, Improve **Lucier Park**, Improve the Connection to Forest Park
- Infill **Vacant Lots** and Rehabilitate Deteriorating Homes
- Improve Timing and Bike and Pedestrian Safety at **Intersections**
- Create Parks and Programs for **Youth and Seniors**
- Create Accessible **Senior Housing**

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

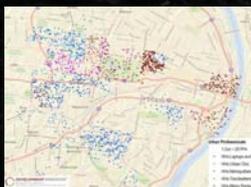
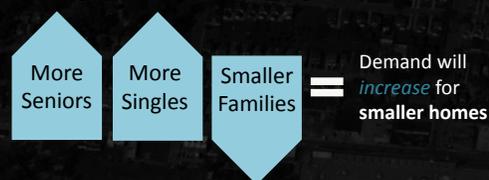
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- Preferred Option Plan
- Market Analysis

- **Changing Demographics**
- **Housing Preferences**
- **Market Opportunity**
 - High Density Condos
 - TOD Apartments
 - High Density Apartments
- **Create Value Through Design**
 - Premium for walkable historic communities
 - Premium for Parks in new developments

Demographics are Changing

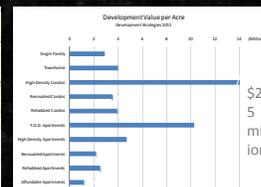


Urban Professionals

Families that prefer walkable communities

Empty Nesters

Young Professionals, Hipsters, Urban Pioneers



Acquisit

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

CURRENT PROJECTS

LOOP TROLLEY

- Construction begins 2014

LOOP TROLLEY BARN

- 5875-5893 Delmar
- Service station for Loop Trolley

ST. VINCENT GREENWAY

- Complete to intersection of Delmar and DeBaliviere.
- Will Continue from there south to Forest Park

GOTHAM ANNEX MIXED-USE

- 5900 block of Delmar Blvd.

DEBALIVIERE STRIP MALL

- Prospect for Renovation/Redevelopment

LOOP LIVING (WASH U STUDENT HOUSING & MIXED USE)

- 6200 Block of Delmar
- +500 Student Housing Units

BARDENHEIER'S CONDOS

- Loft/Apartment redevelopment of an old winery



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA ANALYSIS

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

LOOKING NORTHWEST
EXISTING CONDITIONS



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

LOOKING SOUTHWEST
EXISTING CONDITIONS



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR STATION EXISTING CONDITIONS



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

FOREST PARK / DEBALIVIERE STATION EXISTING CONDITIONS



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ANALYSIS – CONTEXT

Increased Intensities Of Residents And Employees

- The Skinker Debaliviere and west end Neighborhoods about Delmar Station along with Washington University North campus.
- Skinker DeBaliviere and DeBaliviere Place Neighborhoods about DeBaliviere Stn.

Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space

- Zoning will create limitations on building envelope, mix of uses, and parking requirements.
- Land uses reflect the jurisdictions Intent for the future of the area.
- 8 Historic districts in the context area, 2 are directly adjacent to each station.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

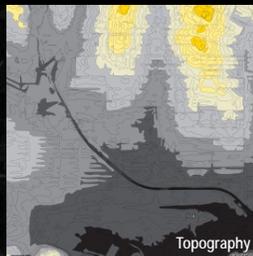
ANALYSIS – CONTEXT

Increased Intensities

Use Mix

Urban Form & Quality

- Depressed metrolink tracks limit visibility and visual accessibility of both stations, particularly Delmar.
- Relatively flat topography is not a hindrance to walkability or bikeability.
- Variety of parcel sizes and building forms create varied urban character, some pedestrian friendly, some auto oriented.
- Long and large blocks hinder walkability; lack of pedestrian connections north and south.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ANALYSIS – CONTEXT

Increased Intensities
Use Mix
Urban Form & Quality
Connectivity

- **Blocked streets limit pedestrian, bike, and auto access to both metrolink stations.**
- **Surface parking** concentrated on Delmar Loop, East Delmar, North Skinker, and in DeBaliviere Place, not within neighborhoods.
- **Bike routes do not link directly to stations**, but serve the surrounding neighborhoods.
- **Well served by 8 bus routes.** 4 Serve Delmar Station, 2 Serve DeBaliviere Station.
- **Trolley** will connect both stations.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ANALYSIS – CONTEXT

Increased Intensities
Use Mix
Urban Form & Quality
Connectivity
Parking Replacement Strategies
Other Highly Desirable Features

- **Delmar Station has Direct access to Delmar Loop and Lucier Park is within ¼ mile. Forest Park is directly adjacent to the Forest Park/DeBaliviere Station.**
- **The East Loop Special Business District, The Delmar Link Redevelopment Area And The Skinker Debaliviere Community Council all include the Delmar Station.**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ANALYSIS – DELMAR STATION

Intensity & Use Mix

- Intensity = Workers + Residents: 2,081 Jobs + Residents
- Use Mix = Workers/Residents: 0.23 Jobs/Residents

Connectivity

- 4 Bus Routes
- 1 Bike Route
- 86 Mean Walk Score
- 77 Walk Score for Skinker DeBaliviere
- 56 Walk Score for West End

Urban Form & Quality

- Mean Block Size: 6.8 Acres
- 4 Neighborhoods within ½ Mile of Station
- Access & Mobility:
 - 3 station entrances
 - Delmar is difficult to cross
 - Blocked streets surrounding station make it unfriendly

Transit Function

- Station Orientation: Sub-regional Destination: District Circulator Link; 362 Park and Ride Spaces



Station Area



Walkscore - Heatmap



Station



Unused Wabash Station



Station

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ANALYSIS – DELMAR STATION

Station Type

- Station Organization: Below Grade; Single-sided side by side platforms

Development Opportunity

- Underutilized Land: 11.5 Acres
- % of ¼ Miles Station Area: 4.6%
- Available Lots: 13
- Assessed Value of Underutilized Land: \$461,860
- Assessed Value of Land in ¼ Mile Station Area: \$17,387,910
- Desired Density for New Development:
 - 10-18 DU/Acres
 - 0.7 – 1.5 FAR (comm)

Potential Program

- Lot-Suitable Buildings Types: Medium Density Multi-Family Housing; Mixed-Use Development

Spatial Type Classification

- Commercial Center Type 2



Bike & Bus Routes



Vacant Lots



Zoning and Land Use



Barriers

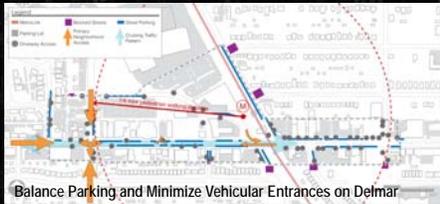
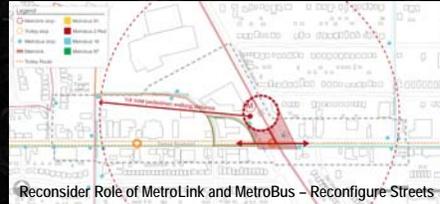
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ANALYSIS – DELMAR STATION

Public Life Survey

- Design Principles to support vibrant streets and successful new development



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ANALYSIS – FOREST PARK/DEBALIVIERE STATION

Intensity & Use Mix

- Intensity = Workers + Residents: 1,675 Jobs + Residents
- Use Mix = Workers/Residents: 0.33 Jobs/Residents

Connectivity

- 4 Bus Routes
- 4 Bike Routes within 1/4 Mile
- 48 Mean Walk Score
- 77 Walk Score for Skinker DeBaliviere
- 66 Walk Score for DeBaliviere Place

Urban Form & Quality

- 1 Bus Route (4 routes within walking distance)
- 3 Neighborhoods within 1/2 Mile of Station
- Access/Mobility:
 - Forest Park Parkway is pedestrian barrier
 - 1 Unsafe pedestrian cut through from neighborhood
 - 2 entrances to metro station

Transit Function

- Station Orientation: Sub-regional Destination; District Circulator Link; 118 park and ride spaces



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ANALYSIS – FOREST PARK/DEBALIVIERE STATION

Station Type

- Station Organization: Below Grade: Center double sided platform

Development Opportunity

- Underutilized Land: 2.1 Acres
- % of ¼ Miles Station Area: 0.8%
- Available Lots: 3
- Assessed Value of Underutilized Land: \$63,600
- Assessed Value of Land in ¼ Mile Station Area: \$29,379,920
- Desired Density for New Development:
 - 20 DU/Acres
 - 2.0 FAR (minimum)

Potential Program

- Lot-Suitable Buildings Types: Mixed-use buildings; Rowhouses; Condominiums; Apartment Buildings

Spatial Type Classification

- Commercial Scale Mixed Use Center



Bike & Bus Routes



Vacant Lots



Zoning and Land Use



Barriers

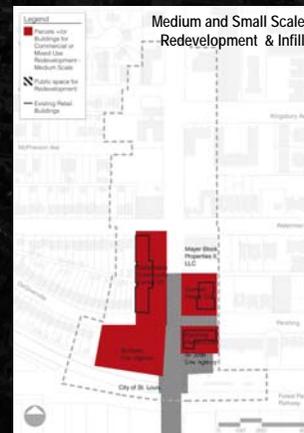
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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ANALYSIS – FOREST PARK/DEBALIVIERE STATION

Public Life Survey

- Design Principles to support vibrant streets and successful new development



STATION AREA PLAN ALTERNATIVES



STATION AREA PLAN ALTERNATIVES



- 1: Market + Existing Infrastructure
- 2: Intermodal Facilities
- 3: Intermodal Facilities + Transit Corridor

Model Assumptions

Rents per Unit or Square Foot

- Residential = \$1.45-\$1.60 per square foot
- Retail = \$25.00 per square foot
- Office = \$20.00 per square foot
- Parking = \$1,500 per space per year

Other Assumptions

- Assumes sale of all development components in year 30
- Modest inflation/growth rates
- Varied absorption rates for each scenario

DEVELOPMENT STRATEGIES

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

1: Market + Existing Infrastructure

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 1: Market + Existing Infrastructure

DEVELOPMENT PROGRAM

- Residential 826 Units (1,000 S.F./Unit)
- Retail 45,000 S.F.
- Office 15,000 S.F.
- Structured Parking 282 Spaces (Forest Park/DeBaliviere Station)
- Park & Open Space No
- Redevelopment of Existing Yes



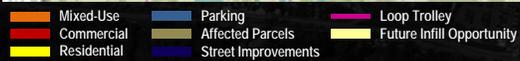
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 1: Market + Existing Infrastructure

INFRASTRUCTURE IMPROVEMENTS

- Loop Trolley Construction
- Open Streets at Hodiament
- Street Improvements on Delmar, DeBaliviere, Hodiament, and Goodfellow



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 1: Market + Existing Infrastructure

DELMAR STATION

- Redevelop **Wabash Station**
- Redevelop **Wash U / Dobbs Site**
- Redevelop **North and South sides of Delmar Boulevard from Hodiamont to Hamilton**
- Redevelop Delmar High School as **Loop Trolley Barn**
- **Reconnect Hodiamont & Station to West End Neighborhood**
- **Streetscape Improvements & Narrower Delmar Boulevard**



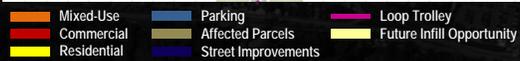
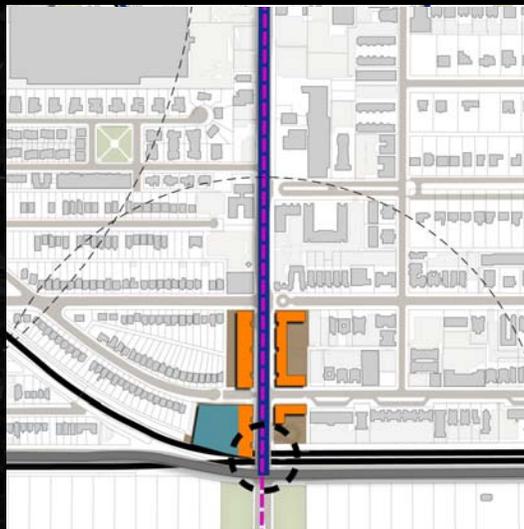
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 1: Market + Existing Infrastructure

FOREST PARK / DEBALIVIERE STATION AREA

- Redevelop **DeBaliviere Park and Ride Lot** Site with New Building and Structured Parking
- Redevelop **Strip Mall and facing properties**
- St. Vincent **Greenway & Streetscape Improvements**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM- LOOKING NORTHWEST

1: Market + Existing Infrastructure

- Mixed-Use
- Commercial
- Parking



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM- LOOKING SOUTHWEST

1: Market + Existing Infrastructure

- Mixed-Use
- Commercial
- Parking



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 1: Market + Existing Infrastructure

DEVELOPMENT PROGRAM

- Residential 826 Units (1,000 S.F./Unit)
- Retail 45,000 S.F.
- Office 15,000 S.F.
- Structured Parking 282 Spaces (Forest Park/DeBaliviere Station)
- Park & Open Space No
- Redevelopment of Existing Yes

- Average FAR of 1.67



Alternative 1

- Residential = 826 units
- Retail = 45,000 sf
- Office = 15,000 sf
- Structured Parking = 282 spaces

Outcomes

- Total Acreage = 22.5
- After Tax IRR without subsidies = 7.84%
- Land Residual Value @ 15% = \$22.6M
- Land Residual Value @ 20% = \$30.1
- Absorption

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 1: Market + Existing Infrastructure

ESSENTIAL ATTRIBUTES

- + Increased Intensities of residents and employees
- + Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- + Urban Form & Quality
 - + Physical Features
 - + Urban Design Quality
 - + Individual Perception & Experience
- o Connectivity
- Parking Strategy
- + Other Highly Desirable Features



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

2: Intermodal Facilities

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Intermodal Facilities

DEVELOPMENT PROGRAM

- Residential 916 Units (1,000 S.F./Unit)
- Retail 66,000 S.F.
- Office 20,000 S.F.
- Structured Parking 282 Spaces (Forest Park/DeBaliviere Station) | 1,275 Spaces (Delmar Loop Station)
- Park & Open Space Yes
- Redevelopment of Existing Yes



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Intermodal Facilities

INFRASTRUCTURE IMPROVEMENTS

- Reconfigure Des Peres, Rosedale, and Enright and add a new street next to Big Shark building
- Loop Trolley Construction
- Open Streets at Hodiamont
- Street Improvements on Delmar, DeBaliviere, Hodiamont, and Goodfellow
- Reconnect Hamilton and Washington Ave's at Lucier Park
- Reconfigure Lucier Park & Connect to Delmar Station; improve Olits Park



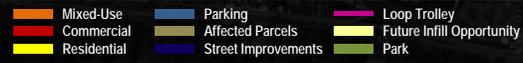
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Intermodal Facilities

DELMAR STATION AREA

- Redevelop **Wabash Station**
- Redevelop **Wash U / Dobbs Site**
- Redevelop **vacant site east of Big Shark**
- Redevelop Delmar High School as **Loop Trolley Barn**
- Redevelop **North and South sides of Delmar Boulevard from Hodiamont to Hamilton**
- Create **structured parking with integrated Bus station**
- **Reconnect Hodiamont & Station** to West End Neighborhood
- **Streetscape Improvements & Narrower Delmar Boulevard**



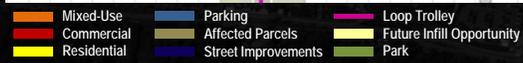
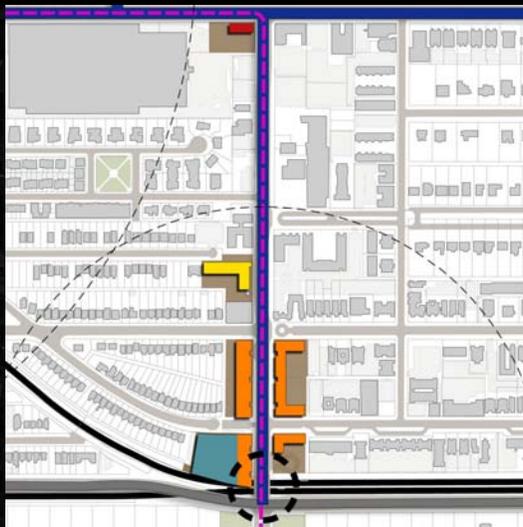
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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Intermodal Facilities

FOREST PARK / DEBALIVIERE STATION AREA

- Redevelop historic building at **Southeast corner of Delmar and DeBaliviere**
- Redevelop **DeBaliviere Park and Ride Lot Site** with New Building and Structured Parking
- Redevelop **Strip Mall and facing properties**
- Residential infill at **Pulaski Bank Parking Lot**
- St. Vincent **Greenway & Streetscape Improvements**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM- LOOKING NORTHWEST
2: Intermodal Facilities

- Park
- Mixed-Use
- Commercial
- Residential
- Parking



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM- LOOKING SOUTHWEST
2: Intermodal Facilities

- Park
- Mixed-Use
- Commercial
- Residential
- Parking



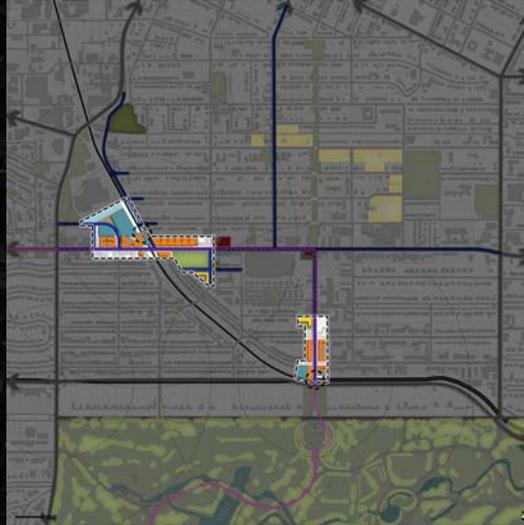
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Intermodal Facilities

DEVELOPMENT PROGRAM

- Residential 916 Units (1,000 S.F./Unit)
- Retail 66,000 S.F.
- Office 20,000 S.F.
- Structured Parking 282 Spaces (Forest Park/DeBaliviere Station) | 1,275 Spaces (Delmar Loop Station)
- Park & Open Space Yes
- Redevelopment of Existing Yes



- Mixed-Use
- Commercial
- Residential
- Parking
- Affected Parcels
- Street Improvements
- Loop Trolley
- Future Infill Opportunity
- Park

Alternative 2

- Residential = 916 units
- Retail = 66,000 sf
- Office = 20,000 sf
- Structured Parking = 1,557 spaces

Outcomes

- Total Acreage = 25.3
- After Tax IRR = 9.7%
- Land Residual Value @ 15% = \$34.6M
- Land Residual Value @ 20% = \$46.2M
- Absorption

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

2: Intermodal Facilities

ESSENTIAL ATTRIBUTES

- + Increased Intensities of residents and employees
- + Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- + Urban Form & Quality
 - + Physical Features
 - + Urban Design Quality
 - + Individual Perception & Experience
- + Connectivity
- Parking Strategy
- + Other Highly Desirable Features



- Mixed-Use
- Commercial
- Residential
- Parking
- Affected Parcels
- Street Improvements
- Loop Trolley
- Future Infill Opportunity
- Park

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

3: Intermodal Facilities + Transit Corridor

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

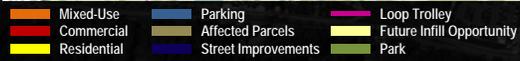
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STATION AREA PLAN ALTERNATIVES

3: Intermodal Facilities + Transit Corridor

DEVELOPMENT PROGRAM

- Residential 1,016 Units (1,000 S.F./Unit)
- Low-Income Housing 350 Units (1,000 S.F./Unit)
- Retail 101,000 S.F.
- Office 20,000 S.F.
- Structured Parking 282 Spaces (Forest Park/DeBaliviere Station) | 1,275 Spaces (Delmar Loop Station)
- Park & Open Space Yes
- Redevelopment of Existing Yes



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

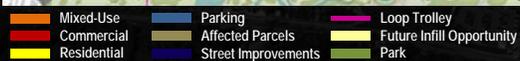
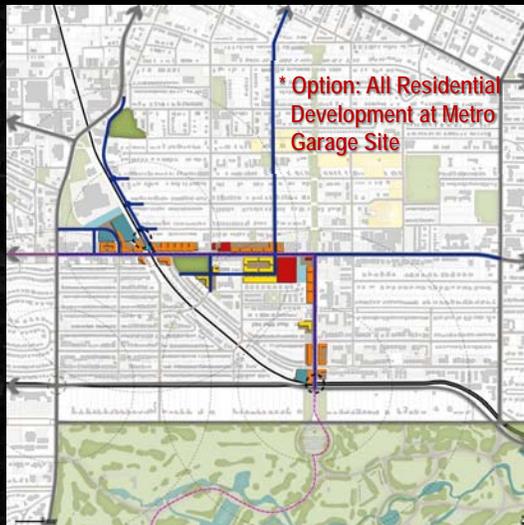
SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

3: Intermodal Facilities + Transit Corridor

DEVELOPMENT PROGRAM

- Residential 1,016 Units (1,000 S.F./Unit)
- Low-Income Housing 350 Units (1,000 S.F./Unit)
- Retail 101,000 S.F.
- Office 20,000 S.F.
- Structured Parking 282 Spaces (Forest Park/DeBaliviere Station) | 1,275 Spaces (Delmar Loop Station)
- Park & Open Space Yes
- Redevelopment of Existing Yes



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 3: Intermodal Facilities + Transit Corridor

INFRASTRUCTURE IMPROVEMENTS

- Reconfigure Des Peres, Rosedale, and Enright and add a new street next to Big Shark building
- Loop Trolley Construction
- Open Streets at Hodiament
- Street Improvements on Delmar, DeBaliviere, Hodiament, and Goodfellow
- Reconnect Hamilton, Washington, and Goodfellow through Metro Garage site
- Reconfigure Lucier Park and improve Olits Park



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 3: Intermodal Facilities + Transit Corridor

DELMAR STATION AREA

- MetroLink Station becomes intermodal transit destination with park and ride structured parking, integrated bus interchange, and bike facilities.
- Redevelopment of Wash U/Dobbs Site
- Structured parking behind streetfront development
- Infill development at corner of Des Peres and Delmar: vacant site east of Big Shark
- Redevelopment at Delmar and DeGiverville



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM- LOOKING SOUTHWEST

3: Intermodal Facilities + Transit Corridor

- Park
- Mixed-Use
- Commercial
- Residential
- Parking



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

3: Intermodal Facilities + Transit Corridor

DEVELOPMENT PROGRAM

- Residential 1,016 Units (1,000 S.F./Unit)
- Low-Income Housing 350 Units (1,000 S.F./Unit)
- Retail 101,000 S.F.
- Office 20,000 S.F.
- Structured Parking 282 Spaces (Forest Park/DeBaliviere Station) | 1,275 Spaces (Delmar Loop Station)
- Park & Open Space Yes
- Redevelopment of Existing Yes



- Mixed-Use
- Commercial
- Residential
- Parking
- Affected Parcels
- Street Improvements
- Loop Trolley
- Future Infill Opportunity
- Park

Alternative 3

- Low-Income Housing = 350 units
- Residential = 1,016 units
- Retail = 101,000 sf
- Office = 20,000 sf
- Structured Parking = 1,557 spaces

Outcomes

- Total Acreage = 35.7
- After Tax IRR = 7.3%
- Land Residual Value @ 15% = \$44.4M
- Land Residual Value @ 20% = \$59.2M
- Estimated 4% Low-Income Housing TC available = \$21.5M
- Absorption

DEVELOPMENT STRATEGIES

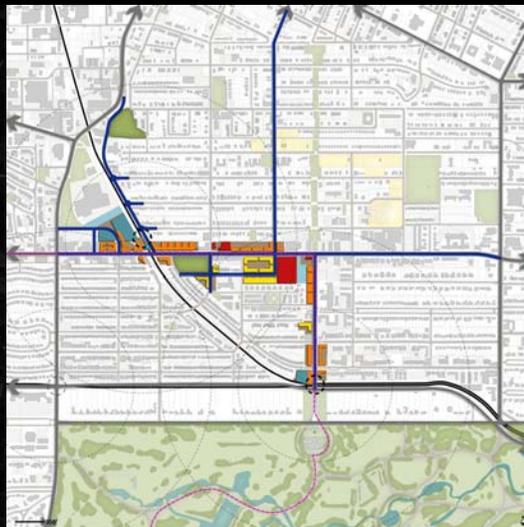
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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 3: Intermodal Facilities + Transit Corridor

ESSENTIAL ATTRIBUTES

- + Increased Intensities of residents and employees
- + Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- + Urban Form & Quality
 - + Physical Features
 - + Urban Design Quality
 - + Individual Perception & Experience
- + Connectivity
- Parking Strategy
- + Other Highly Desirable Features



Further Analysis

- Refinement of Station Area Plans & model assumptions
- Identification of financial gaps and financing strategy

DEVELOPMENT STRATEGIES

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES – DEVELOPMENT PROGRAM

1: Market + Existing Infrastructure



- Residential 826 Units (1,000 S.F./Unit)
- Retail 45,000 S.F.
- Office 15,000 S.F.
- Structured Parking
 - 282 Spaces (Forest Park/DeBaliviere Station)
- Park & Open Space No
- Redevelopment of Existing Yes

2: Intermodal Facilities



- Residential 916 Units (1,000 S.F./Unit)
- Retail 66,000 S.F.
- Office 20,000 S.F.
- Structured Parking
 - 282 Spaces (Forest Park/DeBaliviere Station)
 - 1,275 Spaces (Delmar Loop Station)
- Park & Open Space Yes
- Redevelopment of Existing Yes

3: Intermodal Facilities + Transit Corridor



- Residential 1,016 Units (1,000 S.F./Unit)
- Low Income Housing 350 Units
- Retail 101,000 S.F.
- Office 20,000 S.F.
- Structured Parking
 - 282 Spaces (Forest Park/DeBaliviere Station)
 - 1,275 Spaces (Delmar Loop Station)
- Park & Open Space Yes
- Redevelopment of Existing Yes

Conclusions

- Certain components of each station area plan alternative *may need little to no public incentive to succeed.*
- The targeted use of public incentives will strengthen the TOD potential of each station area.
- Preliminary results show that apartments, retail, restaurant, and yield projects with IRRs of 9.0% and higher.

DEVELOPMENT STRATEGIES

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES – ESSENTIAL ATTRIBUTES

1: Market + Existing Infrastructure



- + Intensities Of Residents And Employees
- + Use Mix
- + Urban Form & Quality
- o Connectivity
- Parking Replacement Strategy

2: Intermodal Facilities



- + Intensities Of Residents And Employees
- + Use Mix
- + Urban Form & Quality
- + Connectivity
- Parking Replacement Strategy

3: Intermodal Facilities + Transit Corridor



- + Intensities Of Residents And Employees
- + Use Mix
- + Urban Form & Quality
- + Connectivity
- Parking Replacement Strategy

TAC Meeting 2 Presentation: June 4, 2013

TOD STATION AREA PLANNING DELMAR & FOREST PARK/ DEBALIVIERE STATION

TECHNICAL ADVISORY COMMITTEE 2



SAINT LOUIS DEVELOPMENT CORPORATION

THE CITY OF SAINT LOUIS

JUNE 4, 2013

CONSULTANTS

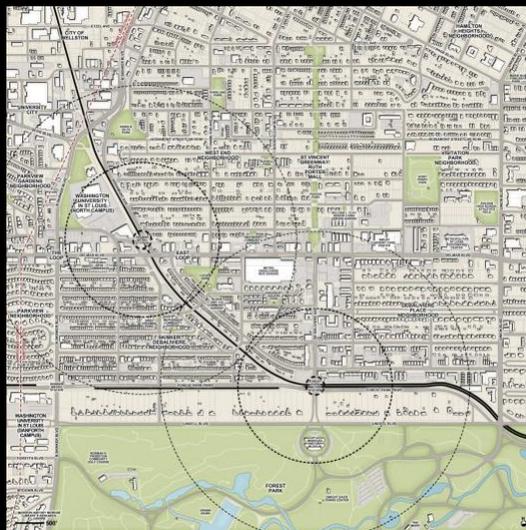
H3 Studio :: Development Strategies :: Bernardin, Lochmueller & Associates :: M3 Engineering Group :: Vector Communications

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

AGENDA

- *PURPOSE, SCOPE & SCHEDULE*
- *WORK TO DATE*
- *PUBLIC MEETING 01 SUMMARY*
- *PREFERRED ALTERNATIVE:
TRANSIT CORRIDOR*



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PURPOSE OF THE STUDY

The purpose of this study is to assist the City of St. Louis, its neighborhoods, and developers 'create a vision and roadmap for how to encourage TOD in the St Louis region.' and will include the 'development of Station Area Plan alternatives/options, community outreach, economic analysis, and refinement and finalization of the Station Area Plans' for the two existing station complex's and one new.

1. Downtown Arch-Laclede's Landing Station and the Stadium Station
2. Forest Park-DeBaliviere/Delmar Stations
3. Two Stations on the N/S Alignment

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



The goal for these plans is to immediately leverage development along the route.

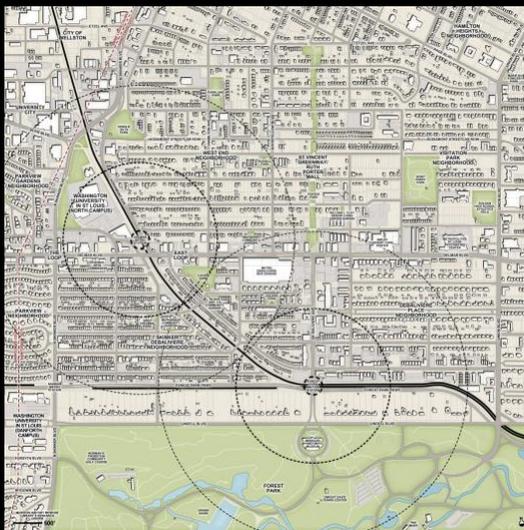
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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

SCOPE OF WORK

Delmar & Forest Park/DeBaliviere Station

- A.1 Technical Advisory Committee Formation
- A.2 Station Area Plan Alternatives
- A.3 Community Outreach
- A.4 Economic Analysis of Station Area Plans
- A.5 Refinement of Station Area Plan Alternatives
 - A5.1 Transportation Analysis of Alternatives
 - A5.2 Stormwater and Environmental Planning Analysis
- A5.3 Presentation of Refinements to TAC
- A.6 Preferred Station Area Plans
 - A6.1 Recommended Changes to Comp Plan
 - A6.2 Estimated Cost of Recommended Improvements
 - A6.3 Recommendations Regarding Redevelopment Plans, Chapter 99, and Other Funding Tools.
- A.7 Final Station Area Plans



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

SCHEDULE

Delmar & Forest Park/DeBaliviere Station

May 7 – TAC Meeting 1

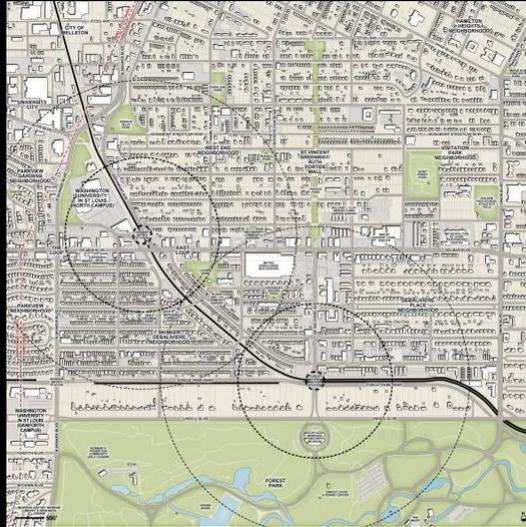
May 21 – Public Meeting 1

June 4 – TAC Meeting 2

July 23 – Public Meeting 2

July 31 – Draft Report

September 1 – Final Report



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas include the following ESSENTIAL ATTRIBUTES:

- Increased Intensities of residents and employees
- Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- Urban Form & Quality
 - Physical Features
 - Urban Design Quality
 - Individual Perception & Experience
- Connectivity
- Parking Strategy

A well defined station area is a unique and identifiable PLACE



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas could include the following HIGHLY DESIRABLE *but non essential* ATTRIBUTES:

- Supportive Commercial Uses
- Well-connected Fine Grained Street Network
- Traffic Calming Features
- No Dead Space or Facades
- Well-Articulated Blocks, Landmarks and Buildings
- Public Space, Parks and Amenities
- Attractive Transit Facilities

Attractive and Safe Environment

Street Furniture and Shelter; Signage; High-Quality Materials; Public Art; Water Features; Out-door dining; Underground utilities



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Context Analysis

- Neighborhoods & Historic and Special Use Districts
- Zoning & Land Use
- Topography
- Buildings
- Blocks & Streets
- Transit – Metro, Bus, Bike, Sidewalk
- Parking
- Current Projects
- Amenities



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Transit Sheds

- ¼ Mile Transit Shed ———
- ½ Mile Transit Shed - - - -

- ¼ mile and ½ mile transit sheds have been modified based on accessibility and concentrations of likely transit users.
- Due to the close proximity between stations, the area is really one transit shed
- Different from a Station Area Plan: station area plan development serves as a catalyst to infill development in the transit shed.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Transit Sheds

¼ Mile Transit Shed ———

- Heavily influenced by street layout and pedestrian conditions
- High transit capture rate relative to surrounding area

Limiting Boundaries

- Forest Park Parkway
- Forest Park
- MetroLink Tracks

Major Opportunities

- Loop Trolley
- Washington University North Campus

- Population within Transit shed: 3,860
- Employment within Transit shed: 1,176
- Use Mix: 0.38
- Transit Capture Rate: 15%



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Transit Sheds

½ Mile Transit Shed - - - -

- More influenced by proximity to station than pedestrian conditions
- Lower transit capture rate than quarter mile transitshed, ½ Mile is about as far as someone will walk to transit

Limiting Boundaries

- Forest Park Parkway
- Forest Park
- Skinker Station

- Population within transitshed: 7,718
- Employment within transitshed: 2,337
- Use Mix: 0.30
- Transit Capture Rate: 10%



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

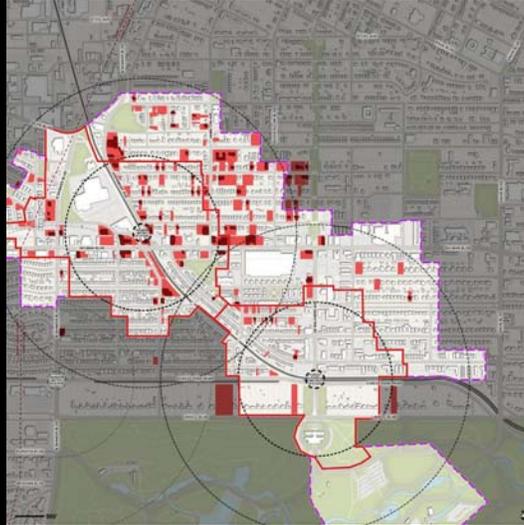
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WORK TO DATE

A.2 Station Area Plan Alternatives

Vacancy

- Vacant Parcels ■
- Vacant Buildings ■
- Total Vacant Housing Units.....321



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives – Economic Analysis

Model Assumptions

Rents per Unit or Square Foot

- Residential = \$1.45-\$1.60 per square foot
- Retail = \$25.00 per square foot
- Office = \$20.00 per square foot
- Parking = \$1,500 per space per year

Other Assumptions

- Assumes sale of all development components in year 30
- Modest inflation/growth rates
- Varied absorption rates for each scenario

Development Program

- Residential.....800 – 1,200 Units
- Retail.....45,000 – 100,000 S.F.
- Office.....15,000 – 20,000 S.F.
- Structured Parking.....200 – 1,000 Spaces

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Delmar Station

- Increased Intensities
- Use Mix
- Urban Form & Quality
- Connectivity
- Parking Replacement Strategies
- Other Highly Desirable Features

- Walkability
- Vacant Parcels
- Transit
- Redevelopment Parcels
- Parcel Area

- Issues & Opportunities



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Delmar Station: Key Issues

- Available development sites are **small and constrained**.
- Existing zoning and parking regulations **do not support increased density** and TOD.
- **The jobs/housing ratio is 0.23**; this is well below the U.S. Department of Labor's ideal ratio of 1.5 for sustainable communities.
- **No visible entrance** to the station from Delmar Boulevard.
- **Poor pedestrian connectivity** to the station from the north and east.
- Immediately **adjacent development is low density** and does not achieve the potential of TOD.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Delmar Station: Key Opportunities

- Washington University's **North Campus** is a major long-term catalyst for new development.
- Proposed **Loop Trolley** will positively transform the Delmar streetscape.
- The Wabash Station building can be a **new entrance** to the station
- **New housing for 500 students** is being built in the Delmar Loop.
- **Metro DeBaliviere service garage** is a future development site.
- DeGiverville Avenue can connect the two stations together.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

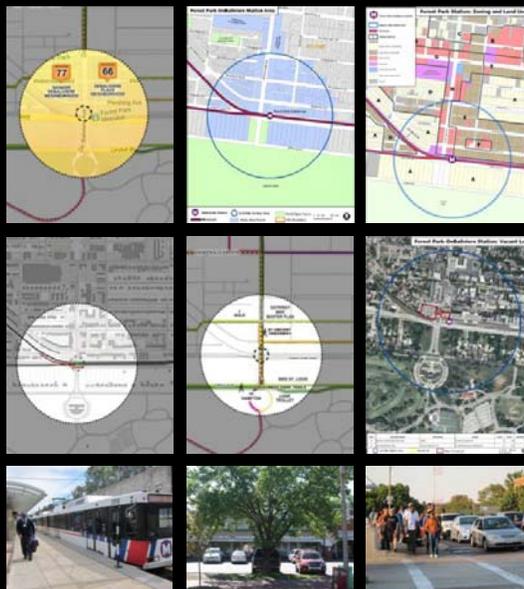
SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Forest Park / DeBaliviere Station

- Increased Intensities
- Use Mix
- Urban Form & Quality
- Connectivity
- Parking Replacement Strategies
- Other Highly Desirable Features
- Walkability
- Vacant Parcels
- Transit
- Redevelopment Parcels
- Parcel Area
- Key Issues & Opportunities



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Forest Park / DeBaliviere Station – Key Issues

- There are **few available development sites**, and the available sites are small and constrained.
- Existing zoning and parking regulations **do not support increased density** and TOD.
- **The jobs/housing ratio is 0.33**; this is well below the U.S. Department of Labor's ideal ratio of 1.5 for sustainable communities.
- Pedestrian access from surrounding neighborhoods is poor due to a **lack of quality pedestrian facilities**.
- Existing commercial development is underutilized and **does not achieve the potential** of TOD.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Forest Park / DeBaliviere Station – Key Opportunities

- Development sites immediately adjacent to the station **overlook Forest Park**.
- Proposed **Loop Trolley and St. Vincent Greenway** will positively transform the DeBaliviere streetscape.
- DeBaliviere Avenue and the St. Vincent Greenway can **connect neighborhoods north of Delmar to Forest Park**.
- **Metro owns the sites** immediately adjacent to the station.
- **Metro DeBaliviere service garage** is a future development site.
- DeGiverville Avenue **can connect the two stations** together.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives – Essential Attributes

1: Market + Existing Infrastructure



2: Intermodal Facilities



3: Intermodal Facilities + Transit Corridor



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives – Development Program

1: Market + Existing Infrastructure



- Residential 826 Units (1,000 S.F./Unit)
- Retail 45,000 S.F.
- Office 15,000 S.F.
- Structured Parking
 - 282 Spaces (Forest Park/DeBaliviere Station)
- Park & Open Space No
- Redevelopment of Existing Yes

2: Intermodal Facilities



- Residential 916 Units (1,000 S.F./Unit)
- Retail 66,000 S.F.
- Office 20,000 S.F.
- Structured Parking
 - 282 Spaces (Forest Park/DeBaliviere Station)
 - 1,275 Spaces (Delmar Loop Station)
- Park & Open Space Yes
- Redevelopment of Existing Yes

3: Intermodal Facilities + Transit Corridor



- Residential 1,016 Units (1,000 S.F./Unit)
- Low Income Housing 350 Units
- Retail 101,000 S.F.
- Office 20,000 S.F.
- Structured Parking
 - 282 Spaces (Forest Park/DeBaliviere Station)
 - 1,275 Spaces (Delmar Loop Station)
- Park & Open Space Yes
- Redevelopment of Existing Yes

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives – Economic Analysis



1: Market + Existing Infrastructure

- Total Acreage = 23
- After Tax IRR without subsidies = 8 %
- Land Residual Value @ 15% = \$25 M
- Land Residual Value @ 20% = \$30 M
- Absorption



2: Intermodal Facilities

- Total Acreage = 25
- After Tax IRR = 10 %
- Land Residual Value @ 15% = \$35 M
- Land Residual Value @ 20% = \$45 M
- Absorption



3: Intermodal Facilities + Transit Corridor

- Total Acreage = 36
- After Tax IRR = 7%
- Land Residual Value @ 15% = \$45 M
- Land Residual Value @ 20% = \$60 M
- Estimated 4% Low-Income Housing TC available = \$22 M
- Absorption

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives – Urban Design & Planning Attributes



1: Market + Existing Infrastructure

- + Intensities Of Residents And Employees
- + Use Mix
- + Urban Form & Quality
- o Connectivity
- Parking Replacement Strategy



2: Intermodal Facilities

- + Intensities Of Residents And Employees
- + Use Mix
- + Urban Form & Quality
- + Connectivity
- Parking Replacement Strategy

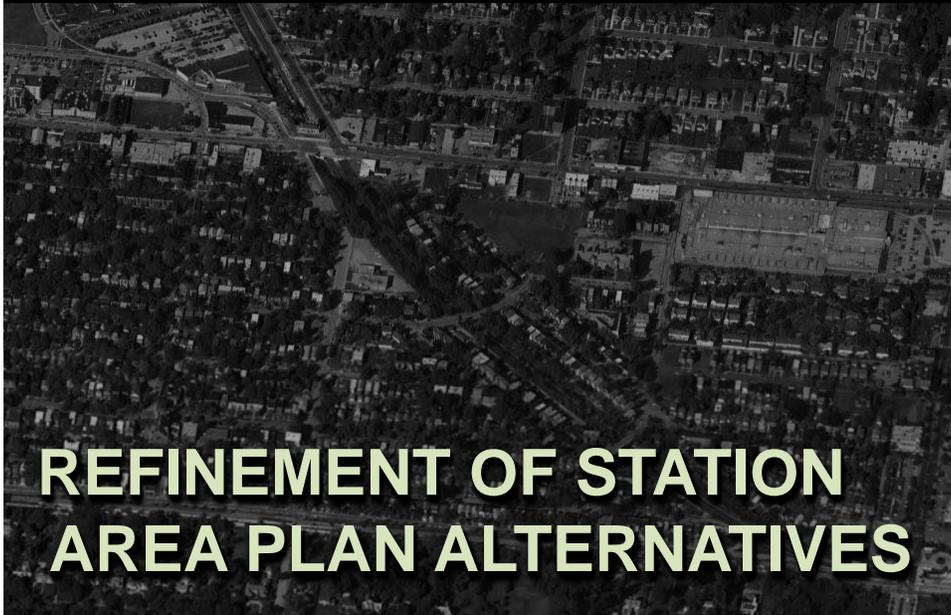


3: Intermodal Facilities + Transit Corridor

- + Intensities Of Residents And Employees
- + Use Mix
- + Urban Form & Quality
- + Connectivity
- Parking Replacement Strategy

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives

1: Station Area

2: Transit Neighborhood

3: Transit Corridor



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives – Development Program



1: Station Area

- Residential Infill & Rehab Incremental
- Residential 625 Units (1,000 S.F./Unit)
- Affordable Housing 150 Units
- Retail 45,000 S.F.
- Office 15,000 S.F.
- Structured Public Parking
 - 200 Spaces (Forest Park/DeBaliviere Station)
- Park & Open Space No Changes
- Building Height 5-8 Stories



2: Transit Neighborhood

- Residential Infill & Rehab 320 Units
- Residential 750 Units (1,000 S.F./Unit)
- Affordable Housing 250 Units
- Retail 65,000 S.F.
- Office 20,000 S.F.
- Structured Public Parking
 - 200 Spaces (Forest Park/DeBaliviere Station)
 - 1,250 Spaces (Delmar Loop Station)
- Park & Open Space Lucier Park, Ollits Park
- Building Height 3-6 Stories



3: Transit Corridor

- Residential Infill & Rehab 320 Units
- Residential 1,900 Units (1,000 S.F./Unit)
- Affordable Housing 800 Units
- Retail 65,000 S.F.
- Office 55,000 S.F.
- Structured Public Parking
 - 500 Spaces (Delmar Loop Station)
 - (500 Private Spaces @ Delmar)
- Park & Open Space Lucier Park, Ollits Park
- Building Height 3-8 Stories

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives

1: Station Area



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives

2: Transit Neighborhood



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives

3: Transit Corridor



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives – Economic Analysis

Model Assumptions

Rents per Unit or Square Foot

- Residential = \$1.45-\$1.60 per square foot
- Retail = \$20.00 per square foot
- Office = \$18.00 per square foot
- Structured Parking = \$1,000 per space per year

Other Assumptions

- Assumes sale of all development components in year 30
- Modest inflation/growth rates
- Assumes development phased over a specific development timeline

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives – Economic Analysis



- Development Cost = \$170M
- Development Value = \$120M
- Funding Gap = \$50M



- Development Cost = \$300M
- Development Value = \$210M
- Funding Gap = \$90M



- Development Cost = \$600M
- Development Value = \$420M
- Funding Gap = \$180M

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives – Transportation Infrastructure



Tier 1 Improvements

- Full streetscape overhaul
- Follow Great Streets guidelines and multi-modal planning practices to create complete streets



Tier 2 Improvements

- Major sidewalk improvements: widening, ADA accessibility, upgraded crosswalks
- Lighting improvements



Tier 3 Improvements

- Fill in gaps in pedestrian facilities
- Replace uneven and damaged sidewalks
- Make all sidewalks and crosswalks ADA accessible

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives – Urban Design & Planning Attributes



++++ Intensities Of Residents And Employees

++++ Use Mix

++++ Urban Form & Quality

++++ Connectivity

++++ Parking Replacement Strategy



++++ Intensities Of Residents And Employees

++++ Use Mix

++++ Urban Form & Quality

++++ Connectivity

++++ Parking Replacement Strategy



++++ Intensities Of Residents And Employees

++++ Use Mix

++++ Urban Form & Quality

++++ Connectivity

++++ Parking Replacement Strategy

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

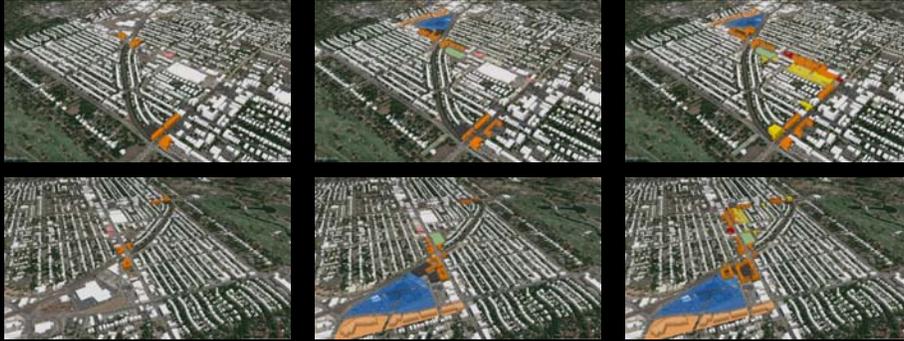
REFINEMENT OF STATION AREA ALTERNATIVES

A.5 Refinement of Station Area Plan Alternatives – Urban Design & Planning Attributes

1: Station Area

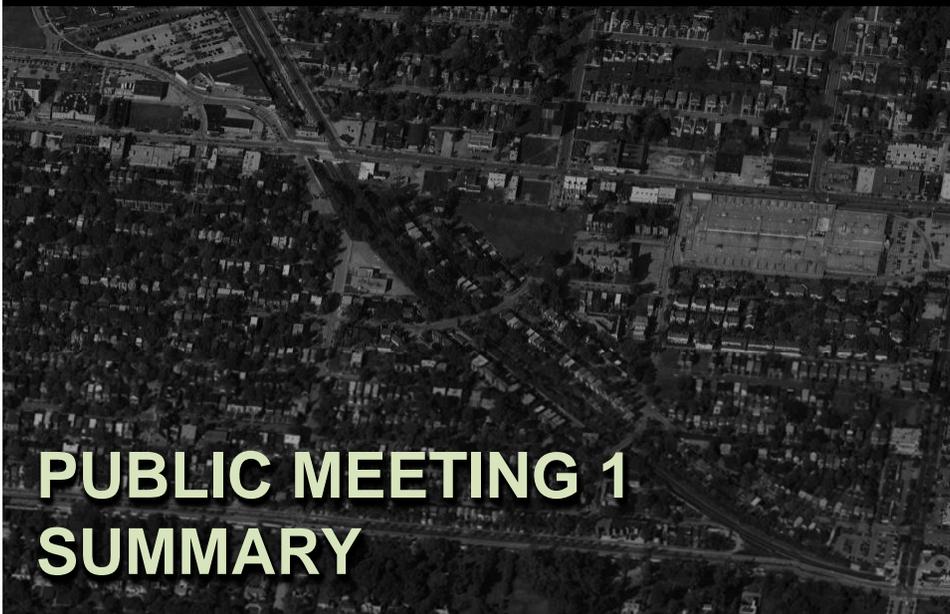
2: Transit Neighborhood

3: Transit Corridor



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

May 21, 2013 at Crossroads School

PRESENTATION

- Introduction & Background
- Transit Oriented Development
- St. Louis TOD Framework Plan
- Other Plans & Current Projects
- Station Area Analysis
- Station Area Plan Alternatives

WORKSESSION

Participants worked in small groups with a workboard presenting the three station area plan alternatives to give their comments, ideas, and suggestions about...

- Development Program
- Neighborhood Character
- Services & Amenities

KEYPAD POLLING

Participants responded to 15 polling questions.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

May 21, 2013 at Crossroads School

47 ATTENDEES

- Dennis Lutsky
- John Roper
- Marean Dorna
- Jim Brasaunas
- Mark Jaffe
- Beverly Bassett
- Terri Henry
- Charles Henry
- Charles Purnell
- Lois Valentine
- Martin Jaffe
- Lyda Krewson
- Joe Fank
- Bruce Sermour
- Eric Friedman
- Rodney Norman
- Juanita Norman
- Lonny Boring
- Cheryl Hammond
- Justin Chick
- Jim Dorna
- Daniel Schosch
- Paul Hohmann
- Michael Whisenhunt
- Andrew Cross
- Eileen Mehal
- Britt Palunty
- Randy Vines
- Jeff Vines
- Hugh Pavitt
- Ray Lai
- Lily Seymour
- Erika Conti
- Lynne McQuiggan
- Hannah Boehm
- David Whiteman
- Hope Edwards
- Reinhard Baumgnertel
- Anjana Mohan
- Martha Ferguson
- Donald Marks
- Brenda Simpson
- Patricia McQueen
- Vincent Young
- Alex Detrich
- MK Stallings
- Jacob Owen

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

WORKSESSION

Participants worked in small groups with a workboard presenting the three station area plan alternatives to give their comments, ideas, and suggestions about...

- Development Program
- Neighborhood Character
- Services & Amenities



Original Workboard

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

7 WORKBOARDS



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

PUBLIC FEEDBACK - WORKBOARDS

- **PREFERENCE FOR ALTERNATIVE 3: TRANSIT CORRIDOR**; it will have the greatest impact, but there are major cost and implication concerns.
- Support for **NEIGHBORHOOD INFILL** to support transit development
- Support for a tall, high-end **RESIDENTIAL BUILDING AT FOREST PARK DEBALIVIERE STATION** over looking Forest Park.
- Concerned that **CRIME AND SECURITY ARE NOT ADDRESSED**.
- Support for **BUILDINGS 3 TO 8 STORIES**.
- Support for using **WABASH STATION AS DELMAR METROLINK ENTRANCE**.
- Support for extending **GROUND FLOOR RETAIL/MIXED-USE** east on Delmar.
- Support for more **BIKE AND PEDESTRIAN FRIENDLY CONNECTIONS** to stations.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

KEYPAD POLLING

Rate How Important the Topic is to you for successful TOD at Delmar and Forest Park-DeBaliviere Stations

"Raise your hand for a positive vote on each topic"

Percentage represents positive vote.

- 60 % A new and expanded transit facility at the Delmar Station
- 80 % Entrance to Delmar Station off Delmar Boulevard
- 50 % Structured parking at Delmar Station
- 80 % New residential development and structured parking at DeBaliviere Station
- 50% Expanded Lucier Park
- 60% Redevelopment of the Metro Garage site as primarily residential
- 25% Should parking requirements be lowered in the area?
- 100% Neighborhood infill & rehab as a priority
- 50% New office development along Delmar
- 100% How supportive are you of using public funds to attract redevelopment?
- 40% New development should be between 3 and 5 stories?
- 40% New development should be between 5 and 8 stories?
- 80% How important is providing housing for all people of all economic backgrounds?
- 100% How important is providing access to quality jobs in the neighborhoods?
- 60% Should there be increased bus access to this area?

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

PREFERRED ALTERNATIVE

3: Transit Corridor



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM

- Residential Infill and Rehab 300 Units
- Residential 1,750 Units (1,050 S.F./Unit)
- Affordable Housing 600 Units (1,000 S.F./Unit)
- Retail 65,000 S.F.
- Office 55,000 S.F.
- Structured Public Parking 500 Spaces (Delmar Loop Station)
- Park & Open Space No Change

- Average FAR of 2.98
- Building Height of 5-8 Stories directly surrounding the Delmar Station
- Average building height of 3-5 stories on Delmar and DeBaliviere with an 8 story residential tower at DeBaliviere & Forest Park Parkway.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DELMAR STATION AREA – TRANSIT DISTRICT OPTION

DEVELOPMENT PROGRAM

- Residential Infill and Rehab 320 Units
- Residential 1,750 Units (1,050 S.F./Unit)
- Affordable Housing 600 Units (1,000 S.F./Unit)
- Retail 65,000 S.F.
- Office 55,000 S.F.
- Structured Public Parking 500 Spaces (Delmar Loop Station)
(500 Private Spaces @ Delmar Loop)
- Park & Open Space Lucier Park, Olits Park

- Average FAR of 1.47
- Building Height of 3-8 Stories directly surrounding the Delmar Station
- Average building height of 3-5 stories on Delmar and DeBaliviere with an 8 story residential tower at DeBaliviere & Forest Park Parkway.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE DELMAR STATION AREA

- MetroLink Station becomes **intermodal transit destination** with average building heights of 5-8 stories.
- **Wabash Station** as Main Entrance to Delmar Loop MetroLink station
- **Redevelop sites** between the Pageant and Des Peres Ave.
- Redevelop North and South sides of **Delmar Boulevard** from Hodiamont to Hamilton
- **Streetscape Improvements** & Narrower Delmar Boulevard
- **Infill underused sites** on Des Peres Ave.
- Future development of **North Campus and North Skinker Blvd.**
- **Lucier Park** remains as existing

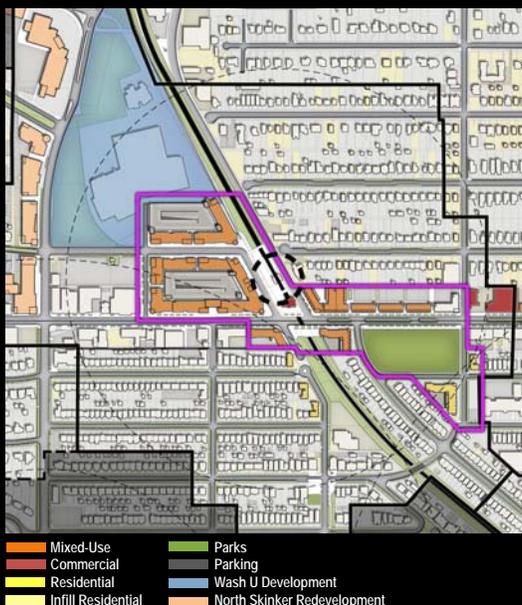


TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE DELMAR STATION AREA – TRANSIT DISTRICT OPTION

- MetroLink Station becomes **intermodal transit destination** with average building heights of 3-8 stories.
- **Wabash Station** as Main Entrance to Delmar Loop MetroLink station
- **Reconfigure Des Peres and Enright Avenues**
- **Remove Rosedale** North of Delmar and create a **New Road east of the Pageant**
- **Redevelop block** between the Pageant and Des Peres Ave.
- **Relocate Lucier Park** to front Demar Blvd.
- Redevelop North and South sides of **Delmar Boulevard** from Hodiamont to Hamilton
- Future development of **North Campus and North Skinker Blvd.**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE FOREST PARK – DeBALIVIERE STATION

- St. Vincent Greenway, Loop Trolley, & Streetscape Improvements
- Redevelop DeBaliviere Park and Ride Lot with New Building, internal structured parking, and an 8 story residential tower overlooking Forest Park
- Redevelop Strip Mall and facing properties
- Redevelop with New Mixed-Use Building at the bus turn around site
- Transit Plaza at intersection of MetroLink, DeBaliviere, Forest Park Parkway
- Pedestrian Connection between Pershing Avenue and MetroLink Station Plaza
- Infill Residential at McPherson and DeBaliviere

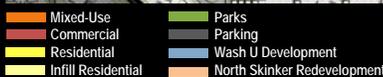


TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE DELMAR / DEBALIVIERE CORRIDOR

- Residential Infill and Rehab in West End and Skinker DeBaliviere Neighborhoods.
- Redevelopment of Metro Garage site. Reconfigured Blocks of Washington, Laurel, and Goodfellow Blvd.
- Mixed-Use Development along Delmar and DeBaliviere.
- Residential Infill on Washington Avenue and Hamilton Ave.
- Redevelop Delmar High School as Loop Trolley Barn
- Streetscape Improvements on Delmar and DeBaliviere.
- St. Vincent Greenway on DeBaliviere Ave.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE – LOOKING NORTHWEST

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



Google earth

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE – LOOKING NORTHWEST

DELMAR STATION AREA – TRANSIT DISTRICT OPTION

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



Google earth

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE – LOOKING SOUTHEAST

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE – LOOKING SOUTHEAST

DELMAR STATION AREA – TRANSIT DISTRICT OPTION

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE – DELMAR STATION

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE – DELMAR STATION

DELMAR STATION AREA – TRANSIT DISTRICT OPTION

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM

PRELIMINARY FINANCIAL OUTCOMES

Model Assumptions

- New Residential = \$1.40-\$1.55 per S.F.
- Retail = \$16.00-\$20.00 per S.F.
- Office = \$15.00-\$18.00 per S.F.

Other Assumptions

- Assumes sale of all development components in year 30
- Modest inflation/growth rates
- Assumes development phased over a specific development timeline
- Assumes varying range of infrastructure costs



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM

PRELIMINARY FINANCIAL OUTCOMES

- Total Acreage 15
- Development Cost \$ 505 M
- Development Value \$ 375 M
- Development Gap \$ 140 M
- Return without Subsidy 5.0 %
- Return with Subsidy 7.0 %
- Land Residual Value @ 15% \$ 45 M
- Land Residual Value @ 20% \$ 55 M



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES

PREFERRED ALTERNATIVE			
	Minimal Infrastructure	Moderate Infrastructure	Full Infrastructure
Development Cost (in millions of \$)	\$500	\$500	\$505
Development Value (in millions of \$)	\$370	\$370	\$375
Financial Gap (in millions of \$)	\$130	\$135	\$140
Unsubsidized Return	4.0%	5.0%	5.0%
Subsidized Return	5.0%	6.0%	7.0%

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DELMAR STATION AREA –
TRANSIT DISTRICT OPTION

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES

- Total Acreage.....22
- Development Cost\$ 520 M
- Development Value.....\$ 375 M
- Development Gap\$ 145 M
- Return without Subsidy.....5.0 %
- Return with Subsidy.....6.5 %
- Land Residual Value @ 15%.....\$ 45 M
- Land Residual Value @ 20%.....\$ 55 M



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

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DELMAR STATION AREA – TRANSIT DISTRICT OPTION

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES

PREFERRED ALTERNATIVE with DELMAR TRANSIT DISTRICT OPTION			
	Minimal Infrastructure	Moderate Infrastructure	Full Infrastructure
Development Cost (in millions of \$)	\$500	\$510	\$520
Development Value (in millions of \$)	\$365	\$370	\$375
Financial Gap (in millions of \$)	\$140	\$145	\$145
Unsubsidized Return	4.0%	5.0%	5.0%
Subsidized Return	5.0%	6.0%	6.5%

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES

Redevelopment Areas

- Metro Garage Site
- Forest Park / DeBaliviere Station

Possible Financial Tools

- TIF District
- Chapter 99



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

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DELMAR STATION AREA – TRANSIT DISTRICT OPTION

DEVELOPMENT PROGRAM

PRELIMINARY FINANCIAL OUTCOMES

Redevelopment Areas

- Metro Garage Site
- Forest Park / DeBaliviere Station
- Delmar Station / Lucier Park

Possible Financial Tools

- TIF District
- Chapter 99



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DELMAR STATION AREA – TRANSIT DISTRICT OPTION

DEVELOPMENT PROGRAM

PRELIMINARY FINANCIAL OUTCOMES

Conclusions

- Additional infrastructure and other key costs render poor financial returns for individual components
- Creative methods to deal with the lack of available public financing will be necessary – state program involvement may be needed



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS

Tier 1 Street Improvements

- New sidewalks, 8-foot minimum width
- New curbs
- ADA-curb cuts
- Decorative pavement crosswalks
- Pedestrian lighting
- Street lighting
- Street trees, infill as necessary
- Underground utilities
- Street furniture
- Parallel parking

Loop Trolley and St. Vincent Greenway, implemented as planned

Delmar Boulevard
Des Peres Ave.
Hadlramont Ave.
Enright Ave.

DeBaliviere Ave.
Hamilton Ave.
Goodfellow Blvd.
Skinker Blvd.

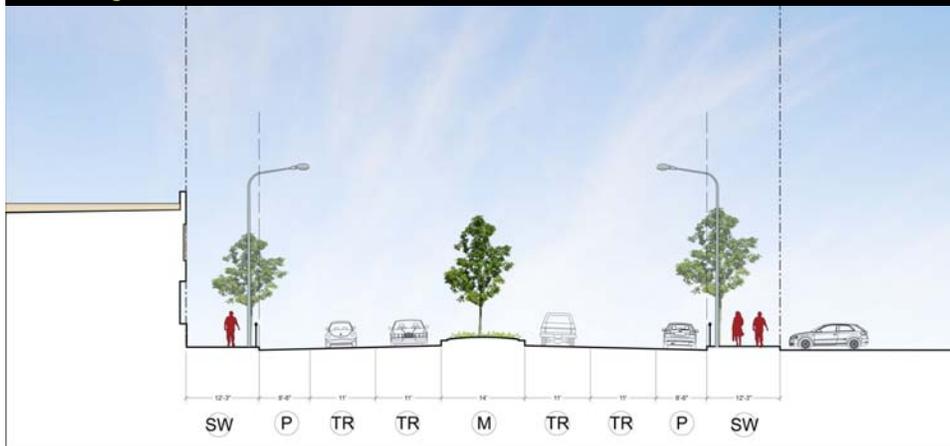


- Mixed-Use
- Commercial
- Residential
- Infill Residential
- Parks
- Parking
- Wash U Development
- North Skinker Redevelopment

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

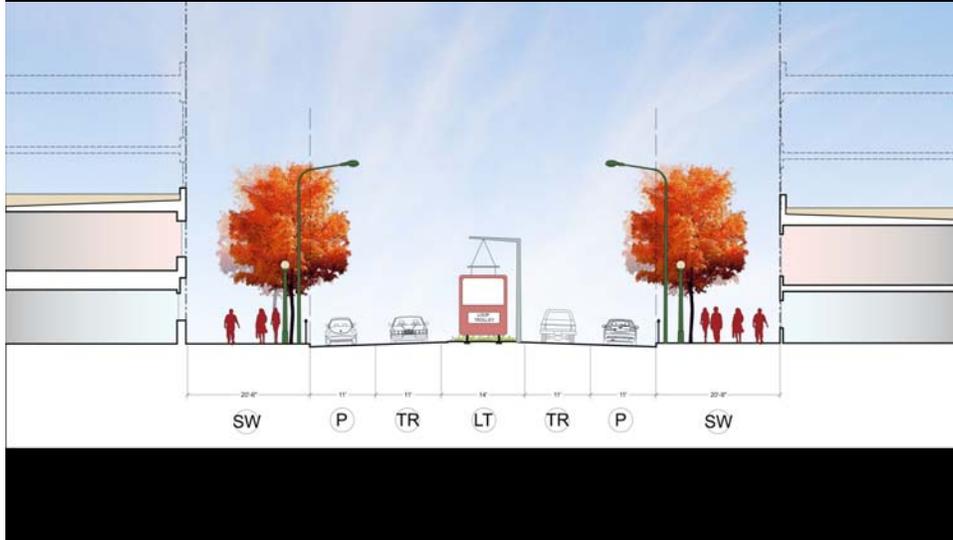
PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (Typical) Existing Conditions



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

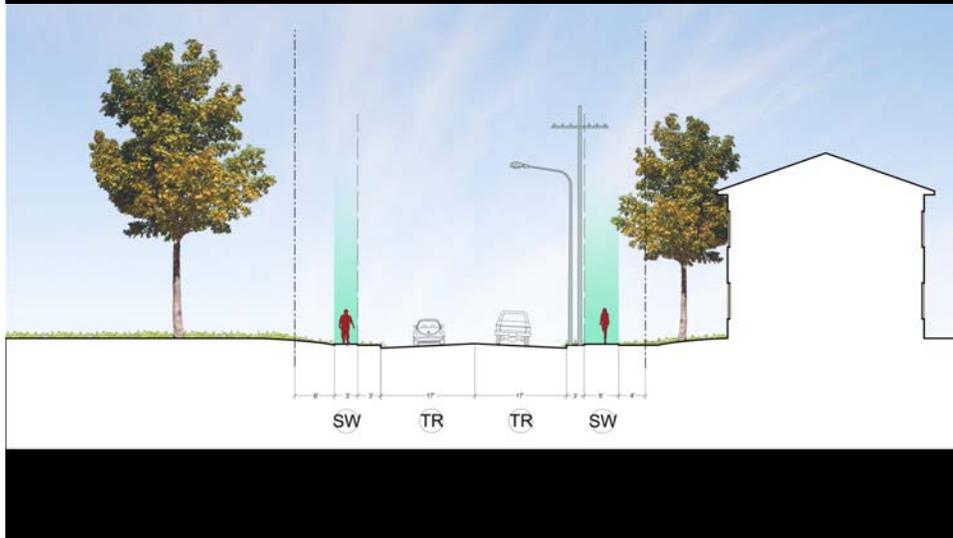
PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (Typical)
"RECONFIGURE" – Tier 1 Improvements



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

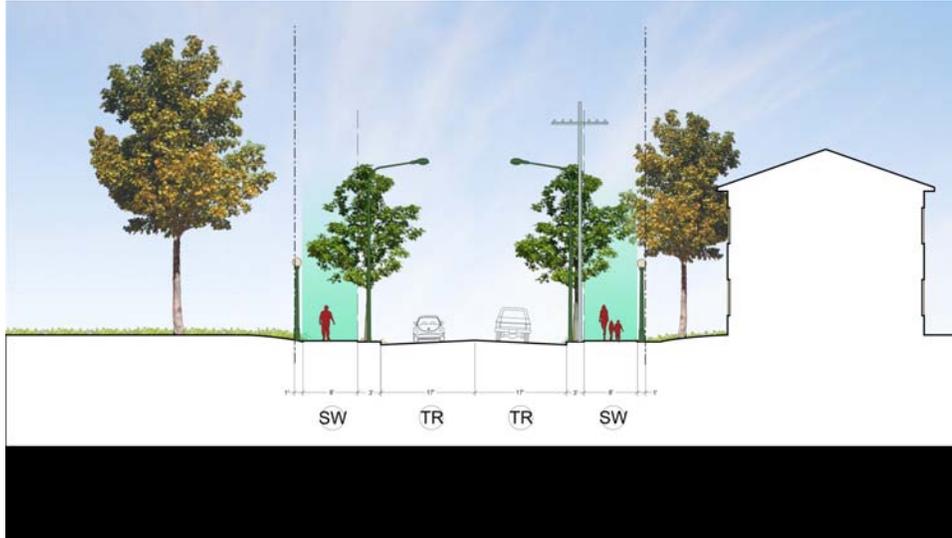
PUBLIC IMPROVEMENTS – TYPICAL NEIGHBORHOOD STREETS (Hamilton Avenue)
Existing Conditions



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC IMPROVEMENTS – TYPICAL NEIGHBORHOOD STREETS (Hamilton Avenue) “RECONFIGURE” – Tier 1 Improvements



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS

Tier 1 Improvements

Tier 2 Improvements

- New sidewalks, 6-foot minimum width
- ADA-curb cuts
- Street lighting
- Street trees, infill as necessary
- Parallel parking

Skinker Blvd.
DeGiverville Ave.
Laurel St.
Goodfellow Blvd.

Cates Ave.
Pershing Ave.
Washington Ave.



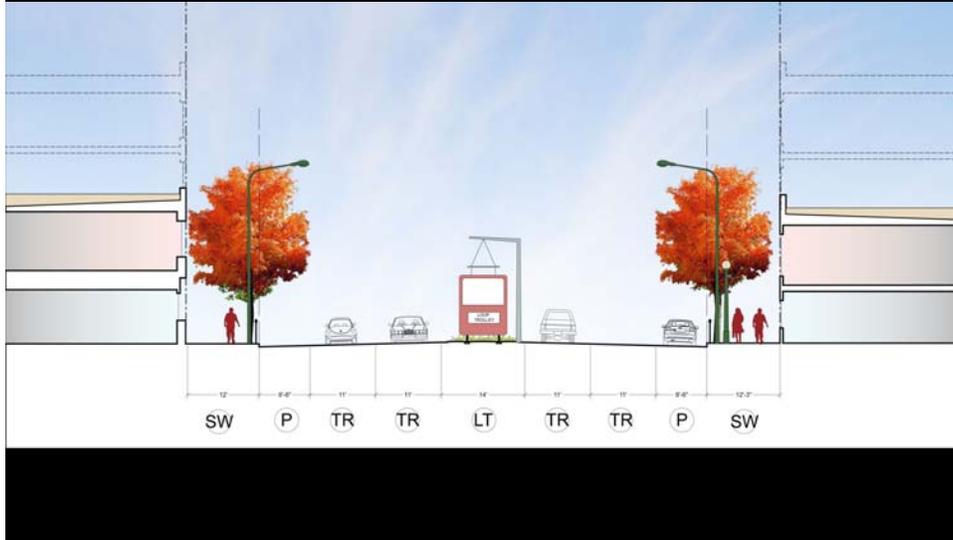
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|-------------|--------------------|--------------|-----------------------------|
| Orange | Mixed-Use | Dark Green | Parks |
| Red | Commercial | Grey | Parking |
| Yellow | Residential | Blue | Wash U Development |
| Light Green | Infill Residential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

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (Typical)

“ENHANCE” – Tier 2 Improvements

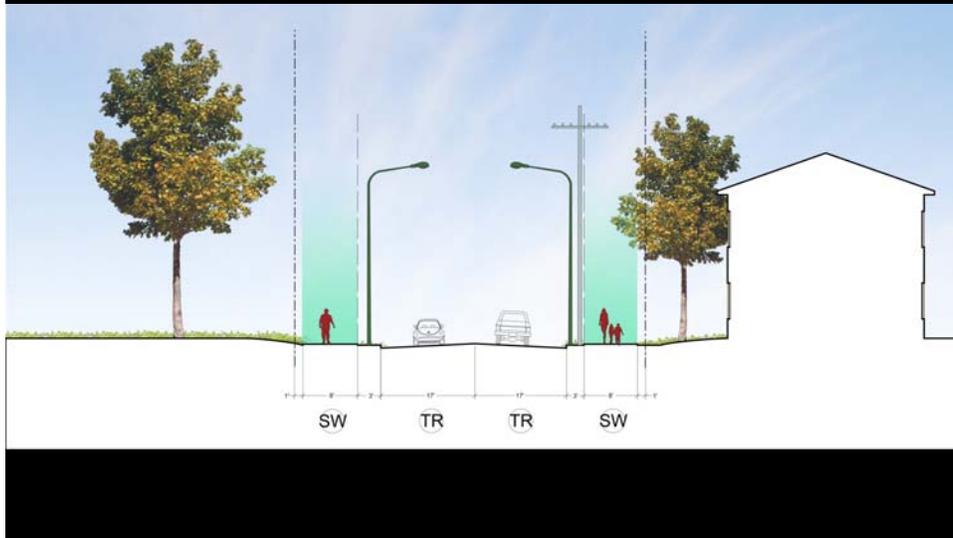


TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC IMPROVEMENTS – TYPICAL NEIGHBORHOOD STREETS (Hamilton Avenue)

“ENHANCE” – Tier 2 Improvements



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS

Tier 1 Improvements

Tier 2 Improvements

Tier 3 Improvements

- Infill gaps in existing sidewalks, 4-foot minimum width
- Repair damaged sidewalks as necessary
- ADA-curb cuts

Applies to all remaining streets



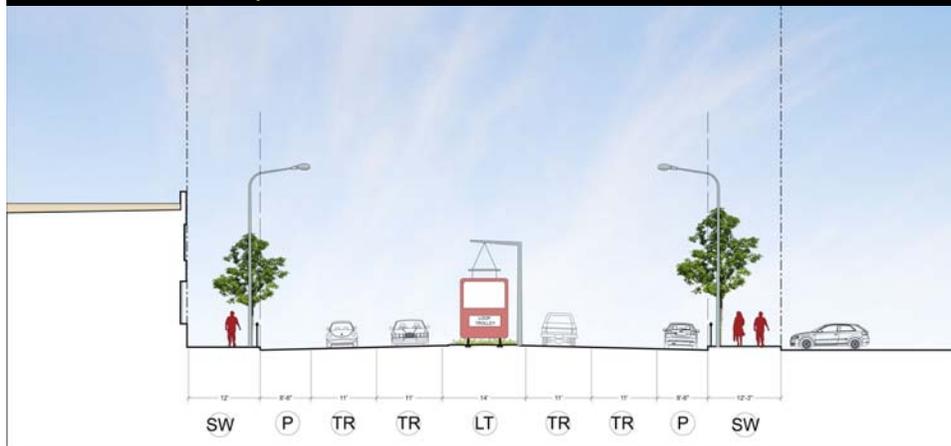
- | | |
|----------------------|-------------------------------|
| ■ Mixed-Use | ■ Parks |
| ■ Commercial | ■ Parking |
| ■ Residential | ■ Wash U Development |
| ■ Infill Residential | ■ North Skinker Redevelopment |

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC IMPROVEMENTS - DELMAR BOULEVARD (Typical)

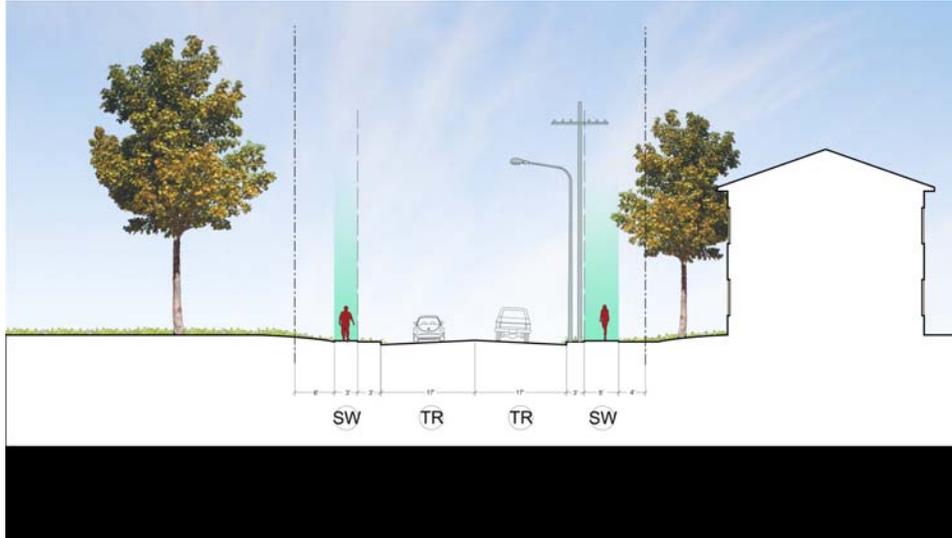
"REPAIR" - Tier 3 Improvements



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

**PUBLIC IMPROVEMENTS – TYPICAL NEIGHBORHOOD STREETS (Hamilton Avenue)
“REPAIR” – Tier 3 Improvements**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

- DEVELOPMENT PROGRAM
- PRELIMINARY FINANCIAL OUTCOMES
- PUBLIC IMPROVEMENTS
- ENVIRONMENTAL IMPACTS

Existing Imperviousness

- Delmar Station ½ Mile Transit Shed
60%
- Forest Park / DeBaliviere Station ½ Mile Transit Shed
35% including Forest Park
48% excluding Forest Park

Existing Infrastructure

- Combined Sewer System
- River Des Peres Tunnels
- Stormwater permitting by MSD



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS
ENVIRONMENTAL IMPACTS

Applicable to Projects

- New Development
- Redevelopment that disturbs more than 1 acre
- Proposed stormwater runoff increase of over 2 cubic ft. per second
- Downstream stormwater problems (none currently existing)



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS
ENVIRONMENTAL IMPACTS

Best Management Practices

- Bioretention Facilities
 - Medians, in parking lots, bump outs, planter boxes, within public parks
- Permeable Pavement
 - Parking lots, sidewalks, driveways, alleys
- Rainwater Harvesting
 - New and existing buildings
- Green Roofs
 - New buildings
- Disconnection of Downspouts
 - Existing buildings
- Buffer Strips
 - New and existing streets and parking lots



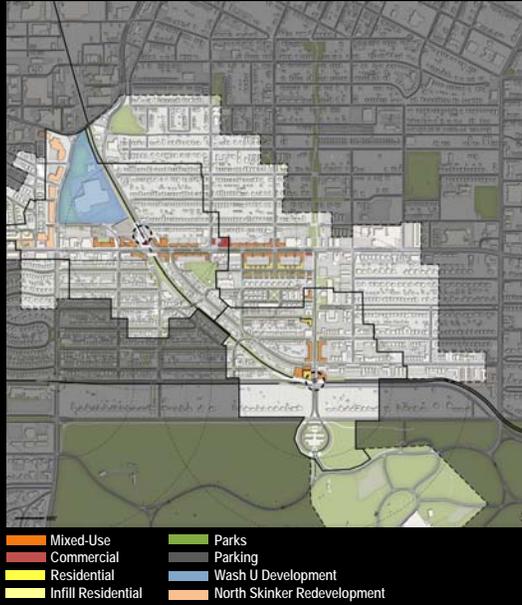
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM
 PRELIMINARY FINANCIAL OUTCOMES
 PUBLIC IMPROVEMENTS
 ENVIRONMENTAL IMPACTS
URBAN DESIGN + PLANNING

- ++++ Increased Intensities of residents and employees
- ++++ Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- ++++ Urban Form & Quality
- ++++ Physical Features
- ++++ Urban Design Quality
- ++++ Individual Perception & Experience
- ++++ Connectivity
- ++++ Parking Strategy
- ++++ Other Highly Desirable Features



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE DELMAR STATION AREA – TRANSIT DISTRICT OPTION

DEVELOPMENT PROGRAM
 PRELIMINARY FINANCIAL OUTCOMES
 PUBLIC IMPROVEMENTS
 ENVIRONMENTAL IMPACTS
URBAN DESIGN + PLANNING

- ++++ Increased Intensities of residents and employees
- ++++ Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- ++++ Urban Form & Quality
- ++++ Physical Features
- ++++ Urban Design Quality
- ++++ Individual Perception & Experience
- ++++ Connectivity
- ++++ Parking Strategy
- ++++ Other Highly Desirable Features



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE DELMAR STATION AREA - TRANSIT DISTRICT OPTION



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE DELMAR STATION AREA - TRANSIT DISTRICT OPTION



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE

DEVELOPMENT PROGRAM
 PRELIMINARY FINANCIAL OUTCOMES
 PUBLIC IMPROVEMENTS
 ENVIRONMENTAL IMPACTS
 URBAN DESIGN + PLANNING
 REGULATORY FRAMEWORK

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

- Proposed Form based Code Area
 - Skinker Boulevard to the West
 - 1 Block North of Cates to the North
 - Clara Avenue / Belt Avenue to the East
 - Forest Park Parkway to the South



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

- Neighborhood General Type 1
 - Min. Building Height: 2 stories
 - Max. Buildings Height: 3 stories
 - Setback: 25 ft. min, 50 ft. max.
 - Ground Floor Uses: Residential
 - Upper Floor Uses: Residential
- Building Types:
 - Detached single family
 - Rear Garage
 - Carriage House
 - Duplex, Triplex, and Fourplex
 - Rowhouse and Courtyard Rowhouse

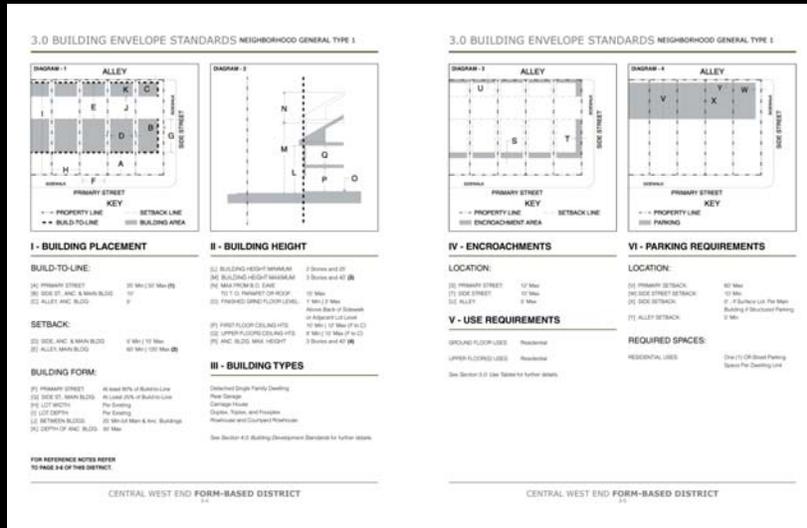


- Neighborhood General Type 1
- Neighborhood General Type 2
- Neighborhood General Type 3
- Neighborhood Center Type 2
- Boulevard Type 2
- Unnamed Type

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Neighborhood General Type 1 (NG1)



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

- Neighborhood General Type 1
- **Neighborhood General Type 2**
 - Min. Building Height: 3 stories
 - Max. Buildings Height: 8 stories
 - Setback: 25 ft. min, 50 ft. max.
 - Ground Floor Uses: Residential
 - Upper Floor Uses: Residential
- Building Types:
 - Duplex, Triplex, and Fourplex
 - Rowhouse and Courtyard Rowhouse
 - Stacked Flats
 - Courtyard Building
 - High Rise Residential Building



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Neighborhood General Type 2 (NG2)

3.0 BUILDING ENVELOPE STANDARDS NEIGHBORHOOD GENERAL TYPE 2

I - BUILDING PLACEMENT

BUILD-TO-LINE:
 (A) PRIMARY STREET 25' Min (1) Min (B)
 (B) SIDE STREET 10'

SETBACK:
 (C) SIDE 5' Min (1) Min (B)
 (D) ALLEY 5' Min (1) Min (B)

BUILDING FORM:
 (E) PRIMARY STREET At least 50% of Build-to-Line (B)
 (F) SIDE STREET At least 50% of Build-to-Line
 (G) LOT WIDTH Per Zoning
 (H) LOT DEPTH Per Zoning

FOR REFERENCE NOTES REFER TO TABLE 3.0 OF THIS DISTRICT.

CENTRAL WEST END FORM-BASED DISTRICT
3.0

II - BUILDING HEIGHT

(J) BUILDING HEIGHT MINIMUM 3 Stories and 40'
 (K) BUILDING HEIGHT MAXIMUM 8 Stories and 80'
 (L) MAX FLOOR TO FLOOR 10' Min
 (M) FLOOR TO FLOOR 10' Min (1) Min (B)
 (N) FINISHED GROUND FLOOR LEVEL Above Back of Sidewalk
 (O) ADJACENT LOT LEVEL 10' Min (1) Min (B) (1) Min (C)
 (P) UPPER FLOOR COLLARS 10' Min (1) Min (B) (1) Min (C)
 (Q) UPPER FLOOR COLLARS 10' Min (1) Min (B) (1) Min (C)

MEDIANEES AND FOLLARS Medianes and Follars Shall Not Exceed 10' of the Floor Plate Area. Shall Not Count as a Floor Story.

III - BUILDING TYPES

duplex, Triplex, and Fourplex
 Rowhouse and Courtyard Rowhouse
 Stacked Flats
 Courtyard Building
 High Rise Residential Building

See Section 4.0 Building Development Standards for further detail.

CENTRAL WEST END FORM-BASED DISTRICT
3.0

3.0 BUILDING ENVELOPE STANDARDS NEIGHBORHOOD GENERAL TYPE 2

IV - ENCROACHMENTS

LOCATION:
 (Q) PRIMARY STREET 10' Min
 (R) SIDE STREET 10' Min
 (S) ALLEY 5' Min

V - USE REQUIREMENTS

UPPER FLOOR USE Residential
 LOWER FLOOR USE Residential
See Section 3.0 Use Tables for further details.

CENTRAL WEST END FORM-BASED DISTRICT
3.0

VI - PARKING REQUIREMENTS

LOCATION:
 (T) PRIMARY STREET SETBACK 20' Min (B)
 (U) SIDE STREET SETBACK 20' Min (B)
 (V) SIDE SETBACK 10' Min (B) (1) Min (B) (1) Min (C) Per Zoning
 (W) ALLEY SETBACK 5' Min

REQUIRED SPACES:

RESIDENTIAL USE One (1) Off-Street Parking Space Per Dwelling Unit

CENTRAL WEST END FORM-BASED DISTRICT
3.0

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

- Neighborhood General Type 1
- Neighborhood General Type 2
- **Neighborhood General Type 3**
 - Min. Building Height: 3 stories
 - Max. Buildings Height: 8 stories
 - Setback: 0 ft.
 - Ground Floor Uses: Office, Primary Retail, Residential, Secondary Retail, Sp.
 - Upper Floor Uses: Office, Residential, Sp.
- Building Types:
 - Rowhouse and Ctd. Rowhouse
 - Stacked Flats
 - Courtyard Building
 - High Rise Residential Building
 - Commercial Block Building
 - Flex Buildings
 - Liner Building



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Neighborhood General Type 3 (NG3)

3.0 BUILDING ENVELOPE STANDARDS NEIGHBORHOOD GENERAL TYPE 3

I - BUILDING PLACEMENT

BUILD-TO-LINE:

(A) PRIMARY STREET: 0' (0)

(B) SIDE STREET: 0' (0) / 10' (0)

SETBACK:

(C) SIDE: 0' (0) / 10' (0) Max (0)

(D) ALLEY: 0' (0) / 10' (0) Max (0)

BUILDING FORM:

(E) PRIMARY STREET: At Least 50% of Building Line (0)

(F) SIDE STREET: At Least 50% of Building Line (0)

(G) LOT WIDTH: Per Existing

(H) LOT DEPTH: Per Existing

III - BUILDING TYPES

Podium and Compact Residential
Townhome
Commercial Building
High-Rise Residential Building
Commercial Bank Building
Park Building
Urban Building

See Section 4.0 Building Development Standards for further details.

FOR REFERENCE NOTES REFER TO PAGE 6.4 OF THIS DISTRICT.

CENTRAL WEST END FORM-BASED DISTRICT 3.03

3.0 BUILDING ENVELOPE STANDARDS NEIGHBORHOOD GENERAL TYPE 3

IV - ENCROACHMENTS

LOCATION:

(C) PRIMARY STREET: 10' (0)

(D) SIDE STREET: 10' (0)

(E) ALLEY: 0' (0)

V - USE REQUIREMENTS

GROUND FLOOR USE: Office, Primary Retail, Secondary Retail, Sp, Retail (R)

UPPER FLOOR USE: Office, Sp, Residential (R)

See Section 6.0 Use Tables for further details.

VI - PARKING REQUIREMENTS

LOCATION:

(F) PRIMARY STREET SETBACK: 30' (0) Max (0)

(G) SIDE STREET SETBACK: 30' (0) Max (0)

(H) ALLEY SETBACK: 0' (0) Max (0)

REQUIRED SPACES:

OFFICE USES:

+ 7,000 SQ FT: No CR Street Parking Requirements

+ 7,000 SQ FT: One (1) Space Per 1,000 SQ FT in Excess of the 7,000 SQ FT

PRIMARY RETAIL USES:

+ 3,000 SQ FT: No CR Street Parking Requirements

+ 3,000 SQ FT: One (1) Space Per 100 SQ FT in Excess of the 3,000 SQ FT

RESIDENTIAL USES:

One (1) Space Per Dwelling Unit

SECONDARY RETAIL USES:

+ 1,000 SQ FT: No CR Street Parking Requirements

+ 1,000 SQ FT: One (1) Space Per 1,000 SQ FT in Excess of the 1,000 SQ FT

CENTRAL WEST END FORM-BASED DISTRICT 3.03

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

- Neighborhood General Type 1
- Neighborhood General Type 2
- Neighborhood General Type 3
- **Neighborhood Center Type 2**
 - Min. Building Height: 3 stories
 - Max. Buildings Height: 12 stories
 - Setback: 0 ft. first 6 stories, 30 ft. above 6 stories
 - Ground Floor Uses: Office, Primary Retail, Secondary Retail, Sp.
 - Upper Floor Uses: Office, Residential, Sp.
- Building Types:
 - Podium Building
 - Commercial Block Building
 - Flex Building
 - Live/Work Units
 - Liner Building

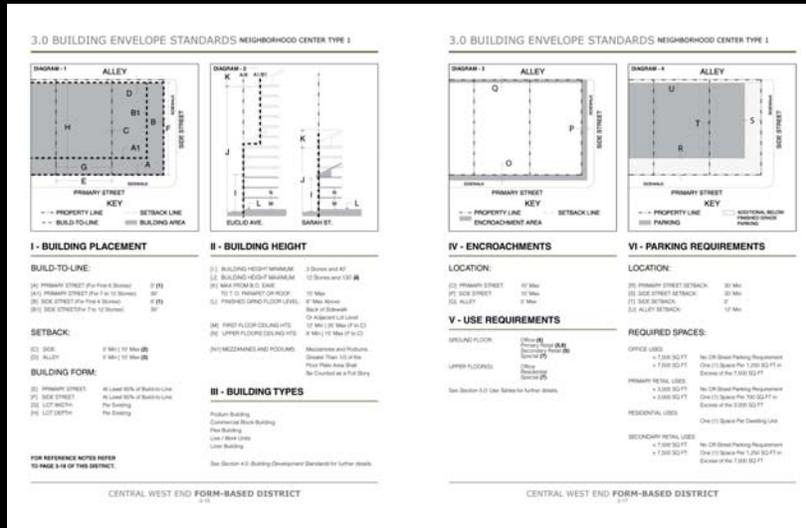


- Neighborhood General Type 1
- Neighborhood General Type 2
- Neighborhood General Type 3
- Neighborhood Center Type 2
- Boulevard Type 2
- Unnamed Type

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Neighborhood Center Type 1 (NC1)

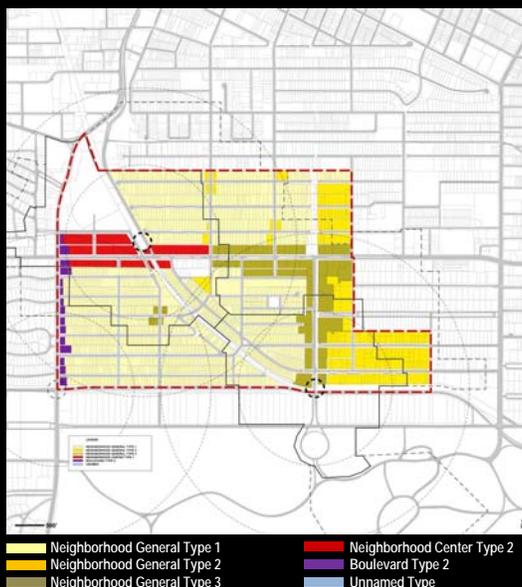


TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

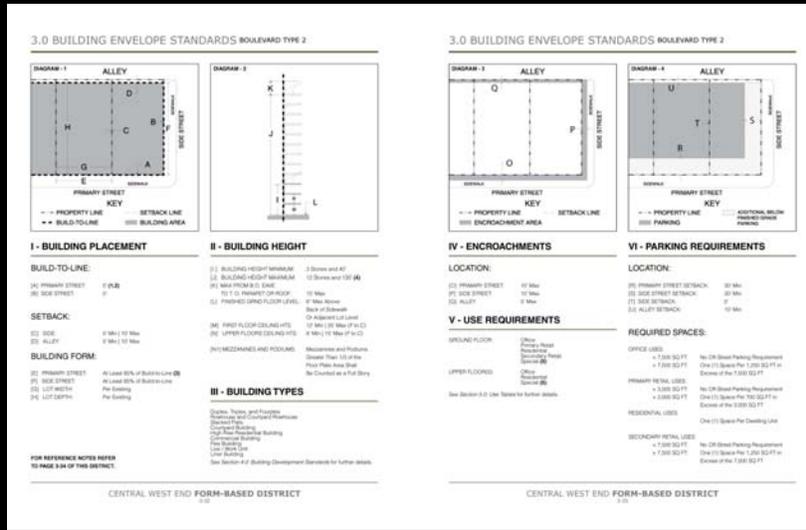
- Neighborhood General Type 1
- Neighborhood General Type 2
- Neighborhood General Type 3
- Neighborhood Center Type 1
- **Boulevard Type 2**
 - Min. Building Height: 3 stories
 - Max. Buildings Height: 12 stories
 - Setback: 0 ft.
 - Ground Floor Uses: Office, Residential, Primary Retail, Secondary Retail, Sp.
 - Upper Floor Uses: Office, Residential, Sp.
 - Building Types:
 - Duplex, Triplex, and Fourplex
 - Rowhouse and Ctyd. Rowhouse
 - Stacked Flats
 - High Rise Residential Building
 - Commercial Block Building
 - Flex Building
 - Live/Work Units
 - Liner Building



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Boulevard Type 2 (B2)

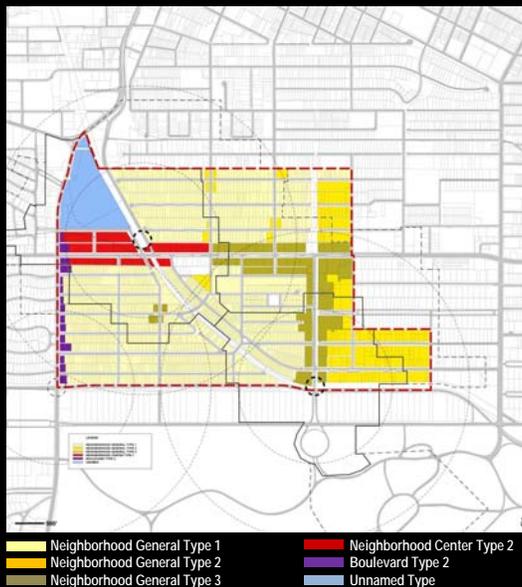


TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

- Neighborhood General Type 1
- Neighborhood General Type 2
- Neighborhood General Type 3
- Neighborhood Center Type 1
- Boulevard Type 2
- **Campus Type**
 - Min. Building Height: 3 stories
 - Max. Buildings Height: 12 stories
 - Setback: 0 ft. min., 30 ft. max
 - Ground Floor Uses: Office, Residential, Primary Retail, Secondary Retail, Sp.
 - Upper Floor Uses: Office, Residential, Sp.
 - Building Types:
 - Institutional Building
 - High Rise Residential Building
 - Commercial Block Building
 - Flex Building
 - Live/Work Units
 - Liner Building



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Example Campus-Type (CA)

5.0 DEVELOPMENT STANDARDS

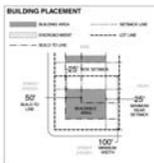


5.4.G CAMPUS BUILDING

- Description: Campus buildings can accommodate a variety of uses, including education, recreation, transportation, government, and public assembly sites in a campus-type environment. A variety of building scales and architectural styles are acceptable.
- Access: The building entrance shall be through a common lobby or courtyard. The building shall have at least one (1) entrance to a public courtyard, new court, or public space such as a park.
- Parking:
 - General: See Article 5.0 Section 5.10.
 - Lot Standards: Parking shall be located in common surface parking areas, or garages, under health buildings, or in parking garages.
 - Parking Requirements: See opposite page.
- Building shells: (This item intentionally left blank).
- Massing and Articulation: These building types may be designed as a single compositional unit. Street-facing entrances shall be prohibited to accentuate massing for elevated transit such as at the end of streets or where streets turn. All facades facing a public street shall change readily at an average of at least seventy feet (70') in height, setback, materials, or color, and with no module exceeding one hundred feet (100') in length. Facades facing a public street shall be vertically articulated at a maximum interval of four (4) stories.
- Exposure to Light and Air: (This item intentionally left blank).
- Encroachments: Not Permitted.
- Development Standards:
 - Architecture: See Article 5.0 Section 5.7.
 - Landscaping: See Article 5.0 Section 5.9.
 - Signage: See Article 5.0 Section 5.11.
 - Lighting: See Article 5.0 Section 5.12.
 - Environment: See Article 5.0.
 - Ancillary Buildings: Not Permitted.
 - Conditional Use Categories: See Table 5.4-8.
 - Permitted Use Categories:

5.0 DEVELOPMENT STANDARDS

BUILDING PLACEMENT



PARKING PLACEMENT



CAMPUS BUILDING		Use Table	Parking Requirements
Lot Size (Minimum to 50)	21,780' square	Commercial, General	See Table 5.0-7 Section 5.0-7.1
Lot Width (Minimum to 50)	100' (wide)	Commercial, Neighborhood	See Table 5.0-7 Section 5.0-7.2
Building Footprint (Maximum)	10%	Institutional	See Table 5.0-7 Section 5.0-7.3
Lot Coverage (to Slope Strip)	10%	Ancillary, General	See Table 5.0-7 Section 5.0-7.4
Height, Max. Feet	Front (Maximum)		
	Side (Maximum)		
	Back (Maximum)		
	Overall (to 20'	1 (20 ft); 5 (50') plus 3 feet	
Encroachments*	Not Permitted		
200' (to 50')			
Front-to-Corner Height	10%		
Street-to-Street Height	10%		
Front Street Floor Above Grade (Minimum to 50 feet)	20' (50')		

Permitted Use Category	Permitted
Commercial, General	+
Commercial, Neighborhood	+
Institutional	+
Ancillary, General	+
Residential, Single-Family	-
Residential, Multi-Family	-
Office	-
Health	-
Education	-
Government	-
Public Assembly	-
Recreation	-
Transportation	-
Other	-

3.1 DRAFT REGULATORY CODE AND PATTERN BOOK - NOVEMBER 2010
ARTICLE 5.0 - PAGE 5-9

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PREFERRED ALTERNATIVE



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PREFERRED ALTERNATIVE DELMAR STATION AREA – TRANSIT DISTRICT OPTION



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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

HANDOUT



DEVELOPMENT PROGRAM	
Residential Infill & Rehab:	300 Units
Residential:	1,750 Units (1,000 S.F./Unit)
Affordable Housing:	600 Units (1,000 S.F./Unit)
Retail:	65,000 S.F.
Office:	55,000 S.F.
Structured Parking:	1,000 Spaces (Delmar Loop Station)
Park & Open Space:	Lucier Park, Olits Park
Building Height:	3 - 8 Stories
URBAN DESIGN - ESSENTIAL ATTRIBUTES	
*****	Intensities Of Residents And Employees
*****	Use Mix
*****	Urban Form & Quality
*****	Connectivity
*****	Parking Replacement Strategy
*****	Other Highly Desirable Attributes
PRO FORMA - PRELIMINARY FINANCIAL OUTCOMES	
(Full Reconfiguration)	(Delmar Transit Station Option w/ Full Reconfig.)
Total Acreage = 15	Total Acreage = 22
Development Cost \$ 505 M	Development Cost \$ 520 M
Development Value \$ 375 M	Development Value \$ 375 M
Development Gap \$ 140 M	Development Gap \$ 145 M
Return without subsidies = 5.0%	Return without subsidies = 5.0%
Return with subsidies = 7.0%	Return with subsidies = 6.5%
Land Residual Value @ 15% = \$ 45 M	Land Residual Value @ 15% = \$ 45 M
Land Residual Value @ 20% = \$ 55 M	Land Residual Value @ 20% = \$ 55 M
ENVIRONMENTAL BEST MANAGEMENT PRACTICES	
Bioretention Facilities	Green Roofs
Permeable Pavement	Disconnection of Downspouts
Rainwater Harvesting	Buffer Strips
REGULATORY FRAMEWORK - FORM BASED DISTRICT	
Neighborhood General Type 1	
Neighborhood General Type 2	
Neighborhood General Type 3	
Neighborhood Center Type 2	
Boulevard Type 2	
Campus Type	

Public Workshop 1 Presentation: May 21, 2013

TOD STATION AREA PLANNING DELMAR & FOREST PARK/ DEBALIVIERE STATION

PUBLIC WORKSHOP 1



SAINT LOUIS DEVELOPMENT CORPORATION

THE CITY OF SAINT LOUIS

MAY 21, 2013

CONSULTANTS

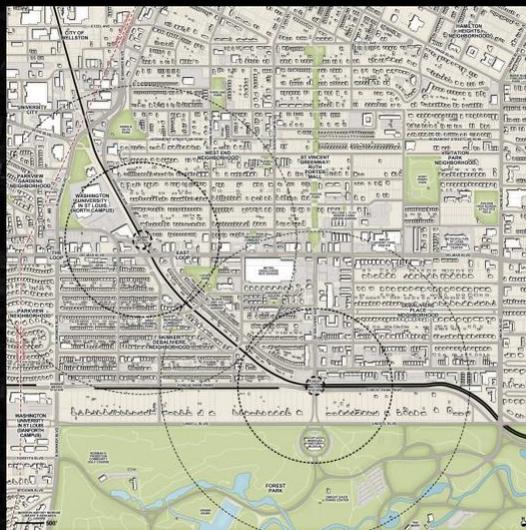
H3 Studio :: Development Strategies :: Bernardin, Lochmueller & Associates :: M3 Engineering Group :: Vector Communications

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

AGENDA

- *INTRODUCTION & BACKGROUND*
- *TRANSIT ORIENTED DEVELOPMENT*
- *ST. LOUIS TOD FRAMEWORK PLAN*
- *OTHER PLANS & CURRENT PROJECTS*
- *STATION AREA ANALYSIS*
- *STATION AREA PLAN ALTERNATIVES*



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

BACKGROUND TO THE STUDY: *Regional Sustainability Plan*

This project is part of a three-year, \$4.7-million grant from HUD to develop a **regional plan for sustainable development**.

The St. Louis-area grant was announced in October 2010, with funding for planning running through December 2013. The \$4.7-million award was the **fourth-highest** among the 45 regions that received funding from HUD; 225 grant applications were submitted.

Livability Principle	Indicator
<i>Provide more transportation choices</i>	Percent of jobs and housing located within one-half mile of transit
<i>Promote equitable, affordable housing</i>	Percent of household income spent on housing and transportation
<i>Enhance economic competitiveness</i>	Percent of workforce living within a 30 minute or less commute from primary job centers
<i>Support existing communities</i>	Percent of transportation investments dedicated to enhancing accessibility of existing transportation system
<i>Coordinate policies and leverage investment</i>	Percent of transportation projects where more than one federal funding source is utilized
<i>Value communities and neighborhoods</i>	Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

GRANT ASSUMPTIONS

The grant is part of HUD's **Sustainable Communities Initiative**, an interagency collaboration of HUD, DOT & EPA which is currently funding planning efforts throughout the country. At the core of the planning effort are **six Livability Principles**

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

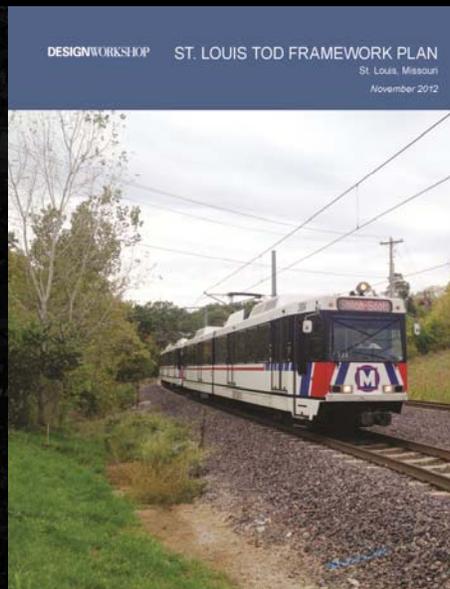
SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

BACKGROUND TO THE STUDY: *Regional Sustainability Plan*

ST. LOUIS TOD FRAMEWORK PLAN

East West Gateway Council of Governments and Metro along with many stakeholder organizations completed this project as part of the **Regional TOD Study for the St. Louis Region** in 2013

The Regional TOD Study provides a **guide for the overall regional and for individual jurisdictions and stakeholders** around the particular MetroLink stations, to **move TOD forward over the next 3 decades**. In addition, the study identifies a regional station typological system



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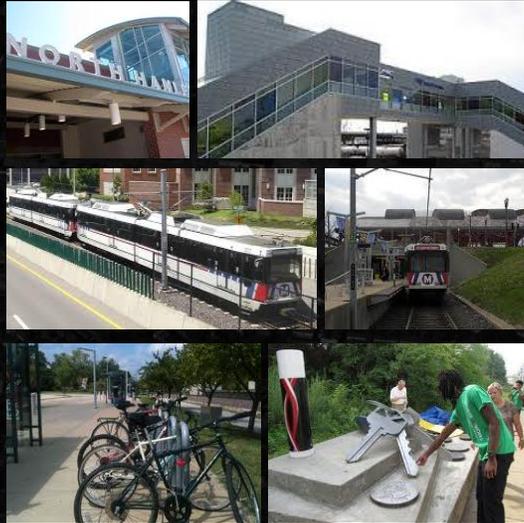
SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PURPOSE OF THE STUDY

The purpose of this study is to assist the City of St. Louis, its neighborhoods, and developers 'create a vision and roadmap for how to encourage TOD in the St Louis region' and will include the 'development of Station Area Plan alternatives/options, community outreach, economic analysis, finalization of the Station Area Plans' for the following station areas:

1. Downtown Arch-Laclede's Landing Station and the Stadium Station
2. Forest Park-DeBaliviere/Delmar Stations
3. Two Stations on the N/S Alignment

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



The goal for these plans is to immediately leverage development along the route.

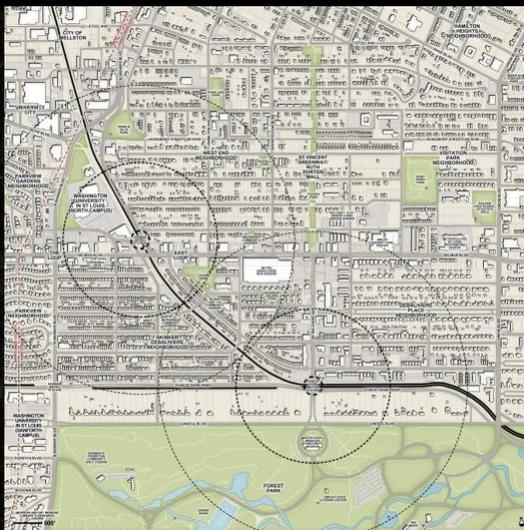
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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SCOPE OF WORK

Existing Stations

- A.1 Technical Advisory Committee Formation
- A.2 Station Area Plan Alternatives
- A.3 Community Outreach
- A.4 Economic Analysis of Station Area Plans
- A.5 Refinement of Station Area Plan Alternatives
 - A5.1 Transportation Analysis of Alternatives
 - A5.2 Stormwater and Environmental Planning Analysis
 - A5.3 Presentation of Refinements to TAC
- A.6 Preferred Station Area Plans
 - A6.1 Recommended Changes to Comp Plan
 - A6.2 Estimated Cost of Recommended Improvements
 - A6.3 Recommendations Regarding Redevelopment Plans, Chapter 99, and Other Funding Tools.
- A.7 Final Station Area Plans



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROJECT SCHEDULE

THE FOLLOWING TASKS REPRESENT THE CONSULTANTS PROPOSED SCOPE OF WORK AND BASIC SCHEDULE.

6.0 MONTHS FROM START TO FINISH.



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COMMUNITY OUTREACH

Initial Open House – May 21, 2013

In the charrette-style open houses, the Consultant will invite stakeholders including property owners, business owners, and neighbors to learn about issues related to zoning, future land use, and potential enhancements to mass transit. Stakeholders can voice concerns and raise ideas for their vision of the future. The intent is to secure broader support for the process and ultimate selected alternative.

Final Open House – July 23, 2013

Consultant will present the preferred Station Area Plan and public can provide feedback concerning recommendations, transportation, aesthetic, and related improvements. Consultant will use feedback to create achievable implementation strategies and make any needed changes to the station area plans.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

TECHNICAL ADVISORY COMMITTEE

Catherine Werner – City of St. Louis
 John Kohler – City of St. Louis
 Kim Cella – CMT
 Paul Hubbman – EWG
 John Langa – Metro
 Jo Ann Rankins-Cannon – NSO Ward 26
 Brian Kolde – NSO Ward 28
 Dan Skillman – City of St. Louis Parks
 JoAnn Vatcha – Delmar Commercial Comm.
 Joe Edwards – East Loop SDB
 Karen Goering – Forest Park Board
 Todd Antoine – GRG
 David Whiteman – SDCC
 Mea Hampton – SLACO
 Otis Williams – SLDC
 Vincent Haynes – SLCD Dist. 28
 Ann Mack – Trailnet
 Ray Lai – University City
 Rose Windmiller – Wash U.
 Cheryl Adelstein – Wash U.
 Mary Campbell – Wash U.
 Sharon Spann – West End Neighborhood
 Anjana Mohan – West End Neighborhood
 Cynthia Watson – West End Neighborhood



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROJECT TEAM & ROLES

PROJECT LEAD: H3 Studio Inc.
 Urban Design , Planning & Sustainability

- Station Area Plan Typologies
- Station Area Planning
- Land Use & Zoning
- Sustainability Planning

SUB-CONSULTANTS:

Economic Analysis & Planning
 Development Strategies

Public Engagement and Outreach
 Vector Communications Corporation

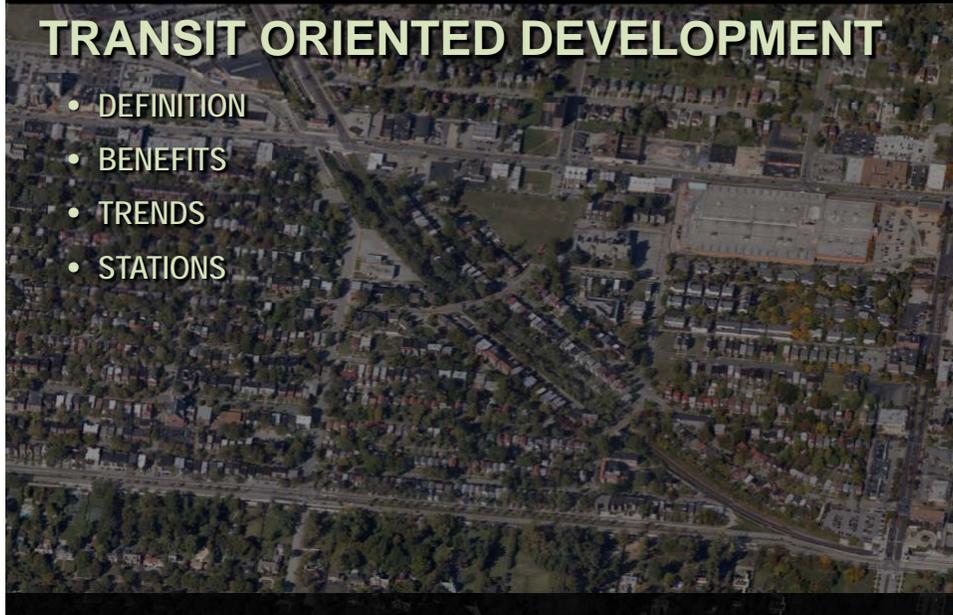
Transportation Planning & Engineering
 Bernardin, Lochmueller & Associates

Stormwater/Environmental & Costing
 M3 Engineering Group



TRANSIT ORIENTED DEVELOPMENT

- DEFINITION
- BENEFITS
- TRENDS
- STATIONS



TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) is compact, mixed-use development near transit facilities that promotes sustainable communities by providing people of all ages and incomes with improved access to transportation and housing choices, reduced transportation costs that reduce the negative impacts of automobile travel on the environment and the economy. (definition by HUD)

TOD brings together people, jobs, and services and is designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit, or car and to live convenient, affordable, pleasant lives—with places for our kids to play and for our parents to grow old comfortably.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

Transit-Oriented Development should:

- Create a compact development within an easy walk of public transit & with sufficient density to increase transit ridership
- Create active places & livable communities that service daily needs where people feel a sense of belonging and ownership.
- Encourage a variety of housing types near transit facilities available to a wide range of ages and incomes.
- Minimize traffic, focus on the pedestrian and maximize transportation choices
- Reduce auto dominated Land Uses
- Generate revenue for the public & private sectors
- Provide increased value for both new and existing development
- Improve the physical environment and connectivity, and create a sense of place



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TRENDS FAVORING TRANSIT ORIENTED DEVELOPMENT

Overall there is an *increasing demand* for Walkable Transit-Orientated Development, due to:

Changing Demographics

- Aging Population
- Growth in households without children
- Changing preferences of Generation X and Y

Smaller Households & Demand for Greater Variety and Mix of Housing

Increased Value of Walkable Urban Environments

Increased Fuel Costs and Driving Costs

Increased Traffic Congestion



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas include the following **ESSENTIAL ATTRIBUTES**:

- Increased Intensities of residents and employees
- Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- Urban Form & Quality
 - Physical Features:
 - Urban Design Quality:
 - Individual Perception & Experience:
- Connectivity
- Parking Strategy

A well defined station area is a unique and identifiable **PLACE**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Well planned station areas could include the following **HIGHLY DESIRABLE but non essential ATTRIBUTES**:

- Supportive Commercial Uses
- Well-connected Fine Grained Street Network
- Traffic Calming Features
- No Dead Space or Facades
- Well-Articulated Blocks, Landmarks and Buildings
- Public Space, Parks and Amenities
- Attractive Transit Facilities
- Attractive and Safe Environment

Street Furniture and Shelter; Signage; High-Quality Materials; Public Art; Water Features; Outdoor dining; Underground utilities



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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THE STEEL YARDS

Boulder, CO

- Located within Boulder Junction, a multi-building transit oriented development composed of retrofitted industrial buildings and new development.
- The Steel Yards was the initial phase of this TOD.
- Retrofit of the former Boulder Steel Yards building and adjacent plots.
- 10 acre High-Density residential/Industrial mixed use community
- 180,000 sf commercial
- 100 residential units (30 Affordable units)
- 426 Parking spaces
- Office, retail, residential, mixed-use building
- Tied to bike and light rail infrastructure

Scale of development equivalent to available land at Delmar Loop Station



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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THE CROSSINGS

Gresham, OR

- Located in Gresham, a suburb of Portland
- Completed in 2006
- Serviced by the MAX Blue Line
- Located at one of four closely spaced Regional light rail transit stops
- 2.6 Acre site adjacent to bike lanes
- 2 building development encompassing residential and commercial retail use
- 4-5 story development articulates finer grain of occupation through façade treatment.
- 81 residential units
- 20,000 sf of ground-floor retail

Scale of development equivalent to available land at Forest Park-DeBaliviere Station



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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SILVER GARDENS

Albuquerque, NM

- Located near Downtown Albuquerque
- Completed in 2012
- Serviced by the Rio Metro Regional Transit District
- 15 bus routes
- 2.4 Acre site
- 3 phase development of affordable rental housing & market-rate Townhomes
- 4 Story development
- 250 residential units
 - 121 rentals
 - 129 townhomes
- Office Space
- Walking distance from theaters, museums, restaurants, and schools
- LEED Platinum
- Occupies reclaimed brownfield

Development suitable to available land at Forest Park-DeBaliviere Station



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THE CARRUTH

Boston, MA

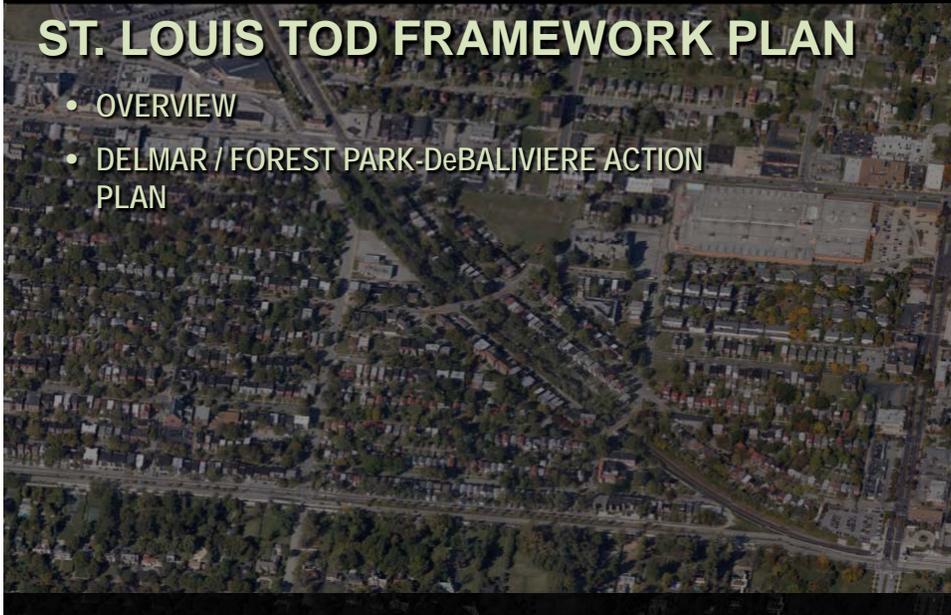
- Located in Boston's Dorchester neighborhood
- Completed in 2007
- Serviced by the RED Line and Ashmont-Mattapan High Speed Line
- 8 bus lines
- 0.8 Acre Site
- 6 story development
- Frames Peabody Square
- Adjacent to transit stop
- 10,000 sf of ground floor neighborhood scale retail use
- 116 residential units (145 DU/Acre)
 - 74 affordable residential units
 - 42 market-rate condominiums
- 80 Parking spaces

Scale of development equivalent to available land at Forest Park-DeBaliviere Station



ST. LOUIS TOD FRAMEWORK PLAN

- OVERVIEW
- DELMAR / FOREST PARK-DeBALIVIERE ACTION PLAN



ST. LOUIS TOD FRAMEWORK PLAN

East West Gateway Council of Governments and Metro along with many stakeholder organizations completed this project as part of the Regional TOD Study for the St. Louis Region in 2012

The Regional TOD Study provides a guide for the overall regional and for individual jurisdictions and stakeholders around the particular MetroLink stations, to move TOD forward over the next 3 decades.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ST. LOUIS TOD FRAMEWORK PLAN

KEY GOALS OF THE TOD FRAMEWORK PLAN?

- Education Concerning TOD
- Explain concept of TOD to local leaders and general population about what TOD means for the St. Louis Region
- Develop a Regional Vision for TOD
- Outline Implementation Tools /Strategies
- Roadmap for TOD for Every Station
- Completion of Station Area Plans

HOW WILL THE TOD FRAMEWORK PLAN BE USED?

- Identification of Development Opportunities at Particular Stations
- Identification of Market Potential at Each Station
- Bike and Pedestrian Strategies for Each Station and Overall System
- Action Steps for Local Partners, Prioritized
- Implementation Tools for TOD

DOWNTOWN TYPOLOGY — Primary center of economic and cultural activity in any region. Dense mix of housing & employment types, retail and entertainment catered to region. Many transit modes.

MAJOR URBAN CENTER TYPOLOGY — mix of residential, employment-retail, and entertainment. Slightly lower densities. Draw residents from surrounding neighborhoods. Commuter hubs for larger region, multiple transit options. Many have historic character and street network.

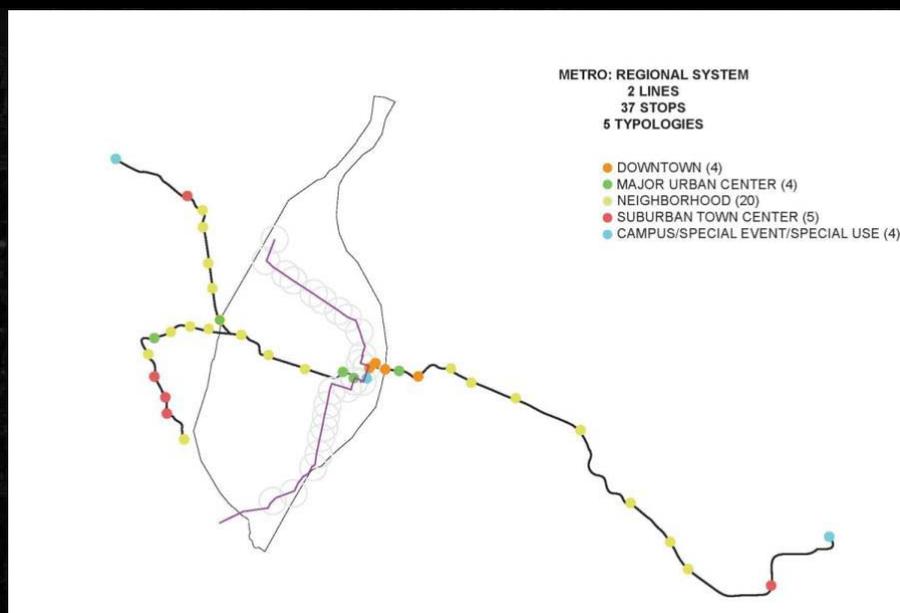
NEIGHBORHOOD TYPOLOGY — Primarily residential areas well connected to local and regional transit network. Mix of housing and local serving retail. Commercial limited to small businesses or small-scale industry. Well connected street grid. Transit less of a focus; station may be at edge of two neighborhoods.

SUBURBAN TOWN CENTER TYPOLOGY — Mix of residential, employment, retail and entertainment. Origin and destination for commuters. Mix of transit types connected to regional transit network with high-frequency service. More recent development than in downtowns or urban centers. More single-use employment areas and residential neighborhoods.

CAMPUS / SPECIAL EVENT / SPECIAL PURPOSE TYPOLOGY — Single-use area focused around a major institution such as university or entertainment venue (stadium.) Transit stations not key focus of economic activity. Secondary transit service infrequent and focused only on stations. More recent development. Street grid probably less connected than in older neighborhoods.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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ST. LOUIS TOD FRAMEWORK PLAN – DELMAR STATION

KEY CHARACTERISTICS

- 51,000 Monthly Boardings
 - Higher than average ridership for system
 - 1,940 Weekday Daily Average
 - 1,160 Weekend Daily Average
- 4 MetroBus routes
- WalkScore of 80 – Due to the proximity of the Delmar Loop
- Very limited bike access
- Current Zoning does not support high-density, TOD development
- Current parking requirements work against high-density development

The DELMAR station attracts residents from surrounding neighborhoods and services a mix of residential, employment, retail, and entertainment uses. It has been able to retain its historic character while remaining current with today's trends. It is served by a multitude of transit options, including MetroBus and MetroLink, and the future plans for the Loop Trolley. **The Delmar Loop area represents a major destination in the City of St Louis and will continue to serve as a Major Urban Center for the foreseeable future.**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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ST. LOUIS TOD FRAMEWORK PLAN – DELMAR STATION

TYOLOGY CLASSIFICATION

- Major Urban Center Typology

FUTURE MARKET DEMAND – 2010 - 2040

- 402 Residential Units
 - Young professionals
 - Affordable
- 255,563 Commercial sq. ft.
 - Local services
 - Convenience goods
 - Personal care
 - Office
 - Grocery Store

The DELMAR station attracts residents from surrounding neighborhoods and services a mix of residential, employment, retail, and entertainment uses. It has been able to retain its historic character while remaining current with today's trends. It is served by a multitude of transit options, including MetroBus and MetroLink, and the future plans for the Loop Trolley. **The Delmar Loop area represents a major destination in the City of St Louis and will continue to serve as a Major Urban Center for the foreseeable future.**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ST. LOUIS TOD FRAMEWORK PLAN – FOREST PARK/DEBALIVIERE STATION

KEY CHARACTERISTICS

- 109,300 Monthly Boardings
 - 3,980 Weekday daily average
 - 2,680 Weekend daily Average
- 1 MetroBus route
- WalkScore of 58 – Due to a lack of commercial development
- Very limited bike & poor pedestrian access
- Current Zoning does not support high-density, TOD development
- Current parking requirements work against high-density development

The FOREST PARK/DEBALIVIERE station has a smaller scale of the current and prospective development within walking distance of the MetroLink station. The retail and civic land uses around DeBaliviere primarily serve local residents, and do not tend to attract business from other communities or even from people living more than a few miles away. **Even with Forest Park, Forest Park Parkway and the Loop Trolley, it will likely continue to serve as a Neighborhood station in the future.**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

ST. LOUIS TOD FRAMEWORK PLAN – FOREST PARK/DEBALIVIERE STATION

TYPOLGY CLASSIFICATION

- **Neighborhood Typology**

FUTURE MARKET DEMAND – 2010-2040

- 424 residential units
- 192,000 Commercial sq. ft.
 - Local-serving retail
 - Local serving office

The FOREST PARK/DEBALIVIERE station has a smaller scale of the current and prospective development within walking distance of the MetroLink station. The retail and civic land uses around DeBaliviere primarily serve local residents, and do not tend to attract business from other communities or even from people living more than a few miles away. **Even with Forest Park, Forest Park Parkway and the Loop Trolley, it will likely continue to serve as a Neighborhood station in the future.**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

OTHER PLANS & CURRENT PROJECTS



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

OTHER PLANS

- PARKVIEW GARDENS NEIGHBORHOOD SUSTAINABLE DEVELOPMENT PLAN
- LOOP TROLLEY PLAN
- ST. VINCENT GREENWAY PLAN
- SKINKER DEBALIVIERE NEIGHBORHOOD URBAN DESIGN PLAN



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

CURRENT PROJECTS

LOOP MEDIA HUB

LOOP TROLLEY

- Construction begins 2014

LOOP TROLLEY BARN

- 5875-5893 Delmar
- Service station for Loop Trolley

ST. VINCENT GREENWAY

- Complete to intersection of Delmar and DeBaliviere.
- Will Continue from there south to Forest Park

GOTHAM ANNEX MIXED-USE

- 5900 block of Delmar Blvd.

DEBALIVIERE STRIP MALL

- Prospect for Renovation/Redevelopment

LOOP LIVING (WASH U STUDENT HOUSING & MIXED USE)

- 6200 Block of Delmar
- +500 Student Housing Units

BARDENHEIER'S CONDOS

- Loft/Apartment redevelopment of an old winery



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

- **Alternative 1: Station Area**
- **Alternative 2: Transit Neighborhood**
- **Alternative 3: Transit Corridor**

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

**LOOKING NORTHWEST
EXISTING CONDITIONS**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

**LOOKING SOUTHWEST
EXISTING CONDITIONS**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR STATION EXISTING CONDITIONS



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR STATION ANALYSIS

Intensity & Use Mix

- Intensity = Workers + Residents: 2,081 Jobs + Residents
- Use Mix = Workers/Residents: 0.23 Jobs/Residents

Connectivity

- 4 Bus Routes
- 1 Bike Route
- 86 Mean Walk Score
- 77 Walk Score for Skinker DeBaliviere
- 56 Walk Score for West End

Urban Form & Quality

- Mean Block Size: 6.8 Acres
- 4 Neighborhoods within ½ Mile of Station

Access & Mobility:

- 3 station entrances
- Delmar is difficult to cross
- Blocked streets surrounding station make it unfriendly

Transit Function

- Station Orientation: Sub-regional Destination: District Circulator Link; 362 Park and Ride Spaces



Station Area



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR STATION ANALYSIS

Station Type

- Station Organization: Below Grade: Single-sided side by side platforms

Development Opportunity

- Underutilized Land: 11.5 Acres
- % of ¼ Miles Station Area: 4.6%
- Available Lots: 13
- Assessed Value of Underutilized Land: \$461,860
- Assessed Value of Land in ¼ Mile Station Area: \$17,387,910
- Desired Density for New Development:
 - 10-18 DU/Acres
 - 0.7 - 1.5 FAR (comm)

Potential Program

- Lot-Suitable Buildings Types: Medium Density Multi-Family Housing; Mixed-Use Development

Spatial Type Classification

- Commercial Center Type 2



Bike & Bus Routes



Vacant Lots



Zoning and Land Use



Barriers

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR STATION

KEY ISSUES

- Available development sites are **small and constrained**.
- Existing zoning and parking regulations **do not support increased density** and TOD.
- **The jobs/housing ratio is 0.23**; this is well below the U.S. Department of Labor's ideal ratio of 1.5 for sustainable communities.
- **No visible entrance** to the station from Delmar Boulevard.
- **Poor pedestrian connectivity** to the station from the north and east.
- Immediately **adjacent development is low density** and does not achieve the potential of TOD.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DELMAR STATION

KEY OPPORTUNITIES

- Washington University's **North Campus** is a major long-term catalyst for new development.
- Proposed **Loop Trolley** will positively transform the Delmar streetscape.
- The Wabash Station building can be a **new entrance** to the station
- **New housing for 500 students** is being built in the Delmar Loop.
- **Metro DeBaliviere service garage** is a future development site.
- DeGiverville Avenue **can connect the two stations** together.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

FOREST PARK / DEBALIVIERE STATION EXISTING CONDITIONS



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

FOREST PARK/DEBALIVIERE STATION ANALYSIS

Intensity & Use Mix

- Intensity = Workers + Residents: 1,675 Jobs + Residents
- Use Mix = Workers/Residents: 0.33 Jobs/Residents

Connectivity

- 4 Bus Routes
- 4 Bike Routes within ¼ Mile
- 48 Mean Walk Score
- 77 Walk Score for Skinker DeBaliviere
- 66 Walk Score for DeBaliviere Place

Urban Form & Quality

- 1 Bus Route (4 routes within walking distance)
- 3 Neighborhoods within ½ Mile of Station
- Access/Mobility:
 - Forest Park Parkway is pedestrian barrier
 - 1 Unsafe pedestrian cut through from neighborhood
 - 2 entrances to metro station

Transit Function

- Station Orientation: Sub-regional Destination: District Circulator Link: 118 park and ride spaces



Station Area



Walkscore - Heatmap



Station



Station



Station

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

FOREST PARK/DEBALIVIERE STATION ANALYSIS

Station Type

- Station Organization: Below Grade: Center double sided platform

Development Opportunity

- Underutilized Land: 2.1 Acres
- % of ¼ Miles Station Area: 0.8%
- Available Lots: 3
- Assessed Value of Underutilized Land: \$63,600
- Assessed Value of Land in ¼ Mile Station Area: \$29,379,920
- Desired Density for New Development:
 - 20 DU/Acres
 - 2.0 FAR (minimum)

Potential Program

- Lot-Suitable Buildings Types: Mixed-use buildings; Rowhouses; Condominiums; Apartment Buildings

Spatial Type Classification

- Commercial Scale Mixed Use Center



Bike & Bus Routes



Vacant Lots



Zoning and Land Use



Barriers

FOREST PARK/DEBALIVIERE STATION

KEY ISSUES

- There are **few available development sites**, and the available sites are small and constrained.
- Existing zoning and parking regulations **do not support increased density** and TOD.
- **The jobs/housing ratio is 0.33**; this is well below the U.S. Department of Labor's ideal ratio of 1.5 for sustainable communities.
- Pedestrian access from surrounding neighborhoods is poor due to a **lack of quality pedestrian facilities**.
- Existing commercial development is underutilized and **does not achieve the potential** of TOD.

FOREST PARK/DEBALIVIERE STATION

KEY OPPORTUNITIES

- Development sites immediately adjacent to the station **overlook Forest Park**.
- Proposed **Loop Trolley and St. Vincent Greenway** will **positively transform** the DeBaliviere streetscape.
- DeBaliviere Avenue and the St. Vincent Greenway can **connect neighborhoods north of Delmar to Forest Park**.
- **Metro owns the sites** immediately adjacent to the station.
- **Metro DeBaliviere service garage** is a future development site.
- DeGiverville Avenue **can connect the two stations** together.

STATION AREA PLAN ALTERNATIVES

PROJECT ASSUMPTIONS

- The planning horizon for this study is 20 years.
- Metro Park & Ride lots at both stations will be redeveloped.
- “Kiss & Ride” at Forest Park-DeBaliviere Station will be redeveloped.
- The Loop Trolley and St. Vincent’s Greenway will be implemented as currently planned.
- Wabash Station will be redeveloped as the entrance to the Delmar MetroLink Station.
- Washington University North Campus will be redeveloped over the next 20 years to house administrative and other support functions of the university.
- ¼ mile and ½ mile transit sheds have been modified based on accessibility and concentrations of likely transit users.
- Vacant housing units and vacant parcels within the ¼ and ½ mile transit sheds are assumed to be fully infilled in plan Alternatives 2 and 3.

Model Assumptions

Rents per Unit or Square Foot

- Residential = \$1.45-\$1.60 per square foot
- Retail = \$20.00 per square foot
- Office = \$18.00 per square foot
- Structured Parking = \$1,000 per space per year

Other Assumptions

- Assumes sale of all development components in year 30
- Modest inflation/growth rates
- Assumes development phased over a specific development timeline

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

Transit Sheds

- ¼ Mile Transit Shed ———
- ½ Miles Transit Shed - - - -
- ¼ mile and ½ mile transit sheds have been modified based on accessibility and concentrations of likely transit users.
- Due to the close proximity between stations, the area is really one transit shed
- Different from a Station Area Plan: station area plan development serves as a catalyst to infill development in the transit shed.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

Transit Sheds

¼ Mile Transit Shed

- Heavily influenced by street layout and pedestrian conditions
- High transit capture rate relative to surrounding area

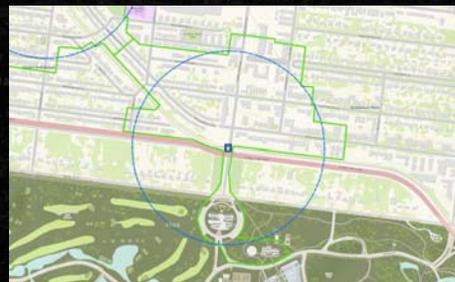
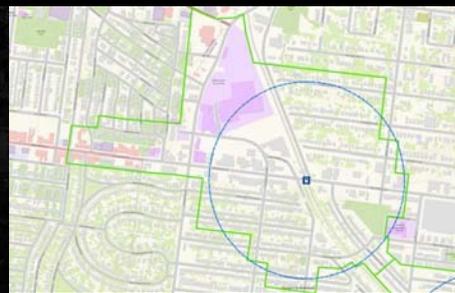
Limiting Boundaries:

- Forest Park Pkwy.: Major pedestrian barrier, little development south of the road
- Forest Park: major attraction, but limits development potential within walking distance of DeBaliviere Station
- MetroLink Tracks: cause a barrier in the middle of the Skinker-DeBaliviere neighborhood, limits connectivity

Major Opportunities:

- Loop Trolley: creates a more complete transit system in the area and will improve streetscape and livability along the Delmar and DeBaliviere corridors
- Washington University North Campus: opportunity to create an entire mixed-use and employment center neighborhood directly adjacent to the Delmar Station

- Population within Transit shed: 3,860
- Employment within Transit shed: 1,176
- Use Mix: 0.38
- Transit Capture Rate: 15%



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

Transit Sheds

½ Mile Transit Shed

- More influenced by proximity to station than pedestrian conditions
- Lower transit capture rate than quarter mile transitshed, ½ Mile is about as far as someone will walk to transit

Limiting Boundaries:

- Forest Park Pkwy.: Major pedestrian barrier, little development south of the road
 - Forest Park: major attraction, but limits development potential within walking distance of DeBaliviere Station
 - Skinker Station: close proximity to both Delmar and DeBaliviere stations, limits size of transitshed
- Population within transitshed: 7,718
 - Employment within transitshed: 2,337
 - Use Mix: 0.30
 - Transit Capture Rate: 10%



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

Transit Sheds

Transportation Improvements

Improvements to see full potential of ¼ and ½ mile transit sheds

Tier 1 Improvements

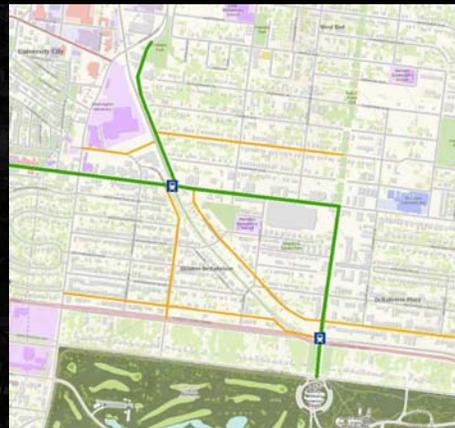
- Full streetscape overhaul
- Follow Great Streets guidelines and multi-modal planning practices to create complete streets

Tier 2 Improvements

- Major sidewalk improvements: widening, ADA accessibility, upgraded crosswalks
- Lighting improvements

Tier 3 Improvements

- Fill in gaps in pedestrian facilities
- Replace uneven and damaged sidewalks
- Make all sidewalks and crosswalks ADA accessible



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

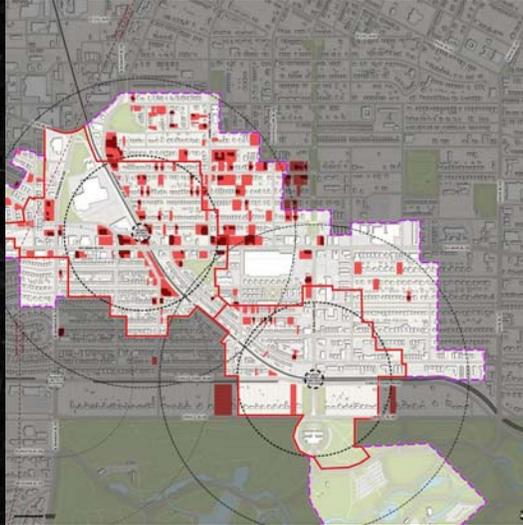
Vacancy: Buildings & Parcels

- Vacant Parcels 
- Vacant Buildings 

Within ½ Mile Transit Shed

- Vacant Single Family Houses 47
- Vacant Multi-family Residential ... 12
- Vacant Multi-family Units 132
- Vacant Commercial Bldgs 33
- Vacant Parcels 142

- Total Vacant Housing Units 321

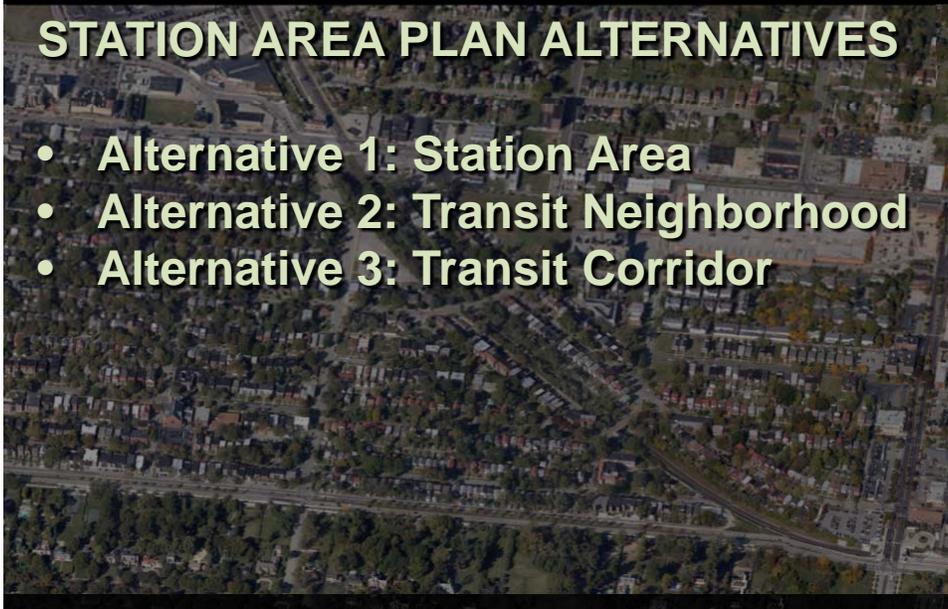


TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

- **Alternative 1: Station Area**
- **Alternative 2: Transit Neighborhood**
- **Alternative 3: Transit Corridor**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

1: Station Area

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

1: Station Area

DEVELOPMENT PROGRAM

- Residential Infill & Rehab Incremental over time, completed on a project by project basis
- New Residential 625 Units (1,000 S.F./Unit)
- Affordable Housing 150 Units (1,000 S.F./Unit)
- Retail 45,000 S.F.
- Office 15,000 S.F.
- Structured Public Parking 200 Spaces (Forest Park/DeBaliviere Station)
- Park & Open Space No Change
- Average Building Height of 5-8 Stories
- Average FAR of 2.99



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

1: Station Area

INFRASTRUCTURE IMPROVEMENTS

- Improve pedestrian connections at Hodiadmont, Rosedale, and Des Peres.
- Street Improvements on Delmar, DeBaliviere, Hodiadmont, Hamilton, and DeGiverville



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

1: Station Area

DELMAR STATION

- Redevelop **Wabash Station** as station entrance
- Redevelop **Wash U / Dobbs Site**
- Redevelop **North and South sides of Delmar Boulevard** from Hodiadmont to Hamilton
- Redevelop Delmar High School as **Loop Trolley Barn**
- **Reconnect Hodiadmont & Station** to West End Neighborhood with pedestrian connections
- **Streetscape Improvements & Narrower Delmar Boulevard**
- **Average Building Height of 5-8 Stories**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES

1: Station Area

FOREST PARK / DEBALIVIERE STATION AREA

- Redevelop **DeBaliviere Park and Ride Lot** Site with New Building and Structured Parking
- Redevelop **Strip Mall** and facing properties
- St. Vincent **Greenway & Streetscape Improvements**
- Redevelop with **new mixed-use building** at the bus turn around site
- **Average Building Height** of 5-8 Stories
- **Pedestrian connection** to Pershing Avenue and station



- Mixed-Use
- Commercial
- Pedestrian Link
- Parking
- Affected Parcels
- Street Improvements
- 1/4 Mile Transit Shed
- 1/2 Mile Transit Shed
- St. Vincent Greenway

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM- LOOKING NORTHWEST

1: Station Area

- Wash U Redevelopment
- North Skinker Redevelopment
- Mixed-Use
- Commercial
- Parking



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM – LOOKING SOUTHWEST

1: Station Area



1. Station Area

- Market Rate Residential = 625 units
- Affordable Residential = 150 units
- Renovated Residential = 0 units
- Retail = 45,000 sf
- Office = 15,000 sf
- Structured Parking = 200 spaces

Preliminary Financial Outcome

- Total Acreage = 17 Acres
- Development Cost = \$170M
- Development Value = \$120M
- Development Gap = \$50M
- Return without Subsidy = 10%
- Estimated Subsidies Available = \$20M*
- Return with Subsidy = 14%

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

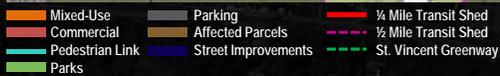
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STATION AREA PLAN ALTERNATIVES

1: Station Area

ESSENTIAL ATTRIBUTES

- +++++ Increased Intensities of residents and employees
- +++++ Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- +++++ Urban Form & Quality
- +++++ Physical Features
- +++++ Urban Design Quality
- +++++ Individual Perception & Experience
- +++++ Connectivity
- +++++ Parking Strategy
- +++++ Other Highly Desirable Features



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

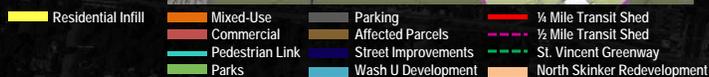
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STATION AREA PLAN ALTERNATIVES

1: Station Area

IMPLICATIONS

- Residential Infill & Rehab in surrounding neighborhoods is incremental and occurs over time.
- Development at the Station Areas serves as a catalyst for reinvestment in surrounding neighborhoods.
- Development at the Station Areas supports redevelopment and new development at Washington University North Campus and North Skinker Boulevard



STATION AREA PLAN ALTERNATIVES

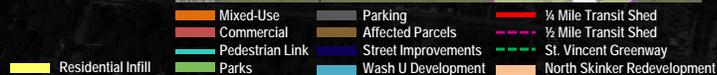
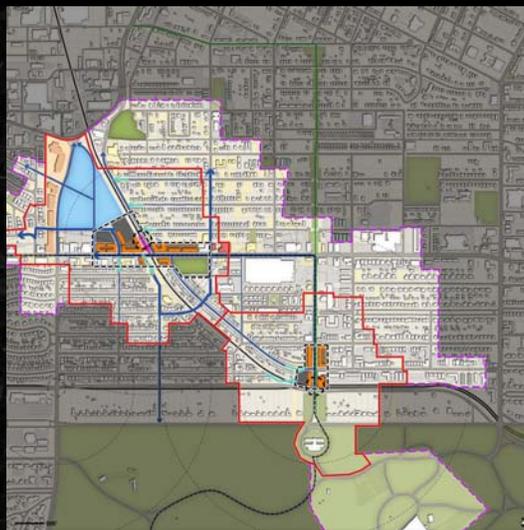
2: Transit Neighborhood

STATION AREA PLAN ALTERNATIVES

2: Transit Neighborhood

DEVELOPMENT PROGRAM

- Residential Infill and Rehab 300 Units
- Residential 750 Units (1,000 S.F./Unit)
- Low-Income Housing 250 Units (1,000 S.F./Unit)
- Retail 65,000 S.F.
- Office 20,000 S.F.
- Structured Public Parking 200 Spaces (Forest Park/DeBaliviere Station) | 1,000 Spaces (Delmar Loop Station)
- Park & Open Space Lucier Park, Olits Park
- Average Building Height of 3-6 Stories
- Average FAR of 2.25



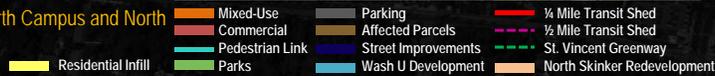
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Transit Neighborhood

INFRASTRUCTURE IMPROVEMENTS

- Reconfigure Des Peres, Rosedale, and Enright and add a new street next to Big Shark building
- Loop Trolley Construction
- Pedestrian connections at Hodiamont, Rosedale, and Des.
- Street Improvements on Delmar, DeBaliviere, Hodiamont, Hamilton, Des Peres and DeGiverville
- Reconnect Hamilton and Washington Ave's at Lucier Park
- Reconfigure Lucier Park & Connect to Delmar Station; improve Olits Park
- Redevelop Wash U North Campus and North Skinker Boulevard



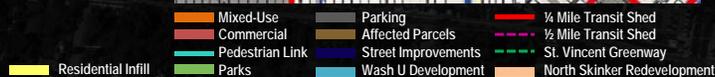
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Transit Neighborhood

DELMAR STATION AREA

- MetroLink Station becomes intermodal transit facility with park and ride structured parking, integrated bus interchange, and bike facilities.
- Redevelop Wash U / Dobbs Site
- Redevelop sites between the Pageant and Rosedale Ave.
- Redevelop Delmar High School as Loop Trolley Barn
- Redevelop North and South sides of Delmar Boulevard from Hodiamont to Hamilton
- Streetscape Improvements & Narrower Delmar Boulevard



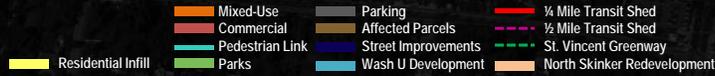
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Transit Neighborhood

FOREST PARK / DEBALIVIERE STATION AREA

- Redevelop **DeBaliviere Park and Ride Lot** Site with New Building and Structured Parking
- Redevelop **Strip Mall** and facing properties
- Redevelop with **new mixed-use building** at the bus turn around site
- **St. Vincent Greenway & Streetscape Improvements**
- **Pedestrian connection** to Pershing Avenue and station



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM – LOOKING NORTHWEST

2: Transit Neighborhood



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM- LOOKING SOUTHWEST 2: Transit Neighborhood



2. Transit Neighborhood

- Market Rate Residential = 750 units
- Affordable Residential = 250 units
- Renovated Residential = 300 units
- Retail = 65,000 sf
- Office = 20,000 sf
- Structured Parking = 1,200 spaces

Preliminary Financial Outcome

- Total Acreage = 28 Acres
- Development Cost = \$300M
- Development Value = \$210M
- Development Gap = \$90M
- Return without Subsidy = 8%
- Estimated Subsidies Available = \$30M*
- Return with Subsidy = 11%

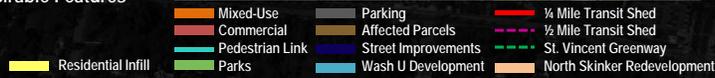
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Transit Neighborhood

ESSENTIAL ATTRIBUTES

- ++++ Increased Intensities of residents and employees
- ++++ Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- ++++ Urban Form & Quality
- ++++ Physical Features
- ++++ Urban Design Quality
- ++++ Individual Perception & Experience
- ++++ Connectivity
- ++++ Parking Strategy
- ++++ Other Highly Desirable Features



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 2: Transit Neighborhood

IMPLICATIONS

- Incremental Development of vacant sites along Delmar Boulevard and DeBaliviere Avenue
- Development at the Station Areas and neighborhoods serves as a catalyst for reinvestment in the corridor.



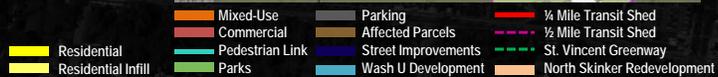
STATION AREA PLAN ALTERNATIVES

3: Transit Corridor

STATION AREA PLAN ALTERNATIVES
3: Transit Corridor

DEVELOPMENT PROGRAM

- Residential Infill and Rehab 300 Units
- Residential 1,900 Units (1,000 S.F./Unit)
- Low-Income Housing 800 Units (1,000 S.F./Unit)
- Retail 65,000 S.F.
- Office 55,000 S.F.
- Structured Public Parking 1,000 Spaces (Delmar Loop Station)
- Park & Open Space Lucier Park, Olits Park
- Average FAR of 1.92
- Average Building Height of 3-8 Stories with an 8 story residential tower at DeBaliviere & Forest Park Parkway.



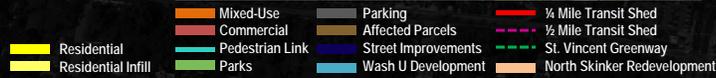
TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 3: Transit Corridor

INFRASTRUCTURE IMPROVEMENTS

- Reconfigure Des Peres, Rosedale, and Enright and add a new street next to Big Shark building
- Pedestrian connections at Hodiamont, Rosedale, and Des.
- Street Improvements on Delmar, DeBaliviere, Hodiamont, and Goodfellow
- Reconnect Hamilton, Washington, and Goodfellow through Metro Garage site
- Reconfigure Lucier Park and improve Olits Park



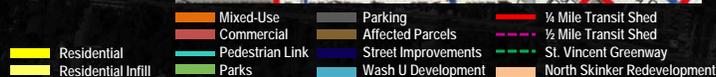
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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 3: Transit Corridor

DELMAR STATION AREA

- MetroLink Station becomes intermodal transit destination by restoring the urban street grid between Delmar and North Campus
- Redevelop Wash U / Dobbs Site
- Redevelop sites between the Pageant and Rosedale Ave.
- Redevelop North and South sides of Delmar Boulevard from Hodiamont to Hamilton
- Streetscape Improvements & Narrower Delmar Boulevard



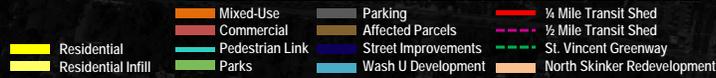
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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES 3: Transit Corridor

DELMAR /DEBALIVIERE INTERSECTION

- Reconfigured Blocks of Washington, Laurel, and Goodfellow
- Mixed-Use Development along Delmar and DeBaliviere.
- Residential Infill on Washington Avenue and Hamilton Ave.
- Redevelop Delmar High School as Loop Trolley Barn
- Streetscape Improvements on Delmar and DeBaliviere.
- St. Vincent Greenway on DeBaliviere.



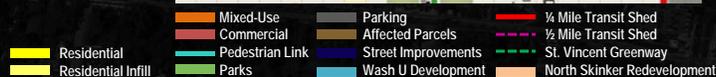
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STATION AREA PLAN ALTERNATIVES 3: Transit Corridor

FOREST PARK / DEBALIVIERE STATION AREA

- St. Vincent Greenway & Streetscape Improvements
- Redevelop DeBaliviere Park and Ride Lot Site with New Building, internal structured parking, and an 8 story residential tower overlooking Forest Park
- Redevelop Strip Mall and facing properties
- Redevelop with new mixed-use building at the bus turn around site
- St. Vincent Greenway & Streetscape Improvements
- Pedestrian connection to Pershing Avenue and station



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

IMPLICATIONS – LOOKING NORTHWEST

3: Transit Corridor

- | | |
|---|---|
|  Park |  Mixed-Use |
|  Wash U Redevelopment |  Commercial |
|  North Skinker Redevelopment |  Residential |
| |  Parking |



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PROGRAM – LOOKING SOUTHWEST

3: Transit Corridor

- | | |
|---|---|
|  Park |  Mixed-Use |
|  Wash U Redevelopment |  Commercial |
|  North Skinker Redevelopment |  Residential |
| |  Parking |



3. Transit Corridor

- Market Rate Residential = 1,900 units
- Affordable Residential = 800 units
- Renovated Residential = 300 units
- Retail = 65,000 sf
- Office = 55,000 sf
- Structured Parking = 1,000 spaces

Preliminary Financial Outcome

- Total Acreage = 60
- Development Cost = \$600M
- Development Value = \$420M
- Development Gap = \$180M
- Return without Subsidy = 10%
- Estimated Subsidies Available = \$70M*
- Return with Subsidy = 13%

DEVELOPMENT STRATEGIES

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

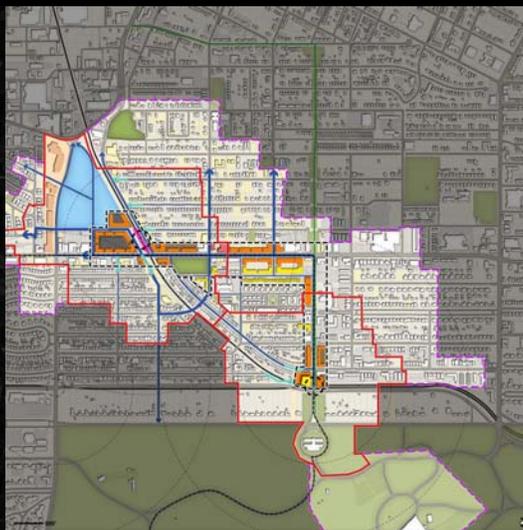
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STATION AREA PLAN ALTERNATIVES

3: Transit Corridor

ESSENTIAL ATTRIBUTES

- +++++ Increased Intensities of residents and employees
- +++++ Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- +++++ Urban Form & Quality
- +++++ Physical Features
- +++++ Urban Design Quality
- +++++ Individual Perception & Experience
- +++++ Connectivity
- +++ Parking Strategy
- +++++ Other Highly Desirable Features



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES – DEVELOPMENT PROGRAM

1: Station Area



- Residential Infill & Rehab Incremental
- Residential 625 Units (1,000 S.F./Unit)
- Low Income Housing 150 Units
- Retail 45,000 S.F.
- Office 15,000 S.F.
- Structured Public Parking
 - 200 Spaces (Forest Park/DeBaliviere Station)
- Park & Open Space No Changes
- Building Height 5-8 Stories

2: Transit Neighborhood



- Residential Infill & Rehab 300 Units
- Residential 750 Units (1,000 S.F./Unit)
- Low Income Housing 250 Units
- Retail 65,000 S.F.
- Office 20,000 S.F.
- Structured Public Parking
 - 200 Spaces (Forest Park/DeBaliviere Station)
 - 1,000 Spaces (Delmar Loop Station)
- Park & Open Space Lucier Park, Olits Park
- Building Height 3-6 Stories

3: Transit Corridor



- Residential Infill & Rehab 300 Units
- Residential 1,900 Units (1,000 S.F./Unit)
- Low Income Housing 800 Units
- Retail 65,000 S.F.
- Office 55,000 S.F.
- Structured Public Parking
 - 1,000 Spaces (Delmar Loop Station)
- Park & Open Space Lucier Park, Olits Park
- Building Height 3-8 Stories

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES – DEVELOPMENT PROGRAM

1: Station Area



- Development Cost = \$170M
- Development Value = \$120M
- Funding Gap = \$50M

2: Transit Neighborhood



- Development Cost = \$300M
- Development Value = \$210M
- Funding Gap = \$90M

3: Transit Corridor



- Development Cost = \$600M
- Development Value = \$420M
- Funding Gap = \$180M

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

STATION AREA PLAN ALTERNATIVES – ESSENTIAL ATTRIBUTES

1: Station Area



- ++++ Intensities Of Residents And Employees
- ++++ Use Mix
- ++++ Urban Form & Quality
- ++++ Connectivity
- ++++ Parking Replacement Strategy

2: Transit Neighborhood



- ++++ Intensities Of Residents And Employees
- ++++ Use Mix
- ++++ Urban Form & Quality
- ++++ Connectivity
- ++++ Parking Replacement Strategy

3: Transit Corridor



- ++++ Intensities Of Residents And Employees
- ++++ Use Mix
- ++++ Urban Form & Quality
- ++++ Connectivity
- ++++ Parking Replacement Strategy

Area-Wide Conclusions

Prior Use of Traditional Public Financing Tools

- Tax Increment Financing, Special Business Districts, and other tools already in use around both stations
- Few other public financing tools available
- Need to think “outside of the box” to realize development potential



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

TOD STATION AREA PLANNING
SAINT LOUIS DEVELOPMENT CORPORATION

ALTERNATIVE 1: Station Area

ALTERNATIVE 2: Station Area + Neighborhood Development

ALTERNATIVE 3: Transit Corridor

DEVELOPMENT PROGRAM

INFRASTRUCTURE IMPROVEMENTS

DELMAR STATION AREA

FOREST PARK / DEBALIVIERE STATION AREA

DELMAR DEBALIVIERE INTERSECTION

FOREST PARK / DEBALIVIERE STATION AREA

COMMENTS

DELMAR LOOP - FOREST PARK - DEBALIVIERE STATION AREAS

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK SESSION TASKS:

1. Review the Alternatives and indicate your comments, ideas, and suggestions about ...

- Development Program
- Neighborhood Character
- Services & Amenities

2. Draw it and see if it works!

KEYPAD POLLING



KEYPAD POLLING QUESTIONS

- A new and expanded transit facility at the Delmar Station.
- Entrance to Delmar Station off Delmar Boulevard.
- Structured parking at Delmar Station.
- New residential development and structured parking at DeBaliviere Station.
- Expanded Lucier Park.
- Redevelopment of the Metro Garage site as primarily residential.
- Neighborhood infill & rehab as a priority.
- New office development along Delmar.
- How supportive are you of using public funds to attract redevelopment?
- How important is providing housing for all people of all economic backgrounds?
- How important is providing access to quality jobs in the neighborhoods?
- Should there be increased bus access to this area?
- Should parking requirements be lowered in the area?
- New development should be between 3 and 5 stories?
- New development should be between 5 and 8 stories?

Public Workshop 2 Presentation: July 23, 2013

TOD STATION AREA PLANNING DELMAR & FOREST PARK/ DEBALIVIERE STATION

PUBLIC WORKSHOP 2



SAINT LOUIS DEVELOPMENT CORPORATION
THE CITY OF SAINT LOUIS
JULY 23, 2013
CONSULTANTS

H3 Studio :: Development Strategies :: Bernardin, Lochmueller & Associates :: M3 Engineering Group :: Vector Communications

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

AGENDA

- *PURPOSE, SCOPE & SCHEDULE*
- *WORK TO DATE*
- *PUBLIC MEETING 01 SUMMARY*
- *TAC MEETING 02 SUMMARY*
- *DRAFT FINAL PLAN*



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PURPOSE OF THE STUDY

The purpose of this study is to assist the City of St. Louis, its neighborhoods, and developers 'create a vision and roadmap for how to encourage TOD in the St Louis region.' and will include the 'development of Station Area Plan alternatives/options, community outreach, economic analysis, and refinement and finalization of the Station Area Plans' for the two existing station complex's and one new.

1. Downtown Arch-Laclede's Landing Station and the Stadium Station
2. Forest Park-DeBaliviere/Delmar Stations
3. Two Stations on the N/S Alignment

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



The goal for these plans is to immediately leverage development along the route.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

SCOPE OF WORK

Delmar & Forest Park/DeBaliviere Station

- A.1 Technical Advisory Committee Formation
- A.2 Station Area Plan Alternatives
- A.3 Community Outreach
- A.4 Economic Analysis of Station Area Plans
- A.5 Refinement of Station Area Plan Alternatives
 - A5.1 Transportation Analysis of Alternatives
 - A5.2 Stormwater and Environmental Planning Analysis
 - A5.3 Presentation of Refinements to TAC
- A.6 Preferred Station Area Plans
 - A6.1 Recommended Changes to Comp Plan
 - A6.2 Estimated Cost of Recommended Improvements
 - A6.3 Recommendations Regarding Redevelopment Plans, Chapter 99, and Other Funding Tools.
- A.7 Final Station Area Plans



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

SCHEDULE

Delmar & Forest Park/DeBaliviere Station

May 7 – TAC Meeting 1

May 21 – Public Meeting 1

June 4 – TAC Meeting 2

July 23 – Public Meeting 2

July 31 – Draft Report

September 1 – Final Report



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



WORK TO DATE

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE TRANSIT ORIENTED DEVELOPMENT

Well planned station areas include the following ESSENTIAL ATTRIBUTES:

- Increased Intensities of residents and employees
- Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- Urban Form & Quality
 - Physical Features
 - Urban Design Quality
 - Individual Perception & Experience
- Connectivity
- Parking Strategy

A well defined station area is a unique and identifiable PLACE!



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE TRANSIT ORIENTED DEVELOPMENT

Well planned station areas could include the following HIGHLY DESIRABLE *but non essential* ATTRIBUTES:

- Supportive Commercial Uses
- Well- connected Fine Grained Street Network
- Traffic Calming Features
- No Dead Space or Facades
- Well-Articulated Blocks, Landmarks and Buildings
- Public Space, Parks and Amenities
- Attractive Transit Facilities

Attractive and Safe Environment

Street Furniture and Shelter; Signage; High-Quality Materials; Public Art; Water Features; Out-door dining; Underground utilities



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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WORK TO DATE

- Context Analysis
- Station Area Analysis –
 - Forest Park / DeBaliviere Station
 - Delmar Station
- Essential Attributes
- Development Program
- Economic Analysis
- Urban Design & Planning



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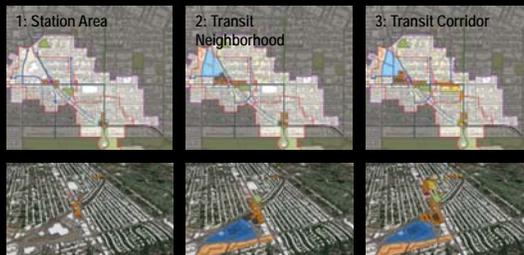
SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

- Context Analysis
- Station Area Analysis –
- Station Area Plan Alternatives
 - 1: Market + Existing Infrastructure
 - 2: Intermodal Facilities
 - 3: Intermodal Facilities + Transit Corridor
- TAC Meeting 1
- Refined Station Area Plan Alternatives
 - 1: Station Area
 - 2: Transit Neighborhood
 - 3: Transit Corridor
- Public Meeting 1



Station Area Plan Alternatives



Refined Station Area Plan Alternatives

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

- Context Analysis
- Station Area Analysis –
- Station Area Plan Alternatives
 - 1: Market + Existing Infrastructure
 - 2: Intermodal Facilities
 - 3: Intermodal Facilities + Transit Corridor
- TAC Meeting 1
- Refined Station Area Plan Alternatives
 - 1: Station Area
 - 2: Transit Neighborhood
 - 3: Transit Corridor
- Public Meeting 1
- TAC Meeting 2
- Preferred Station Area Plan
 - Transit Corridor



Preferred Alternative: Transit Corridor

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Delmar Station: Key Issues

- Available development sites are **small and constrained**.
- Existing zoning and parking regulations **do not support increased density and TOD**.
- **The jobs/housing ratio is 0.23**; this is well below the U.S. Department of Labor's ideal ratio of 1.5 for sustainable communities.
- **No visible entrance** to the station from Delmar Boulevard.
- **Poor pedestrian connectivity** to the station from the north and east.
- Immediately **adjacent development is low density** and does not achieve the potential of TOD.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Delmar Station: Key Opportunities

- Washington University's **North Campus** is a major long-term catalyst for new development.
- Proposed **Loop Trolley** will positively transform the Delmar streetscape.
- The Wabash Station building can be a **new entrance** to the station
- **New housing for 500 students** is being built in the Delmar Loop.
- **Metro DeBaliviere service garage** is a future development site.
- DeGiverville Avenue **can connect the two stations** together.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Forest Park / DeBaliviere Station – Key Issues

- There are **few available development sites**, and the available sites are small and constrained.
- Existing zoning and parking regulations **do not support increased density** and TOD.
- **The jobs/housing ratio is 0.33**; this is well below the U.S. Department of Labor's ideal ratio of 1.5 for sustainable communities.
- Pedestrian access from surrounding neighborhoods is poor due to a **lack of quality pedestrian facilities**.
- Existing commercial development is underutilized and **does not achieve the potential** of TOD.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

WORK TO DATE

A.2 Station Area Plan Alternatives

Station Area Analysis – Forest Park / DeBaliviere Station – Key Opportunities

- Development sites immediately adjacent to the station **overlook Forest Park**.
- Proposed **Loop Trolley and St. Vincent Greenway** will positively transform the DeBaliviere streetscape.
- DeBaliviere Avenue and the St. Vincent Greenway can **connect neighborhoods north of Delmar to Forest Park**.
- **Metro owns the sites** immediately adjacent to the station.
- **Metro DeBaliviere service garage** is a future development site.
- DeGiverville Avenue **can connect the two stations together**.

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WORK TO DATE

A.2 Station Area Plan Alternatives

Transit Sheds

- ¼ Mile Transit Shed ———
- ½ Mile Transit Shed - - - -

- ¼ mile and ½ mile transit sheds have been modified based on accessibility and concentrations of likely transit users.
- Due to the close proximity between stations, the area is really one transit shed
- Different from a Station Area Plan: station area plan development serves as a catalyst to infill development in the transit shed.



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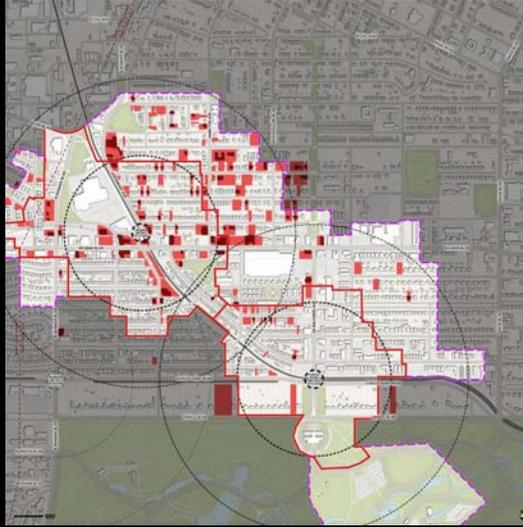
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WORK TO DATE

A.2 Station Area Plan Alternatives

Vacancy

- Vacant Parcels 
- Vacant Buildings 
- Total Vacant Housing Units.....321



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



PUBLIC MEETING 1 SUMMARY

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

May 21, 2013 at Crossroads School

47 ATTENDEES

WORKSESSION

Participants worked in small groups with a workboard presenting the three station area plan alternatives to give their comments, ideas, and suggestions about...

Refined Station Area Plan Alternatives

- Development Program
- Neighborhood Character
- Services & Amenities



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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PUBLIC MEETING 01 SUMMARY

May 21, 2013 at Crossroads School

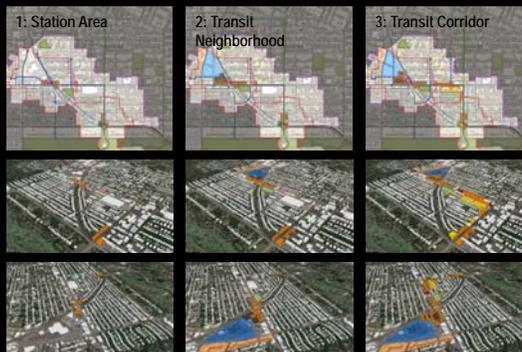
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Refined Station Area Plan Alternatives

- Development Program
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TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

May 21, 2013 at Crossroads School

7 WORKBOARDS



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

May 21, 2013 at Crossroads School

PUBLIC FEEDBACK - WORKBOARDS

- **PREFERENCE FOR ALTERNATIVE 3: TRANSIT CORRIDOR**; it will have the greatest impact, but there are major cost and implication concerns.
- Support for **NEIGHBORHOOD INFILL** to support transit development
- Support for a tall, high-end **RESIDENTIAL BUILDING AT FOREST PARK DEBALIVIERE STATION** over looking Forest Park.
- Support for **BUILDINGS 3 TO 8 STORIES**.
- Support for using **WABASH STATION AS DELMAR METROLINK ENTRANCE**.
- Support for extending **GROUND FLOOR RETAIL/MIXED-USE** east on Delmar.
- Support for more **BIKE AND PEDESTRIAN FRIENDLY CONNECTIONS** to stations.

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

May 21, 2013 at Crossroads School

KEYPAD POLLING

Rate How Important the Topic is to you for successful TOD at Delmar and Forest Park-DeBaliviere Stations

"Raise your hand for a positive vote on each topic"

Percentage represents positive vote.

- 60 % A new and expanded transit facility at the Delmar Station
- 80 % Entrance to Delmar Station off Delmar Boulevard
- 50 % Structured parking at Delmar Station
- 80 % New residential development and structured parking at DeBaliviere Station
- 50% Expanded Lucier Park
- 60% Redevelopment of the Metro Garage site as primarily residential
- 25% Should parking requirements be lowered in the area?
- 100% Neighborhood infill & rehab as a priority
- 50% New office development along Delmar
- 100% How supportive are you of using public funds to attract redevelopment?
- 40% New development should be between 3 and 5 stories?
- 40% New development should be between 5 and 8 stories?
- 80% How important is providing housing for all people of all economic backgrounds?
- 100% How important is providing access to quality jobs in the neighborhoods?
- 60% Should there be increased bus access to this area?

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC MEETING 01 SUMMARY

May 21, 2013 at Crossroads School

PREFERRED ALTERNATIVE

3: Transit Corridor



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



TECHNICAL ADVISORY COMMITTEE MEETING 2 SUMMARY

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

TAC MEETING 2 SUMMARY

June 4, 2013 at Skinker DeBaliviere Office

PRESENTATION

- Introduction & Background
- Transit Oriented Development
- Summary of Public Meeting 01
- Refined Station Area Plan Alternatives
- Preferred Alternative: Transit Corridor
 - Development Program
 - Delmar Station Area Option
 - Economic Analysis
 - Public Improvements
 - Environmental Impacts
 - Urban Design & Planning



Preferred Alternative: Transit Corridor

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI



DRAFT FINAL PLAN

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SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FINAL PLAN TRANSIT CORRIDOR

- **DEVELOPMENT PROGRAM**
 - Delmar Station
 - Metro Garage Site
 - Forest Park/DeBaliviere Station
- **FINANCIAL OUTCOMES**
- **PUBLIC IMPROVEMENTS**
 - Streetscape Improvements
- **ENVIRONMENTAL IMPACTS**
- **URBAN DESIGN & PLANNING**
- **REGULATORY FRAMEWORK**
 - Draft Form-Based District



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DRAFT FINAL PLAN

TRANSIT CORRIDOR

DEVELOPMENT PROGRAM

- Residential Infill and Rehab 320 Units
- Residential 1,750 Units (1,050 S.F./Unit)
- Affordable Housing 600 Units (1,000 S.F./Unit)
- Retail 65,000 S.F.
- Office 55,000 S.F.
- Structured Public Parking 500 Spaces (Delmar Loop Station)
(500 Private Spaces @ Delmar Loop)
- Park & Open Space Lucier Park
- **Average FAR of 1.36**
- Building Height of 3-8 Stories directly surrounding the Delmar Station
- Average building height of 3-5 stories on Delmar and DeBaliviere with an 8 story residential tower at DeBaliviere & Forest Park Parkway.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FINAL PLAN

DELMAR STATION AREA

- **Multimodal bus transfer** with average building heights of 5-8 stories.
- **Wabash Station** as Main Entrance to Delmar Loop MetroLink station
- **Redevelop sites** between the Pageant and Des Peres Ave. as one larger block.
- New Development along **Delmar Boulevard** from Hodiamont to Hamilton
- **Infill vacant sites** on Des Peres Ave. with residential buildings
- Future development of **North Campus and North Skinker Blvd.**
- **Lucier Park** extends out to corner of Delmar and Hamilton with an entrance plaza.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DRAFT FINAL PLAN DELMAR STATION AREA

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DRAFT FINAL PLAN DELMAR STATION AREA

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- Future development of North Campus and North Skinker Blvd.
- **Lucier Park** is a plaza at corner of Delmar and Hamilton.



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DRAFT FINAL PLAN

FOREST PARK – DeBALIVIERE STATION

- St. Vincent Greenway, Loop Trolley, & Streetscape Improvements
- Redevelop **DeBaliviere Park and Ride Lot** with New Building, internal structured parking, and an 8 story residential tower overlooking Forest Park
- **Redevelop Strip Mall** and facing properties
- Redevelop with **New Mixed-Use Building** at the bus turn around site
- **Transit Plaza** at intersection of MetroLink, DeBaliviere, Forest Park Parkway
- **Pedestrian Connection** between Pershing Avenue and MetroLink Station Plaza



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

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DELMAR / DEBALIVIERE CORRIDOR

- Redevelop **Metro Garage site**.
- **Mixed-Use Development** along Delmar and DeBaliviere.
- Redevelop Delmar High School as **Loop Trolley Barn**
- **Streetscape Improvements** on Delmar and DeBaliviere.
- **St. Vincent Greenway** on DeBaliviere Ave.



- Mixed-Use
- Commercial
- Residential
- Infill Residential
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TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FINAL PLAN – LOOKING NORTHWEST
EXISTING

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FINAL PLAN – LOOKING NORTHWEST
PROPOSED

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FINAL PLAN – LOOKING SOUTHEAST
EXISTING

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FINAL PLAN – LOOKING SOUTHEAST
PROPOSED

- Mixed-Use
- Commercial
- Residential
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- Parks
- Parking
- Wash U Development
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TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DRAFT FINAL PLAN – DELMAR STATION EXISTING

- Mixed-Use
- Commercial
- Residential
- Infill Residential
- Parks
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- Wash U Development
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TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FINAL PLAN – DELMAR STATION PROPOSED

- Mixed-Use
- Commercial
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TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DRAFT FINAL PLAN – FOREST PARK / DEBALIVIERE STATION EXISTING

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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DRAFT FINAL PLAN – FOREST PARK / DEBALIVIERE STATION PROPOSED

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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**DRAFT FINAL PLAN –
DELMAR / DEBALIVIERE CORNER EXISTING**

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



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

**DRAFT FINAL PLAN –
DELMAR / DEBALIVIERE CORNER PROPOSED**

- Mixed-Use
- Commercial
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TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FINAL PLAN

TRANSIT CORRIDOR

DEVELOPMENT PROGRAM

PRELIMINARY FINANCIAL OUTCOMES

Model Assumptions

- New Residential = \$1.40-\$1.55 per S.F.
- Retail = \$16.00-\$20.00 per S.F.
- Office = \$15.00-\$18.00 per S.F.

Other Assumptions

- **Assumes sale of all development components in year 30**
- Modest inflation/growth rates
- Assumes development phased over a specific development timeline
- Assumes varying range of infrastructure costs



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

DRAFT FINAL PLAN

TRANSIT CORRIDOR

DEVELOPMENT PROGRAM

PRELIMINARY FINANCIAL OUTCOMES

- Total Acreage16.5
- Development Cost\$ 511 M
- Development Value.....\$ 375 M
- **Development Gap.....\$ 140 M**
- **Return without Subsidy.....4.0 %**
- **Return with Subsidy.....5.0 %**
- Land Residual Value @ 15%.....\$ 42 M
- Land Residual Value @ 20%.....\$ 55 M



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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TRANSIT CORRIDOR

DEVELOPMENT PROGRAM

PRELIMINARY FINANCIAL OUTCOMES

- Additional infrastructure and other key costs render **poor financial returns for individual components**
- Creative methods to deal with the **lack of available public financing** will be necessary – state program involvement may be needed
- Development must focus on building residential, office, and recreation density to **increase rents and entice future development**



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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TRANSIT CORRIDOR

DEVELOPMENT PROGRAM

PRELIMINARY FINANCIAL OUTCOMES

Redevelopment Areas

- Metro Garage Site
- Forest Park / DeBaliviere Station
- Delmar Station / Lucier Park

Possible Financial Tools

- TIF District
- Chapter 99
- Community Improvement District



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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TRANSIT CORRIDOR

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS

Tier 1 Street Improvements

- New sidewalks, 8-foot minimum width
- New curbs
- ADA-curb cuts
- Decorative pavement crosswalks
- Pedestrian lighting
- Street lighting
- Street trees, infill as necessary
- Underground utilities
- Street furniture
- Parallel parking

Loop Trolley and St. Vincent Greenway, implemented as planned

Delmar Boulevard	DeBaliviere Ave.
Des Peres Ave.	Hamilton Ave.
Hodiamont Ave.	Goodfellow Blvd.
Enright Ave.	Skinker Blvd.



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

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (@ Dobbs)

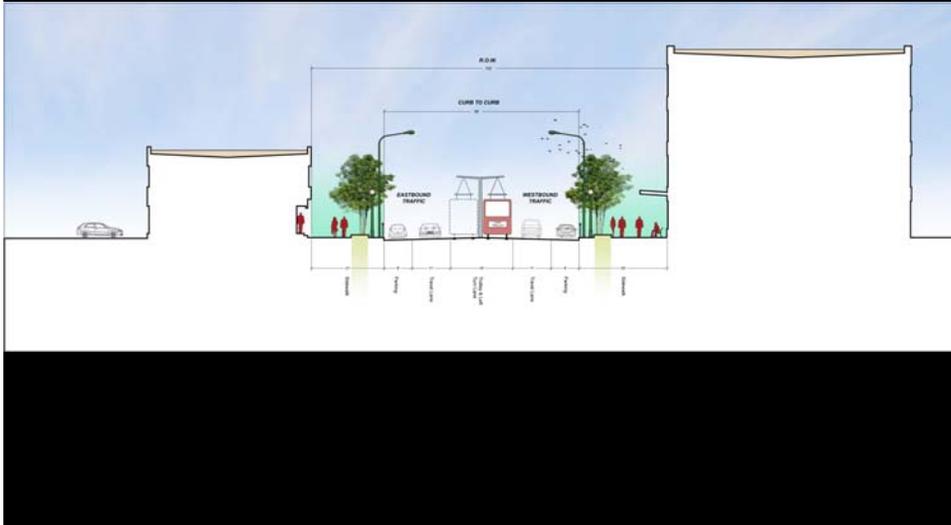
Existing Conditions



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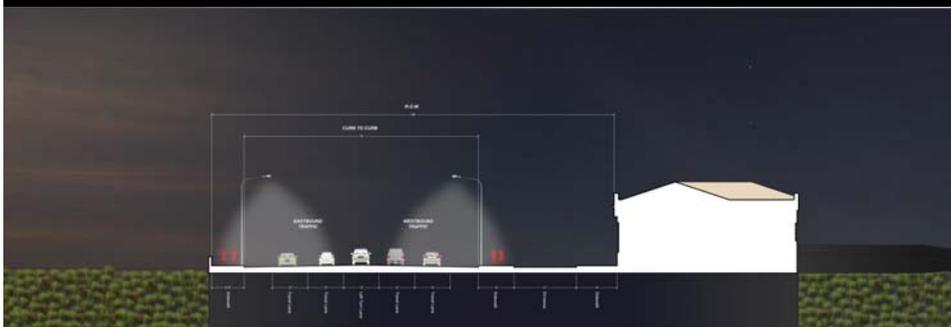
PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (@ Dobbs)
"RECONFIGURE" – Tier 1 Improvements



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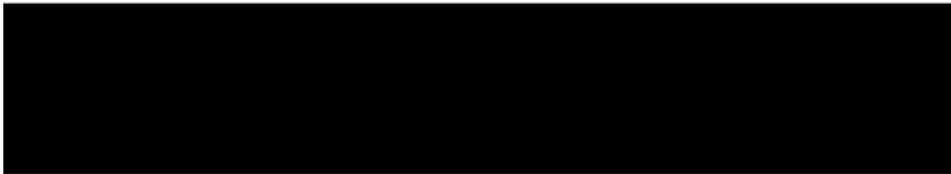
PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (@ MetroLink Station)
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TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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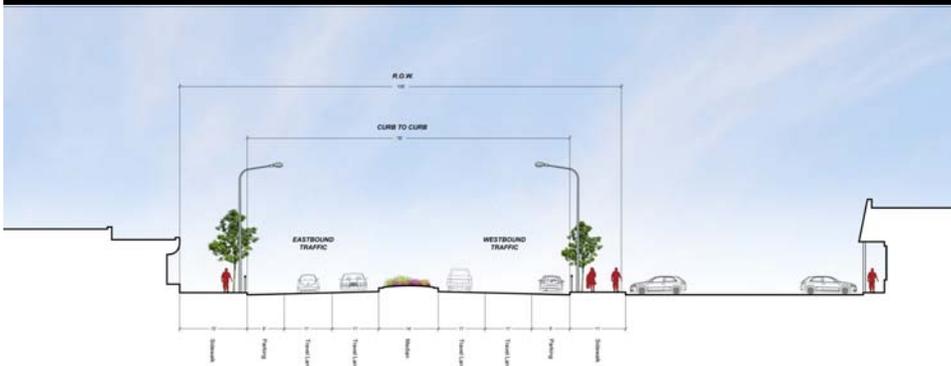
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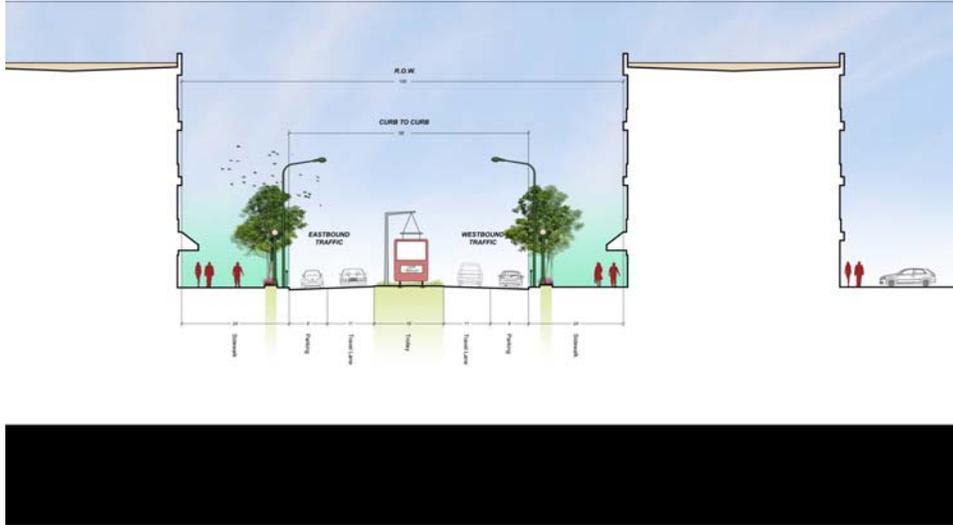
PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (Typical)
Existing Conditions



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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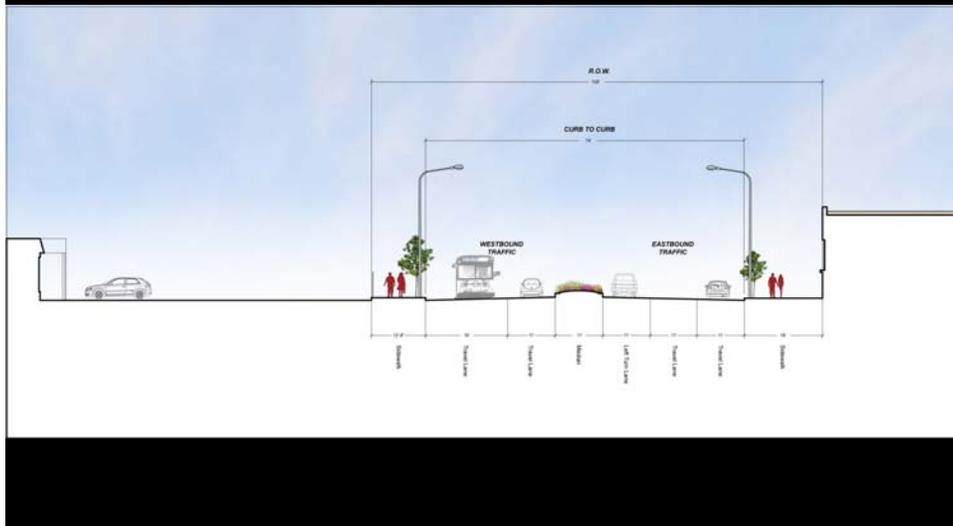
PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (Typical)
"RECONFIGURE" – Tier 1 Improvements



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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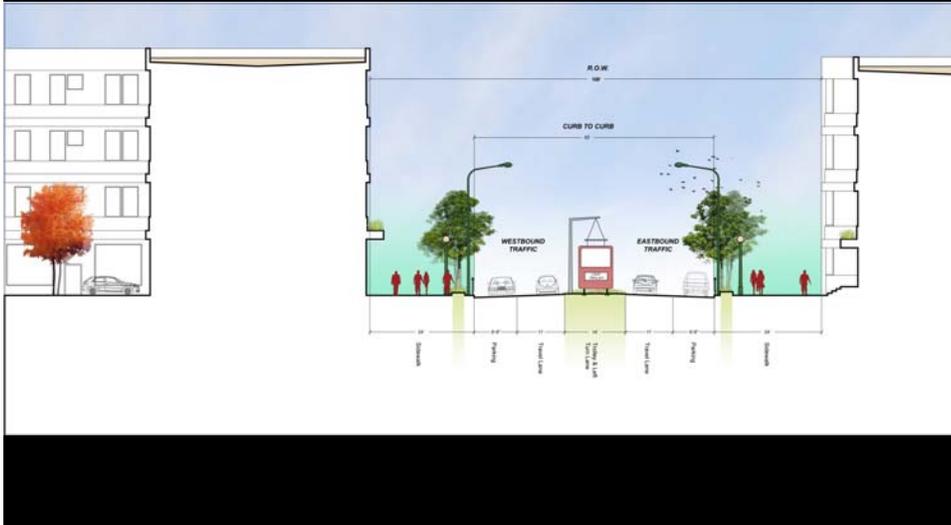
PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (@ Metro Garage)
Existing Conditions



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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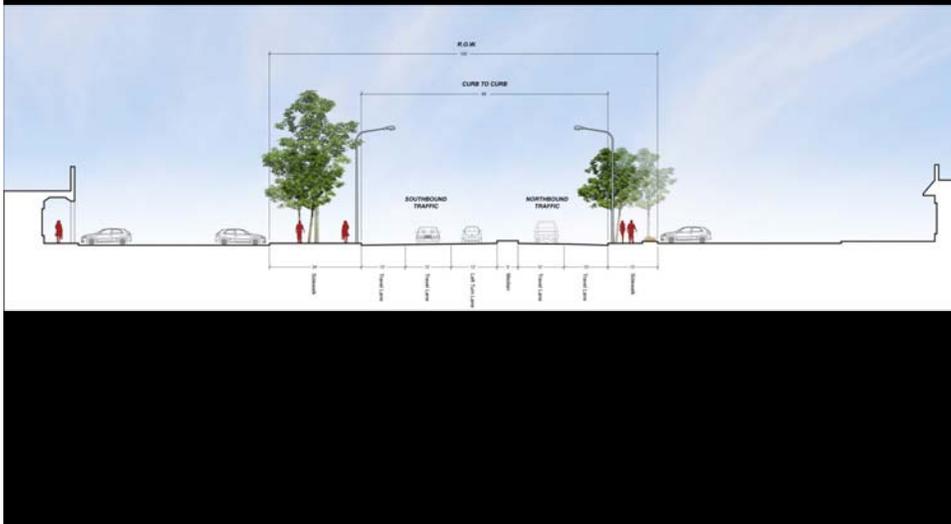
PUBLIC IMPROVEMENTS – DELMAR BOULEVARD (@ Metro Garage)
"RECONFIGURE" – Tier 1 Improvements



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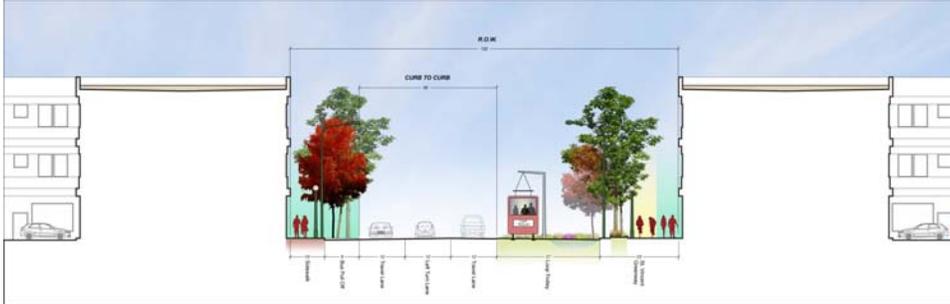
PUBLIC IMPROVEMENTS – DEBALIVIERE AVENUE (Typical)
Existing Conditions



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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PUBLIC IMPROVEMENTS – DEBALIVIERE AVENUE (Typical) “RECONFIGURE” – Tier 1 Improvements



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DRAFT FINAL PLAN TRANSIT CORRIDOR

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS

Tier 1 Improvements

Tier 2 Improvements

- New sidewalks, 6-foot minimum width
- ADA-curb cuts
- Street lighting
- Street trees, infill as necessary
- Parallel parking

Skinker Blvd.
DeGiverville Ave.
Laurel St.
Goodfellow Blvd.

Cates Ave.
Pershing Ave.
Washington Ave.

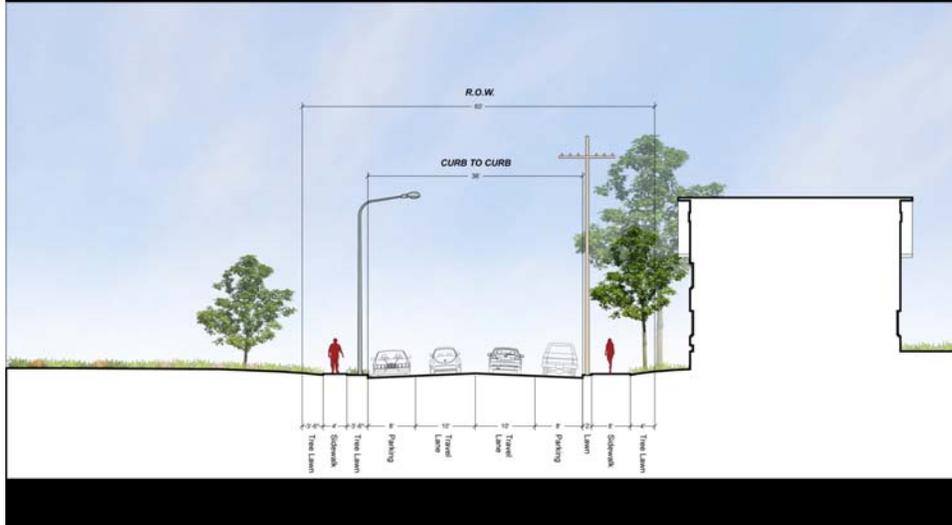


- | | |
|----------------------|-------------------------------|
| ■ Mixed-Use | ■ Parks |
| ■ Commercial | ■ Parking |
| ■ Residential | ■ Wash U Development |
| ■ Infill Residential | ■ North Skinker Redevelopment |

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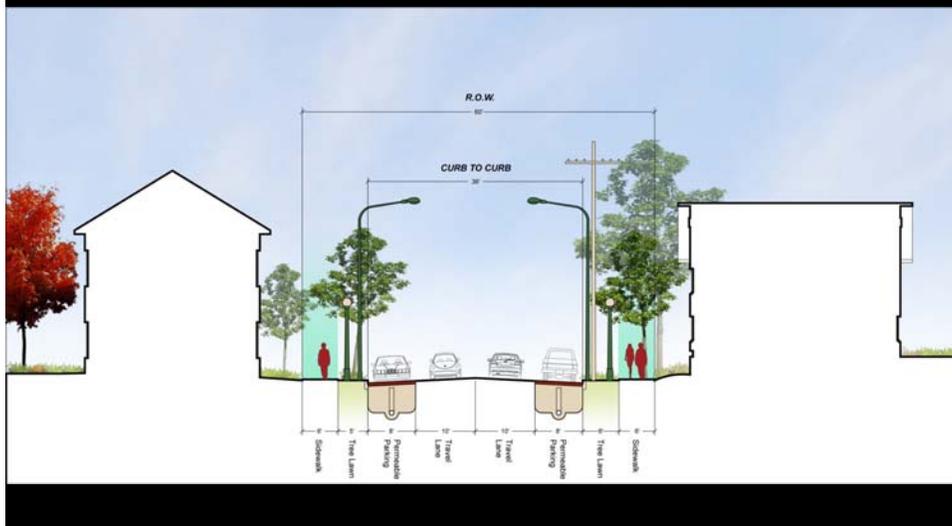
PUBLIC IMPROVEMENTS – TYPICAL NEIGHBORHOOD STREETS (Hamilton Avenue)
Existing Conditions



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

SAINT LOUIS DEVELOPMENT CORPORATION - CITY OF ST. LOUIS, MISSOURI

PUBLIC IMPROVEMENTS – TYPICAL NEIGHBORHOOD STREETS (Hamilton Avenue)
“ENHANCE” – Tier 2 Improvements

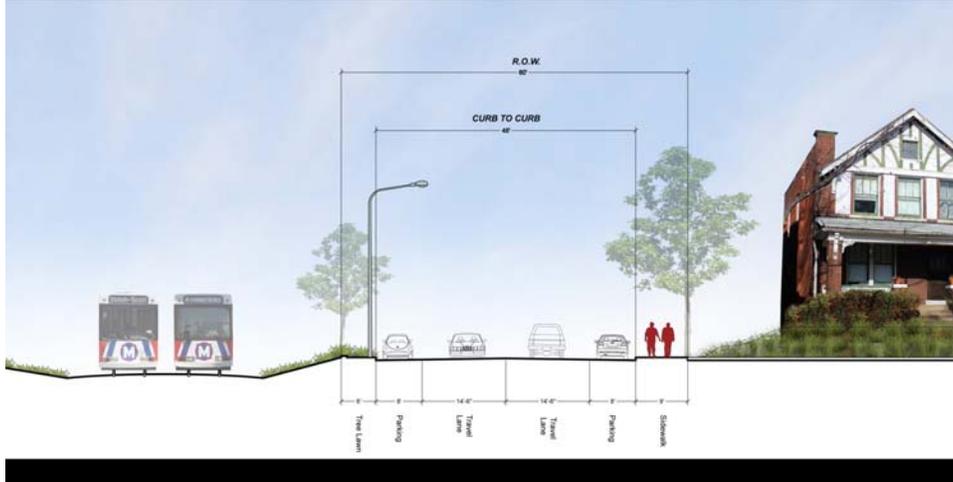


TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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PUBLIC IMPROVEMENTS – HODIAMONT AVENUE

Existing Conditions

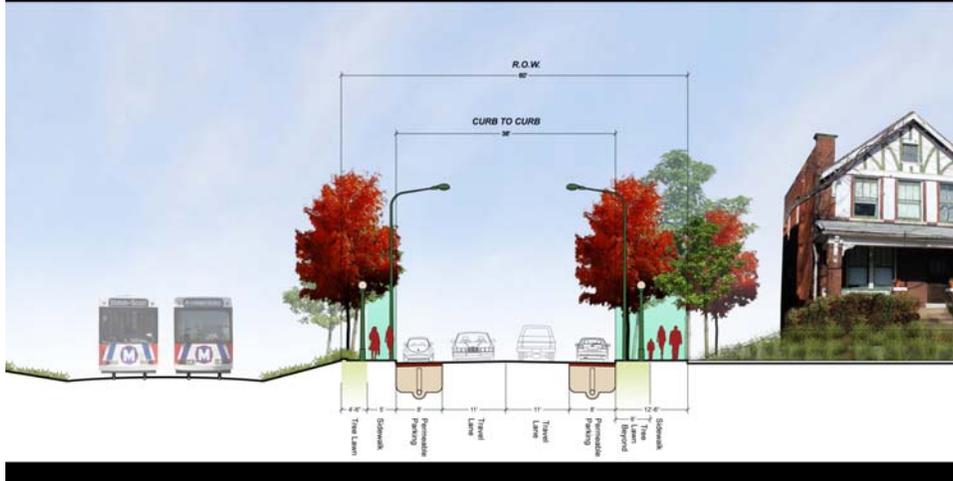


TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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PUBLIC IMPROVEMENTS – HODIAMONT AVENUE

"ENHANCE" – Tier 2 Improvements



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PUBLIC IMPROVEMENTS – FOREST PARK PARKWAY (@ MetroLink)

Existing Conditions



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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PUBLIC IMPROVEMENTS – FOREST PARK PARKWAY (@ MetroLink)

"ENHANCE" – Tier 2 Improvements



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DRAFT FINAL PLAN TRANSIT CORRIDOR

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS

Tier 1 Improvements

Tier 2 Improvements

Tier 3 Improvements

- Infill gaps in existing sidewalks, 4-foot minimum width
- Repair damaged sidewalks as necessary
- ADA-curb cuts

Applies to all remaining streets



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

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

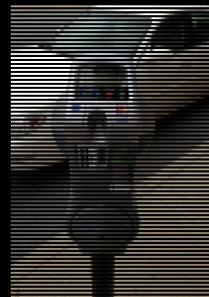
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DRAFT FINAL PLAN TRANSIT CORRIDOR

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS
PARKING, TRAFFIC & TRANSIT RIDERSHIP

Parking Methodology

- Applied ITE **parking demand ratios** based on nationwide studies of parking needs
- Modified ratios to reflect:
 - Transit Service & MetroLink Proximity
 - Urban Character & Walkability
 - Mixed-Uses
- Acknowledged the potential for **shared parking** by multiple land uses & reduced needs accordingly
- Identified parking needs by area:
 - At Delmar Station (within 5-min)
 - West of Skinker
 - At DeBaliviere Station (within 5-min)
 - Along Delmar Between 5-Minute Station Thresholds



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

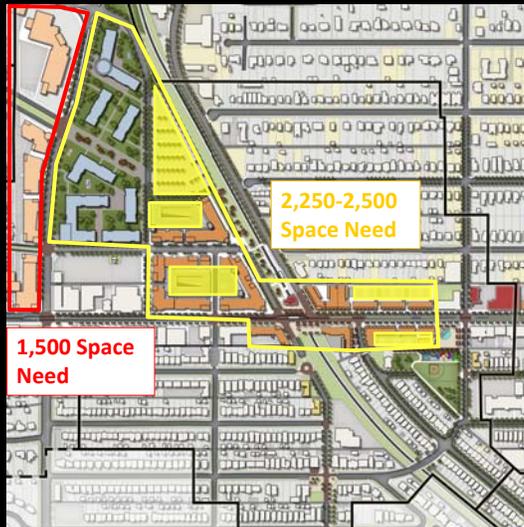
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DRAFT FINAL PLAN TRANSIT CORRIDOR

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS
PARKING, TRAFFIC & TRANSIT RIDERSHIP

Parking Recommendations

- Delmar Station Area
 - Residential
 - Office
 - Washington University North
 - MetroLink Park and Ride
 - Entertainment
 - 2,250-2,500 Off-Street Spaces
- Skinker West Area
 - Office
 - 1,500 Off-Street Spaces
- Retail Space
 - Utilize On-Street Parking
- Single-Family Residential
 - Utilize On-Site Parking



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

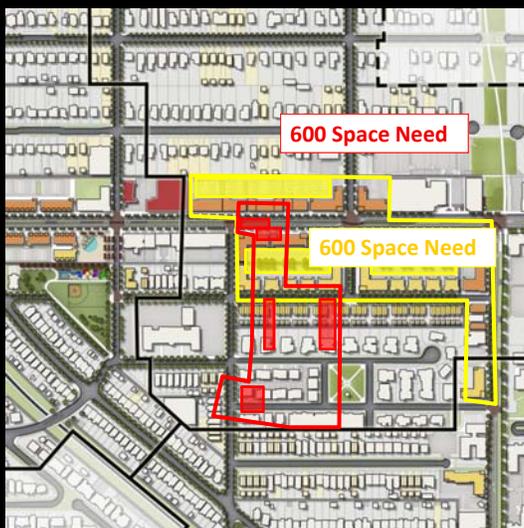
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DRAFT FINAL PLAN TRANSIT CORRIDOR

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS
PARKING, TRAFFIC & TRANSIT RIDERSHIP

Parking Recommendations

- Metro Garage Site & East Delmar
 - Residential
 - 600 Off-Street Spaces
- DeBaliviere Station Area
 - Residential
 - 600 Off-Street Spaces
- Retail Space
 - Utilize On-Street Parking
 - Shared Parking with Residential On Weekdays
- Single-Family Residential
 - Utilize On-Site Parking



TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

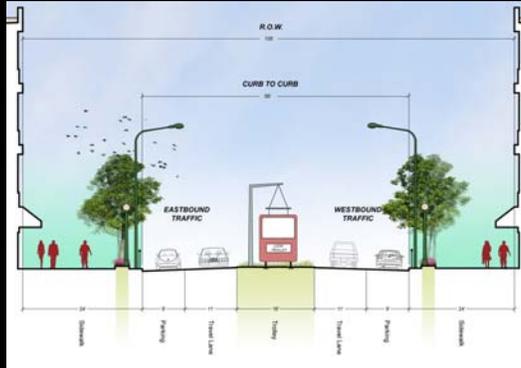
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DRAFT FINAL PLAN TRANSIT CORRIDOR

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS
PARKING, TRAFFIC & TRANSIT RIDERSHIP

Traffic Recommendations

- Extend Delmar Road Diet East
- What Is A Road Diet?
 - Wider Sidewalks
 - On-Street Parking
 - One Through Lane In Each Direction
- Why A Road Diet?
 - Slower Traffic Speeds
 - Steadier Traffic Flows
 - Safer For All
 - More Inviting For Pedestrians
 - More Convenient Access To Businesses
 - Encourages Multi-Modal Transportation



Results

- South Grand -> 14% Speed Reduction, 8% Increase Sales Tax, 73% Of Public Supportive After Pilot Test
- New York -> 49% Increase In Retail Sales After Lane Reduction on 9th Ave
- Nationally -> 29% Reduction in Crashes

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

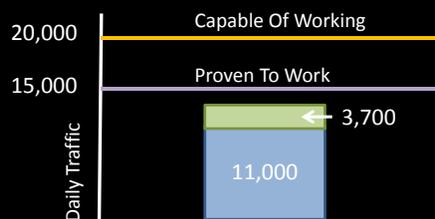
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DRAFT FINAL PLAN TRANSIT CORRIDOR

DEVELOPMENT PROGRAM
PRELIMINARY FINANCIAL OUTCOMES
PUBLIC IMPROVEMENTS
PARKING, TRAFFIC & TRANSIT RIDERSHIP

Traffic Recommendations

- Extend Delmar Road Diet East From Hodiament To Goodfellow
- Existing And Forecasted Traffic Volumes Well Within Feasible Range



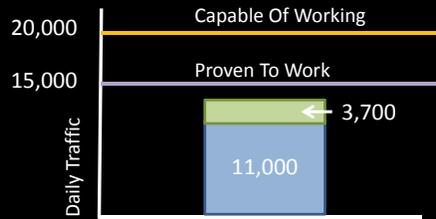
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Transit Ridership Methodology

- Forecast Ridership Increases Using **Transit Capture Rates**
- Capture Rates Determined From Local Experience and National Research
- Capture Rates Applied to Trips Generated by Development Program to Yield Forecasted Ridership Increases

TRANSIT CAPTURE RATES

Land Use	Within ¼ Mile	Within ½ Mile
Residential	15%-20%	10%-15%
Office	15%	10%
Retail	10%	5%

METROLINK RIDERSHIP

Station	Delmar	DeBaliviere
Existing	2,130	4,450
Net Increase	3,000	550
Total Forecasted	5,130	5,000

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ENVIRONMENTAL IMPACTS

Existing Imperviousness

- Delmar Station ½ Mile Transit Shed
60%
- Forest Park / DeBaliviere Station ½ Mile
Transit Shed
35% including Forest Park
48% excluding Forest Park

Existing Infrastructure

- Combined Sewer System
- River Des Peres Tunnels
- Stormwater permitting by MSD



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- All stormwater quantity and quality improvements will be permitted through MSD.
- Approximately 20% of each development parcel should be set aside for water quantity detention, in addition to the water quality BMPs.
- The size of water quantity detention may be reduced by placing additional green space on each site.



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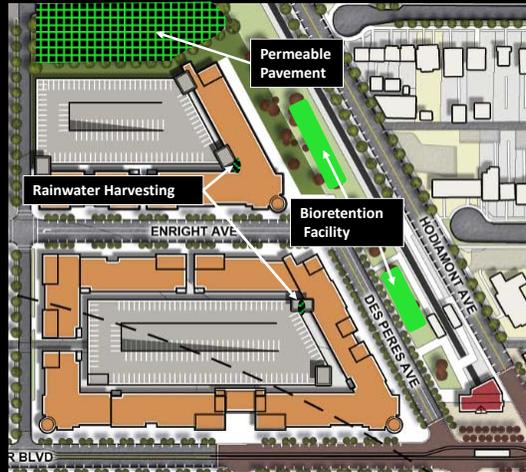
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Best Management Practices

- Bioretention Facilities
- Permeable Pavement
- Rainwater Harvesting
- Green Roofs
- Disconnection of Downspouts
- Buffer Strips



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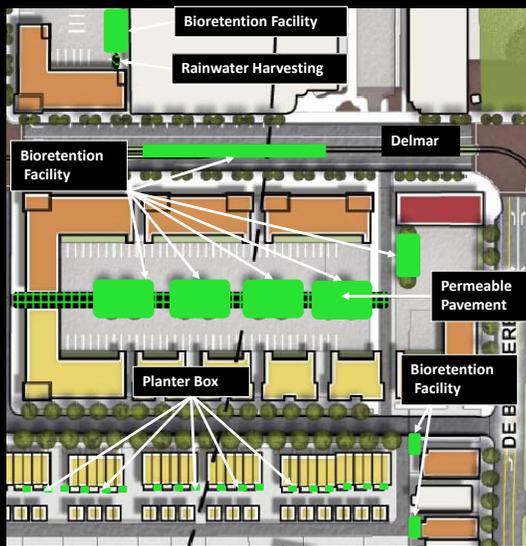
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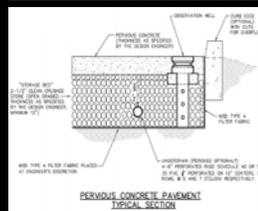
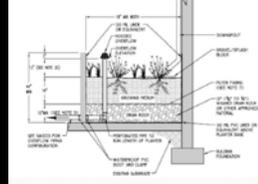
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Estimated Construction Cost

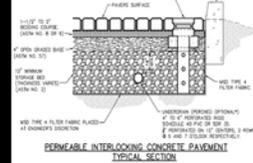
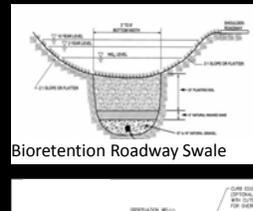
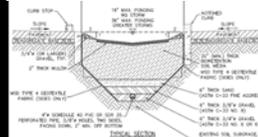
Based on recent local projects, following are estimates for construction of various BMPs:

- Bioretention Facilities – \$20 to \$25/sf
- Permeable Pavement – \$15 to \$20/sf
- Rainwater Harvesting – \$150 and up
- Green Roofs – \$15 to \$20/sf
- Disconnection – \$500 to \$1,000 per disconnection.
- Buffer Strips – \$5 to \$10/sy

Planter Box



Bioretention Facility



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DEVELOPMENT PROGRAM
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URBAN DESIGN + PLANNING

- ++++ Increased Intensities of residents and employees
- ++++ Use Mix reflecting a Fine Grain, diverse blend of Land-Uses including retail, office, residential, and public space
- ++++ Urban Form & Quality
- ++++ Physical Features
- ++++ Urban Design Quality
- ++++ Individual Perception & Experience
- ++++ Connectivity
- ++++ Parking Strategy
- ++++ Other Highly Desirable Features



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

TOD STATION AREA PLANNING :: DELMAR & FOREST PARK/DEBALIVIERE STATION

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PUBLIC IMPROVEMENTS – DELMAR METROLINK STATION

Existing



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PUBLIC IMPROVEMENTS – DELMAR METROLINK STATION
PROPOSED



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PUBLIC IMPROVEMENTS – DEBALIVIERE AVENUE
Existing



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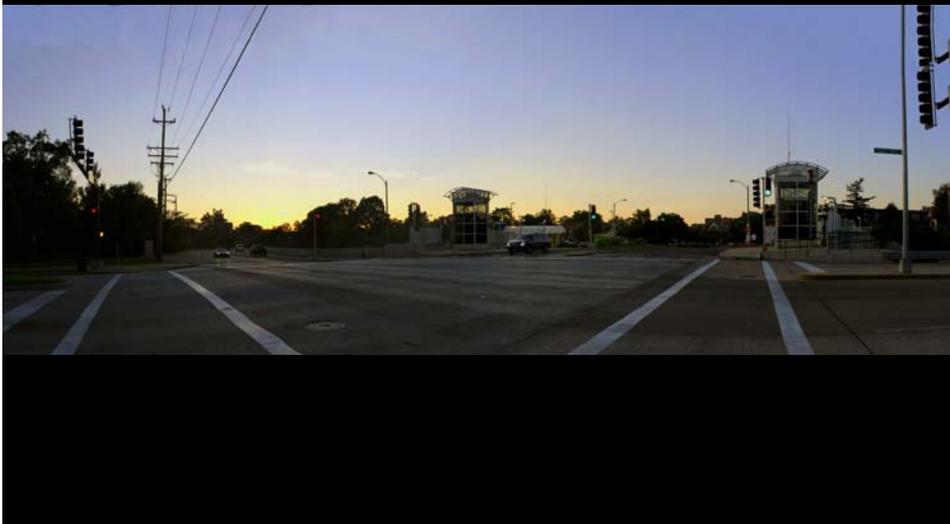
PUBLIC IMPROVEMENTS – DEBALIVIERE AVENUE
PROPOSED



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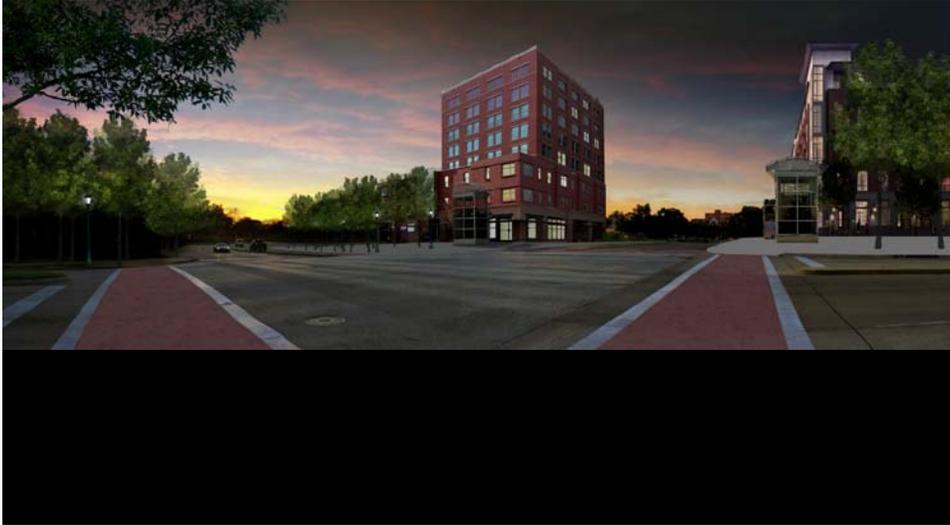
PUBLIC IMPROVEMENTS – FOREST PARK / DEBALIVIERE STATION
Existing



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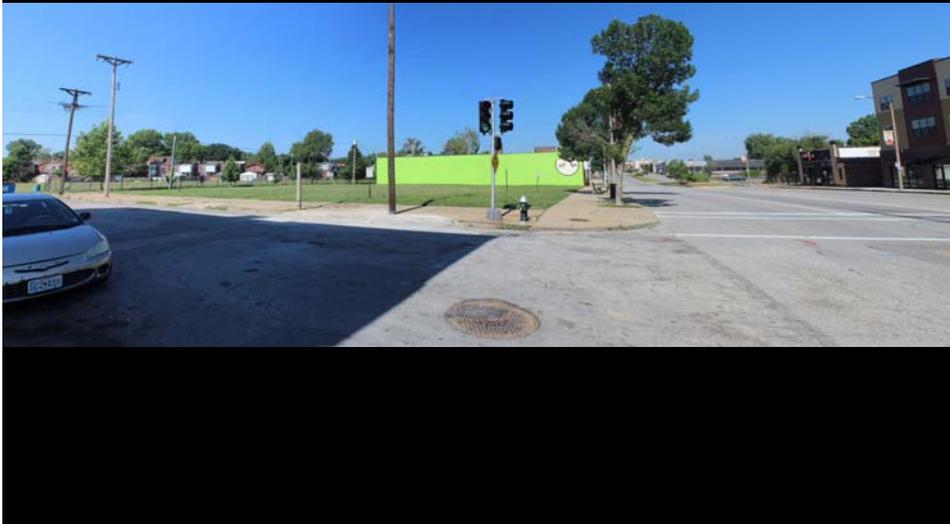
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PUBLIC IMPROVEMENTS – HAMILTON AVE. AND DELMAR BLVD.
Existing



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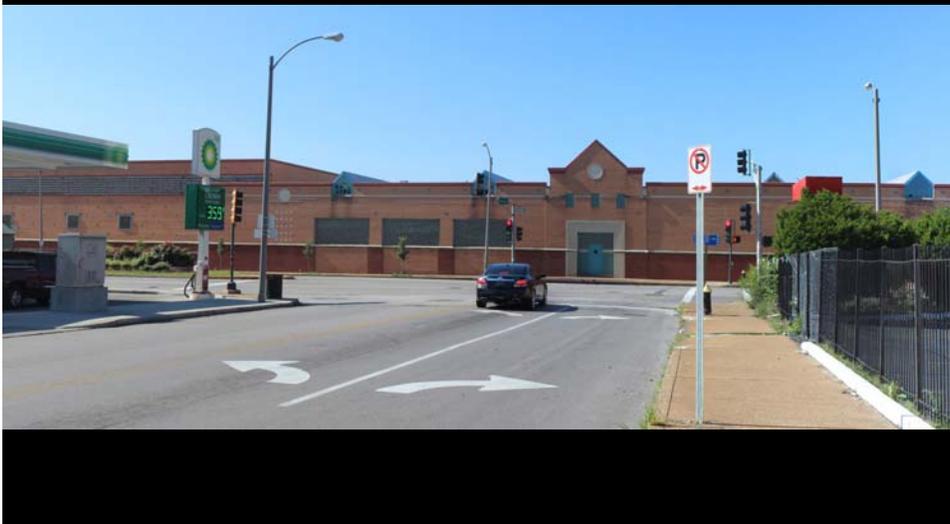
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PROPOSED



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PUBLIC IMPROVEMENTS – GOODFELLOW AVE. AT DELMAR BLVD.
Existing



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PUBLIC IMPROVEMENTS – GOODFELLOW AVE. AT DELMAR BLVD. PROPOSED



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WORKBOARD

TOD STATION AREA PLANNING

SAINT LOUIS DEVELOPMENT CORPORATION

DRAFT FINAL STATION AREA PLAN

LOUISIANA ALTERNATIVE

DELMAR STATION AREA

FOREST PARK / DEBALIVIERE STATION AREA

DELMAR DEBALIVIERE INTERSECTION

COMMENTS

DEVELOPMENT PROGRAM

INFRASTRUCTURE IMPROVEMENTS

DELMAR LOOP / FOREST PARK - DEBALIVIERE STATION AREAS

WORK SESSION TASKS:

1. Review the Draft Final Plan and indicate your comments, ideas, and suggestions about ...
 - Development Program
 - Neighborhood Character
2. Circle your preference for Lucier Park
3. Circle the things that YOU want to see happen first!



KEYPAD POLLING

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URBAN DESIGN + PLANNING
REGULATORY FRAMEWORK

DRAFT FORM-BASED DISTRICT

Building Envelope Standards:

Regulate the physical form of the neighborhood to establish scale-appropriate, architecturally contextual development that supports vibrant urban transit-oriented districts

WHY A FORM-BASED DISTRICT?

- *Current parking and building regulations prohibit the development density needed to support transit*
- *MetroLink and the proposed Loop Trolley are major public infrastructure investments. Surrounding development must be higher to capitalize on these investments and make developments lucrative*
- *Without a Form-Based District, the station area will be underdeveloped*
- *Unique and urban scale development should be allowed BY RIGHT rather than by variance.*

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DRAFT FINAL PLAN

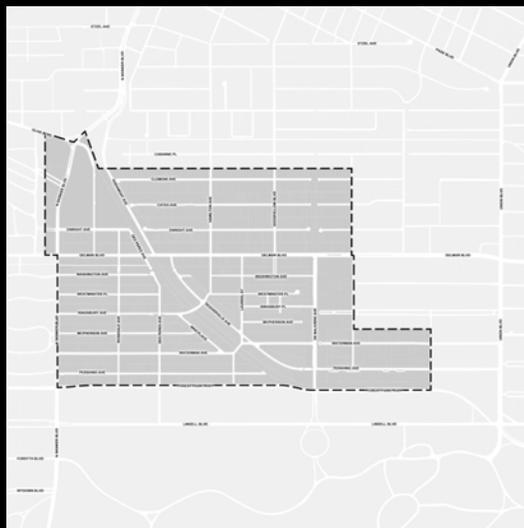
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DRAFT FORM-BASED DISTRICT:

Building Envelope Standards

- Proposed Form based Code Area
 - Skinker Boulevard to the West
 - 1 Block North of Cates to the North
 - Clara Avenue / Belt Avenue to the East
 - Forest Park Parkway to the South



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DRAFT FORM-BASED DISTRICT: *Building Envelope Standards*

- Neighborhood General Type 1
- **Neighborhood General Type 2**
 - Min. Building Height: 3 stories
 - Max. Buildings Height: 8 stories
 - Setback: 25 ft. min, 50 ft. max.
 - Ground Floor Uses: Residential
 - Upper Floor Uses: Residential
- Building Types:
 - Duplex, Triplex, and Fourplex
 - Rowhouse and Courtyard Rowhouse
 - Stacked Flats
 - Courtyard Building
 - High Rise Residential Building



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DRAFT FORM-BASED DISTRICT: *Building Envelope Standards* Neighborhood General Type 2 (NG2)

