



A VISION FOR THE
FOREST PARK SOUTHEAST
NEIGHBORHOOD

FEBRUARY 12, 2015

Prepared by **H3** Studio

for the

PARK CENTRAL DEVELOPMENT CORPORATION

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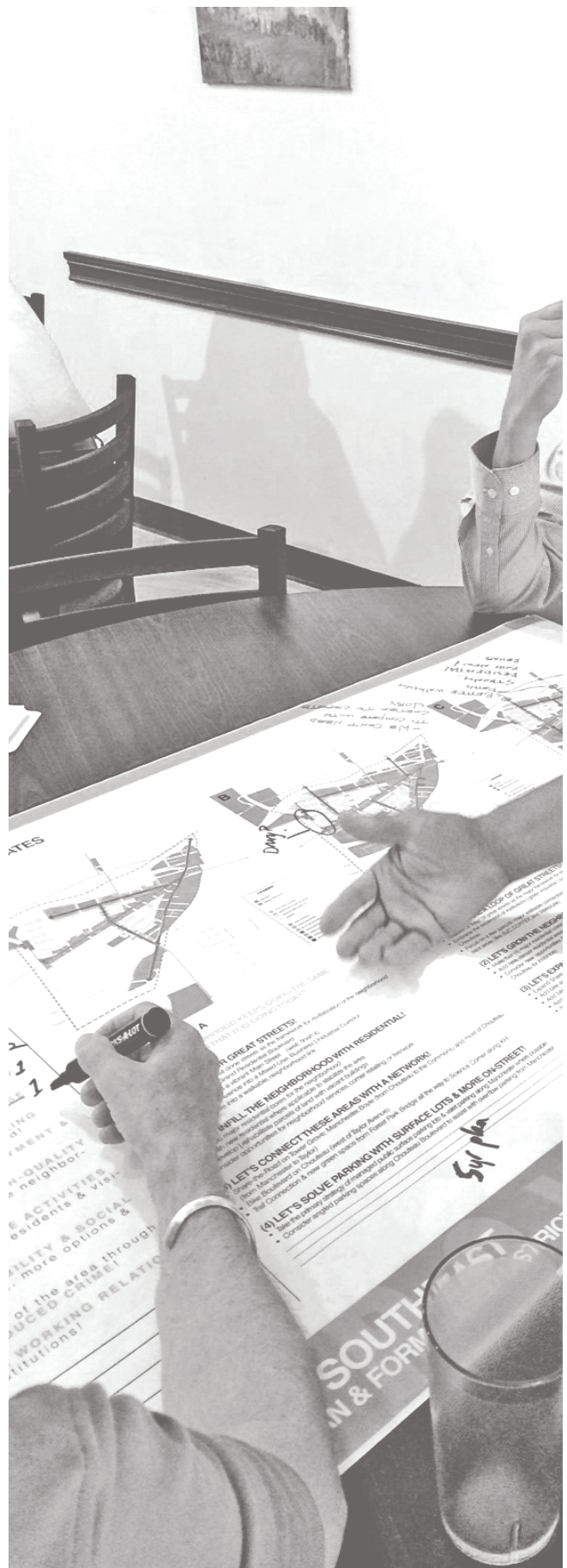
A Special Thanks to...

17th Ward Alderman, Joe Roddy
Elements Partnership
Joyia Tapas Restaurant & Bar
Adam's Park Community Center
The Washington University Medical Center Redevelopment Corporation



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01

INTRODUCTION & PROCESS

Completed in 2014, the purpose of this planning process was to work closely with stakeholders, leadership, and the general public to develop a vision for the Forest Park Southeast Neighborhood. The resulting vision will encompass a series of specific and strategic recommendations for the neighborhood that will improve the general welfare, experiential quality, perceptions, identity, safety, livability, and quality of life for all of the residents in Forest Park Southeast. The planning process was funded with Community Development Block Grants from the Community Development Administration of the City of St. Louis, and generous support from the Washington University Medical Center Redevelopment Corporation.

ENGAGEMENT

Stakeholder Interviews

January 22 - 24, 2014
Park Central Development Corporation

Steering Committee Meeting #1

February 26, 2014
Elements Partnership

Public Meeting #1

March 4, 2014
Adams Community Center

Follow-Up Stakeholder Interviews

April 2014
Park Central Development Corporation

Steering Committee Meeting #2

April 22, 2014
Elements Partnership

Public Meeting #2

April 29, 2014
Adams Community Center

Steering Committee Meeting #3

April 22, 2014
Elements Partnership

Public Meeting #3

April 29, 2014
Joyia Tapas

Strategic Redevelopment Charrette

September 5 - 6, 2014
Park Central Development Corporation

Steering Committee Meeting #4

November 11, 2014
Elements Partnership

Public Meeting #4

November 13, 2014
Adams Community Center

Community Open House

December 16, 2014
Elements Partnership

The Planning Process

In order to ensure the maximum input from stakeholders and members of the public, the one-year planning process for the Forest Park Southeast Neighborhood Plan & Form-Based District was structured around a steering committee process. The key engagement conducted as part of this project is shown to the left; and a brief narrative of each effort is shown below:

STAKEHOLDER INTERVIEWS

Early in the process, H3 Studio conducted a total of seventeen (17) stakeholder meetings with approximately twenty-eight (28) individuals from the neighborhood. The individuals consisted of residents, property owners, business owners, institutional leaders, and activists. The outcome of these interviews was a comprehensive list of issues and ideas offered up for review by the Community.

STEERING COMMITTEE MEETINGS

On four (4) occasions, H3 Studio met with the steering committee at the offices of Elements Partnership (across from Park Central Development) to discuss the various aspects of the project and conduct work-sessions on the plan components prior to review by the public. Each meeting consisted of a 45 minute presentation, and a 45 minute work-session.

PUBLIC MEETINGS

On four (4) occasions, H3 Studio met with members of the general public to conduct a work-session on the plan components. For each of these meetings, Park Central Development conducted outreach on social media, sent email blasts, made announcements at neighborhood meetings, and attached flyers to doors throughout the neighborhood.

STRATEGIC REDEVELOPMENT CHARRETTE

At the end of the summer in 2014, H3 Studio and the Client conducted a two (2) day Strategic Redevelopment Charrette for the project. During this event, H3 Studio was available for a two-day period in which attendees were able to walk in and review project plans and engage directly with the team about project issues and concerns. The Client conducted outreach on social media, sent email blasts, and attached flyers to doors throughout the neighborhood to prospective attendees.

COMMUNITY OPEN HOUSE

In December of 2014, H3 Studio and the Client conducted an evening open house at the offices of Elements Partnership (across from Park Central Development) to discuss the regulating plan and building envelope standards supportive of the vision for the Forest Park Southeast Neighborhood.



PHOTOGRAPHS FROM VARIOUS ENGAGEMENT ACTIVITIES SHOWN ABOVE

The Approach

To briefly summarize the approach to the project, H3 Studio conducted the following two (2) phased planning process to develop (A) the vision for the Forest Park Southeast Neighborhood, and (B) the supportive form-based district document for submittal by Park Central Development to the City of St. Louis:

PHASE 1.0: CREATION OF A NEIGHBORHOOD VISION

- Collection of Database Inventory | Review of Database Inventory
- Assembly of Basemaps and Base Models
- On-Site Verification and Field Surveys
- Neighborhood Urban Design & Context Area Analysis
- Stakeholder Interviews | Follow-Up Interviews
- Vision Statement, Issues & Ideas
- Engagement Round #1 (Committee & Public Meetings)
- Neighborhood Redevelopment Principles | Community Goals
- Engagement Round #2 (Committee & Public Meetings)
- Neighborhood Plan Options
- Engagement Round #3 (Committee & Public Meetings)
- Preferred Neighborhood Plan | Options for Strategic Redevelopment Areas
- Strategic Redevelopment Charrette (Open House)

PHASE 2.0: CREATION OF A FORM-BASED DISTRICT

- Draft Regulating Plan, Maximum & Minimum Heights, Setbacks & Uses
- Engagement Round #4 (Committee & Public Meetings)
- Summary Neighborhood Vision Document
- Draft Regulating Plan & Building Envelope Standards
- Community Open House
- Form-Based District Document
- Revised Form-Based District Document





The Forest Park Southeast Neighborhood has vastly changed over the last five years. This has been facilitated through the continual work of the Alderman, the City of St. Louis, Park Central Development, the Washington University Medical Center Redevelopment Corporation, the Grove Community Improvement District, and other active neighborhood groups. A large amount of credit must also be given to the spirit of entrepreneurship that has arisen from local businesses in the area; as well as, the resiliency and determination of many neighborhood residents. Outside interest in the neighborhood has never been more present than it is today. Over 40 new businesses have opened in the last few years, and a new major event is held in the neighborhood each year. The local institutions are expanding, and now more than ever - developers want to work in the neighborhood!



THE GROVE COMMERCIAL DISTRICT



BARNES-JEWISH HOSPITAL



CORTEX INNOVATION COMMUNITY



MISSOURI BOTANICAL GARDEN



BOTANICAL HEIGHTS

Introduction

The Context

The Forest Park Southeast Neighborhood is one of the City's up & coming neighborhoods. Located within walking distance of Forest Park, the neighborhood is positioned just south of the Central Corridor, which is an increasingly important economic hub for the City. The area is well-positioned between revitalizing areas and thriving institutions. Forest Park - which is the seventh largest public park in the United States - is a nationally treasured public space that has over 13M visitors every year and contains some of the region's most prized cultural institutions, including: the St. Louis Museum of Art, the St. Louis Science Center, the Missouri History Museum, the Muny, and the St. Louis Zoo.

Just north of the neighborhood, Barnes-Jewish Hospital and the CORTEX Innovation Community are two of the country's most well-respected medical, bioscience, and technology research institutions; and some of the region's most important centers of economic development and employment. Many of the current and future projects in and around the neighborhood are being driven by these institutions' need to provide housing and retailing to support their employee workforce. Additionally, these institutions are bisected by the light rail transportation system - MetroLink. The area

is just over 1/2 of a mile from the system's busiest stop, the Central West End Station; and just 1/4 of a mile south of the future CORTEX Station, which will be the first new station added to the original alignment since 1990. Adding additional strength to the area, the long awaited IKEA store has just started construction. In addition, there are a number of new multi-family and student housing projects currently under construction, and a few large-scale commercial redevelopments.

Just to the south of the neighborhood across Vandeventer Avenue, the Botanical Heights Neighborhood (formerly McRee Town) has quickly become a local redevelopment success story. The area, which was the epicenter of one of the largest wholesale land clearance projects in the City's history, is now home to a number of boutique businesses and design firms. The urban entrepreneurial spirit is increasing, and local designers are seeking to reclaim the area's neighborhood fabric with historic renovations and contemporary infill projects. Just across Interstate 44, the Missouri Botanical Garden is the nation's oldest botanical garden in continuous operation and is one of the most prized botanical research and educational science institutions in the region.



NEW HILTON HOME2 SUITES UNDER CONSTRUCTION



CHOUTEAU PARK

The Neighborhood & Commercial District

The southern portion of the neighborhood is anchored by Adams Elementary School & Adams Park Community Center and Club, which has been operated by the Boys & Girls Club of Greater St. Louis since 2001. Immediately adjacent to the school, the Adams Community Center provides a range of services, programming, and support for neighborhood residents. North of Manchester Avenue, a variety of new public and private development projects are underway including a Hilton Home2 Suites, the new Shriner's Hospital, Chouteau Park, and the CORTEX Commons - all compounding investment that is beginning to bridge the divide across Interstate 64 | Highway 40, which itself has undergone numerous bridge replacement projects and interchange improvements over the last few years.

Acting as the spine of the neighborhood, the Grove Commercial District is both a seam and divider between the north and south areas of the neighborhood. Manchester Avenue is becoming one of the City's premier entertainment and nightlife districts. Each year, the neighborhood sees an increase in local interest and new events are bringing young artists, cyclists, and new residents into the neighborhood to experience the emerging vibrance of the area. Urban Chestnut's Grove Brewery & Bierhall has become home to many craft brew lovers; and the Ready Room is bringing hundreds of new people into the neighborhood for nightly concerts. With the commercial district as one of the driving forces for revitalization, the neighborhood is quickly becoming one of the most desirable places to live in the City.



AERIAL PHOTOGRAPH OF THE FOREST PARK SOUTHEAST NEIGHBORHOOD

The Study Area

The approximately 400 acre study area for this project follows the official City of St. Louis neighborhood boundary for the Forest Park Southeast Neighborhood. This area is defined on the north by Interstate 64 | Highway 40, on the east by Vandeventer Avenue, on the south by Interstate 44, and on the west by Kingshighway Boulevard. Interstate 64 is considered *the* east-west commercial corridor for the entire region; and Kingshighway Boulevard is considered *the* north-south commuter spine for the City of St. Louis. All four of these roadways are considered major thoroughfares and contain heavy volumes of traffic, serving both commuters and local traffic on a daily basis.

Furthermore, most of the property along the south | east side of Vandeventer Avenue backs directly up to a set of active railroad tracks. These tracks separate the neighborhood from Botanical Heights to the south and the industrial area along McRee Avenue. To address this condition, both sides of Vandeventer Avenue were included in the study area in order to establish a two-sided street condition for consideration. Manchester Avenue is the main east-west arterial through the neighborhood connecting from Maplewood to Downtown (via Chouteau Avenue); and Tower Grove Avenue is the major north-south connection from South City. The entire area is well connected, and central to the City's transportation network.

BASIC NEIGHBORHOOD DETAILS & STATISTICS:

Total Population*

2,918 People (318,294 in City of STL)

White Population*

879 People | 30% of Neighborhood

Black Population*

1,876 People (64% of Neighborhood)

18 Years of Age, or Older*

2,317 People (79% of Neighborhood)

Total Housing Units*

1,871 Units (176,002 in City of STL)

Vacant Housing Units*

529 Units (28% of Neighborhood)

Manchester Traffic Counts

6K-8K ADT (2012 Google Earth Pro)

Vandeventer Traffic Counts

15K-18K ADT (2009/12 Google Earth Pro)

Kingshighway Traffic Counts

45K-50K ADT (2012 Google Earth Pro)

*2010 Census Data from City of STL



BASEMAP OF STUDY AREA

- Study Area Boundary
- Walking Radii
- Neighborhood Boundary
- Grove Commercial District
- MetroLink Line
- MetroLink Station(s)
- Open Space & Parks



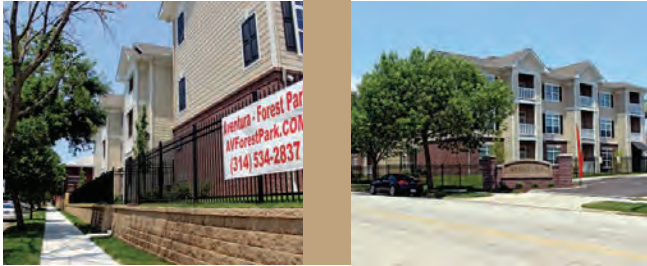


PHOTOGRAPH OF MANCHESTER STREETScape UNDER CONSTRUCTION

Recent & Current Projects

Manchester Streetscape: *Completed*

Completed in 2011, the \$3.5M streetscape project for Manchester Avenue included: a road diet, widened sidewalks, intersection bump-outs, pedestrian-scaled lighting, planters, bike racks, and pedestals for public art installations. Since its completion, over 40 businesses have chosen to open/relocate to “the Grove”.



PHOTOGRAPHS OF THE AVENTURA AT FOREST PARK

Aventura at Forest Park: *Completed*

Located just across from Chouteau Park and completed in 2013, the \$8M luxury residences were the largest private development in the neighborhood since the McCormack House in 2000. The project consists of 150 apartments and townhomes located just minutes walking distance from MetroLink, the Medical Campus, the Bioscience District, and Forest Park.



PHOTOGRAPHS OF THE TOWER GROVE INTERCHANGE UNDER CONSTRUCTION

Tower Grove Interchange: *Completed*

On August 29, 2014, the new interchange at Tower Grove and Interstate 64 opened to commuter traffic. The \$18M project was a partnership between the Missouri Department of Transportation and Washington University School of Medicine to improve access to the hospital and medical campus, while also reducing congestion at the Kinghighway interchange and in the neighborhood.



PHOTOGRAPHS OF CHOUTEAU PARK UNDER CONSTRUCTION

Chouteau Park: *Underway*

In 2011, the approximately \$1.5M phased construction began on the City’s newest 2.8 AC park located in the Forest Park Southeast Neighborhood, Chouteau Park. When completed, the park plan calls for a multipurpose field, playground, outdoor amphitheater, and water element; and in recent years, residents have expressed a desire and further consideration has been given to the inclusion of a dog park by the neighborhood group.



RENDERINGS OF THE PROPOSED IKEA STORE (BY OTHERS)

IKEA Store: *Underway*

In June of 2014, the \$100M+ construction officially began on the 21 AC, nearly 400K square foot retail store at Forest Park Parkway and Vandeventer Avenue in the Midtown Neighborhood. The retail giant is expected to create over 300 jobs, and add millions of dollars of sales taxes into the City’s coffers when it is finally open in fall of 2015.



RENDERINGS OF THE PROPOSED HOME2 SUITES (BY OTHERS)

Home2 Suites by Hilton: *Underway*

Currently under construction, the 4-story, \$5M Home2 Suites (by Hilton) will open at the intersection of Chouteau Avenue and Taylor Avenue. The project will also include an urban 3-story, 11K square foot mixed-use office building to be located at the northeast corner of the intersection.

Incremental Development: *On-Going*

Not shown on this page, there are numerous small private redevelopments and new construction projects underway and completed that are contributing to the revitalization of the area over the last few years.

Future Projects

Kingshighway Boulevard Bridge Reconstruction: 2015 | Funded

Currently slated for construction in 2015, the City of St. Louis will close the Kingshighway Viaduct over the Pacific Union Railroad in order to complete bridge and roadway improvements. The current bridge is over 75 years old, and is having difficulty accommodating the nearly 30K commuters that utilize it each day. It is expected that construction will take approximately a year and a half, and that over that time commuters will likely change their habits and find alternate routes north and south into the Central Corridor of the City. The plan also calls for the reconfiguration of Shaw Avenue, in which the portion of the street east of Kingshighway will be realigned with the western portion in order to streamline traffic flow and reduce congestion.



AERIAL IMAGERY OF KINGSHIGHWAY VIADUCT

Manchester Lighting Project: 2015 | Funded

The entry marker signs installed in 2009 and 2010 were the first phase of an overall plan to add public art and additional lighting along Manchester Avenue. Phase 2, which begins in 2015 will include a “Light Art” installation. This installation will fulfill the strategy of creating a district with a unique identity to attract visitors from around the region to visit and stroll the district. The “Light Art” installation will hang over the street at 9 to 10 locations in between the Grove entry markers. Each location will have 5 circular or starburst shaped elements that are outlined in LED lights. These lights will be controlled by software programming to create unique color patterns and designs along the street. The “Light Art” project is a permanent installation that is expected to attract thousands of additional visitors to the Grove on an annual basis.



SAMPLE IMAGERY OF FUTURE MANCHESTER LIGHTING PROJECT

CORTEX Metrolink Station: 2017 | Funded

Though plans for the new MetroLink station in the CORTEX Bioscience and Technology District are not new to the area, the project was recently awarded a \$10M federal Transportation Investment Generating Economic Recovery (TIGER) grant from the Department of Transportation to complete the new station. The new station is to be located just to the east of Boyle Avenue in the new CORTEX Commons plaza, which is currently under construction. Also to be included as part of the project, CORTEX has partnered with the Great Rivers Greenway District (GRG) to construct a bike trail from Boyle to Sarah near the tracks to support pedestrian and bicycle mobility to the station from the surrounding areas. When aggregated, the total construction for the new station and amenities will cost almost \$13M, and is expected for completion in 2017.



PROPOSED RENDERING OF FUTURE CORTEX COMMONS & METROLINK

Planning Documents

As part of this process, H3 Studio reviewed a number of related planning documents applicable to the Forest Park Southeast Neighborhood. These documents included approximately two decades of planning efforts and studies in and around the neighborhood, none of which included a formally adopted Neighborhood Plan. This is an important detail to understand, because a formally adopted neighborhood plan carries with it the force of City Ordinance, as well as review by the City agencies to ensure that implementation is occurring according to the plan. Today, there is no formally adopted plan; and the purpose of this process is to establish a vision with which to base a form-based district; thus, the team reviewed a number of existing planning documents to begin the visioning process. All plans considered are shown to the right; and a few of the more design-based plans are highlighted on the opposite page.

Planning Assumptions

- The Tower Grove interchange at I-64 | Hwy 40 will be completed and eventually act as the main entrance to CORTEX and the Grove | Forest Park Southeast Neighborhood.
- Implementation of Chouteau Park will be completed over the next few years, to the extent possible according to the 2010 Master Plan.
- The Kingshighway Viaduct (over the Union Pacific Railroad) is estimated for closure, reconstruction, and roadway improvements in early 2015; which will divert an inordinate amount of traffic onto Vandeventer to the City and through the Forest Park Southeast Neighborhood.
- The new IKEA Store will be completed in 2015 according to planning documents, and it will attract an undetermined level of new retail to the Central Corridor; as well as, establish Vandeventer Avenue as a major entrance from both Interstates 64 and 44, inviting the possibility of great change to this edge of the neighborhood.
- The funded CORTEX MetroLink Station and CORTEX Commons will be completed according to existing planning documents in 2017.

- 1947** City of St. Louis Zoning Code Title 26: Code of Ordinances
- 1999** Forest Park Southeast Neighborhood Revitalization Plan
- 2005** Strategic Land Use Plan
- 2006** Chouteau Lake & Greenway Plan
- 2006** Forest Park Southeast Neighborhood Parks Plan
- 2006** Manchester Avenue Reurbanism Corridor Plan Design Guidelines
- 2008** Neighborhood Indicators in the Forest Park Southeast Neighborhood
- 2008** The Grove Community Improvement District Ordinance #68107
- 2008** The Grove Commercial Area Special Use District
- 2010** Chouteau Park Master Plan
- 2011** Paramount Master Plan
- 2011** Gateway Bike Master Plan
- 2012** Parking Inventory in the Grove | Forest Park Southeast
- 2012** Transit-Oriented Development Study for the CORTEX District
- 2014** The Listening Project by Washington University in St. Louis
- 2014** Central Corridor Study



1999 FOREST PARK SOUTHEAST NEIGHBORHOOD REVITALIZATION PLAN

Completed by Urban Design Associates in July of 1999, the Forest Park Southeast Neighborhood Revitalization Plan was never adopted by the City of St. Louis. This planning process included public engagement such as stakeholder interviews, focus groups, public meetings, and a three day design charrette. The plan established a set of neighborhood urban design principles and overall objectives for the plan; as well as a broad analysis and set of key initiatives for the neighborhood. Some basic principles taken from the plan include:

Establishment of Centers, Edges & Gateways

- Adams School
- Manchester Avenue | Kingshighway Edge
- Southern Edge
- Eastern Gateway
- Northern Edge

Expand Rehabilitated & Infill Housing

- Phased Quadrant Strategy
- Housing Prototypes
- Design Regulations (Various)

Complete Interconnected Network of Streets

- Street Initiative (Strategies)
- Street Typologies & Cross-Sections



2006 MANCHESTER AVENUE REURBANISM CORRIDOR PLAN DESIGN GUIDELINES

Completed by the Planning & Urban Design Agency of the City of St. Louis in June of 2006, the Manchester Avenue Reurbanism Corridor Plan Design Guidelines are not currently in use by the City for reviewing projects. This document identified key development sites, street typologies; and established design guidelines for streetscape improvements and commercial facades in the neighborhood.

Establishment of Key Development Parcels

- Southside of Manchester, near Kingshighway Boulevard
- Southside of Manchester, across from the Renar Paper Company (now UCBC)
- Arco-Boyle Area, back of Manchester
- Commerce Bank Site, and areas along Sarah Street and Chouteau Avenue

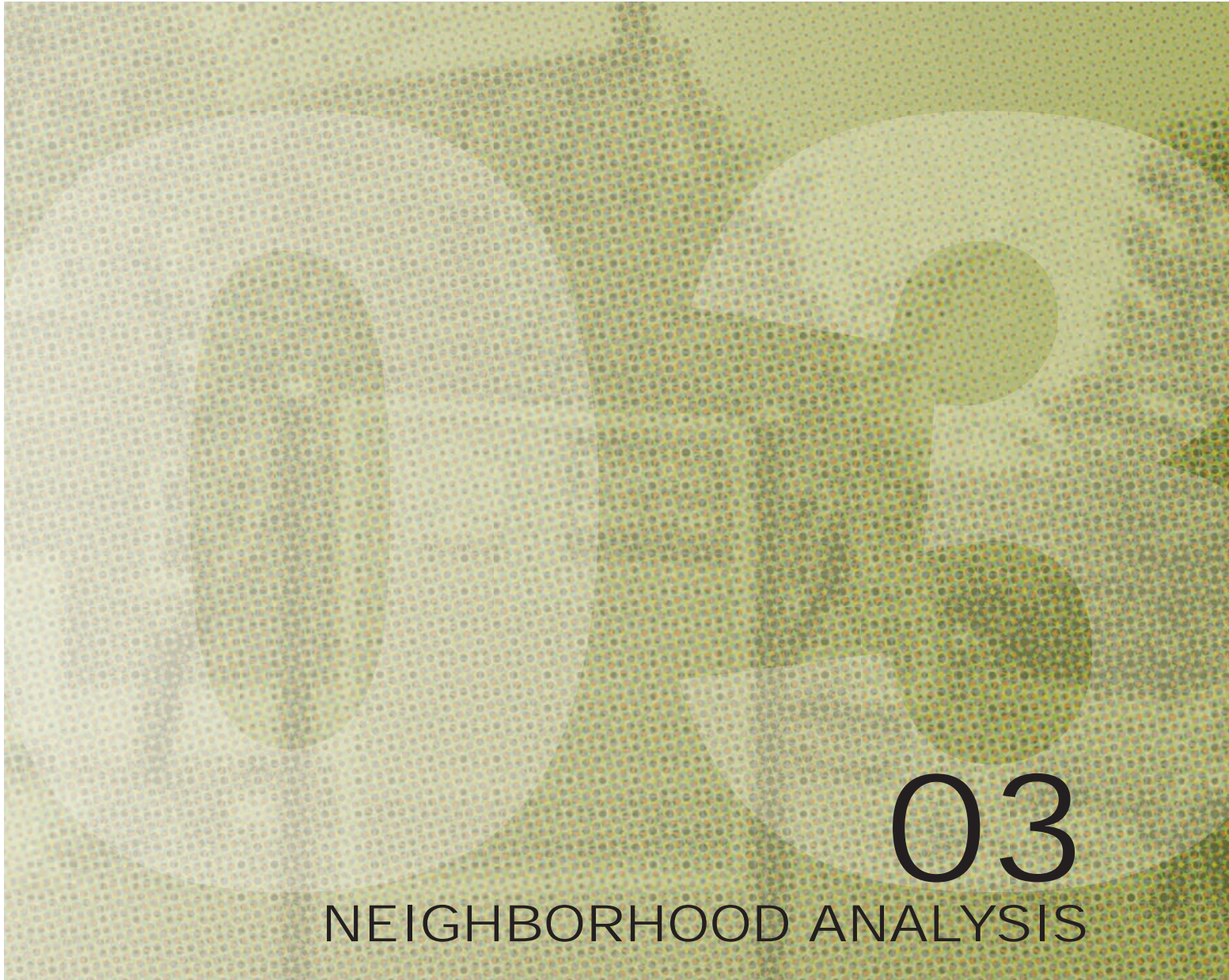
Establishment of Street Typologies & Guidelines

- Street Type C1 - Traditional Commercial
- Street Type C2 - Setback Commercial
- Street Type C3 - Less Pedestrian Activity
- Street Type R1 - Special Residential
- Street Type R2 - Typical Residential

Establishment of Commercial Facade Improvement Guidelines

- Various Requirements





As part of the planning process, H3 Studio conducted an analysis of the existing conditions in order to identify major challenges affecting the revitalization of the neighborhood. First, the team conducted a series of field surveys and on-site verifications of the physical conditions on the ground. H3 Studio then prepared an urban analysis, which helped to identify the areas of the neighborhood that are most likely to experience change over time in the future. “Susceptibility to change” is an especially important factor to provide guidance for the form-based district, when considering the long-term potential for new development in the neighborhood or redevelopment of key sites.



PHOTOGRAPH FROM PUBLIC MEETING #1

*There were
approximately
200
individuals engaged
throughout this
planning process.*

Issues & Ideas

Over the course of the engagement process, H3 Studio established a comprehensive list of issues and ideas that echoed throughout our conversations with residents. This exhaustive list was consolidated into a set of consensus issues for the project, which are shown on the opposite page. Most of these issues speak to the socio-economic challenges for the neighborhood; however, several major issues were focused on the physical character of the area - such as the quality of future development and design regulations.

Ideas generated by the participants were also cataloged for exploration in the planning process. Again, many of the ideas centered around neighborhood policy and programs that would benefit the area and increase social equity in the future; however, there were a number of major ideas generated relative to public improvements and the physical redevelopment of the neighborhood - such as streetscapes, bicycle facilities, and vacant buildings. In a similar manner as the issues, the ideas were consolidated into a set of consensus issues, which are shown on the opposite page.

Some of these issues and ideas will be addressed in this vision document, and others will be addressed in the form-based district.

Issues

All issues identified by the stakeholders, steering committee, and public meeting attendees related to the following major themes in the neighborhood:

- We need to ensure that there are **living options for citizens of all incomes** within the neighborhood.
- We need to ensure that the **current residents and renters are not priced out** of their existing residences or businesses.
- There is **no overall parking strategy in place** for the entire area, including the commercial district and neighborhood.
- Vacant buildings and sites **make the neighborhood feel unsafe** and contribute to negative perceptions of the area.
- There are not **enough daytime uses or diversity of businesses** along Manchester, and we need more family activities.
- New developments are **suburban feeling, seem out of place, and are not contributing** to the character of the area.
- There is **too much crime** occurring within the neighborhood, which is contributing to the negative perceptions of the area.
- Much of the existing **housing stock is in very poor condition**, and many have deferred maintenance on their properties.
- We have **too many absentee landlords** in the neighborhood that have vacant or boarded up buildings.
- The neighborhood is **socially and physically fragmented**, both to the east-west and north-south across Manchester.
- There are insufficient **safe pedestrian connections** to the adjacent neighborhoods and commercial districts.

Ideas

All ideas identified by the stakeholders, steering committee, and public meeting attendees related to the following major themes in the neighborhood:

- Improve **bicycle & pedestrian mobility and connections** to the adjacent areas, as well as throughout the neighborhood.
- Improve and beautify **streets throughout the neighborhood** with street improvements, beautification, and clean up projects.
- Improve the **mixture of housing options** in the neighborhood, increase the **range of cost options**, provide **more options** for families, ensure **affordable rental and homeownership** options, and **mitigate gentrification** of the neighborhood.
- Improve the **housing stock and core residential areas of the neighborhood** with infill development, building renovations, and targeted redevelopment.
- Improve **perceptions of the area** by reducing vacant buildings and sites throughout the area, by considering new uses and new projects.
- Improve and **diversify businesses** along Manchester to include **more daytime and family-focused businesses and neighborhood services**, such as a grocery store.
- Improve the **control over the design of new developments** in the area through better urban standards, requirements for higher-quality materials, and responsible parking placement; while also **respecting history and the eclectic nature** of the Manchester Commercial District.
- Improve **safety and reduce crime in the neighborhood** with increased funding, more patrols and additional policing where possible.
- Improve cooperation, transparency, and working **relationships between neighbors, business owners, leadership & institutions** throughout the neighborhood.
- Improve **programming for all members of the neighborhood**, including more daytime activities and events for youth, seniors, etc.
- Improve **landlord practices in the area** by mitigating absentee landlords and prolonged vacancy within the neighborhood.



CHARACTER IMAGERY OF THE NEIGHBORHOOD

Neighborhood Analysis

In order to support the planning effort, establish a snapshot of the conditions of the neighborhood today, and develop a sense of the major physical issues within the neighborhood; H3 Studio conducted a litany of on-site surveys and field verifications of existing buildings, sites, and street conditions throughout the neighborhood. These surveys included the following:

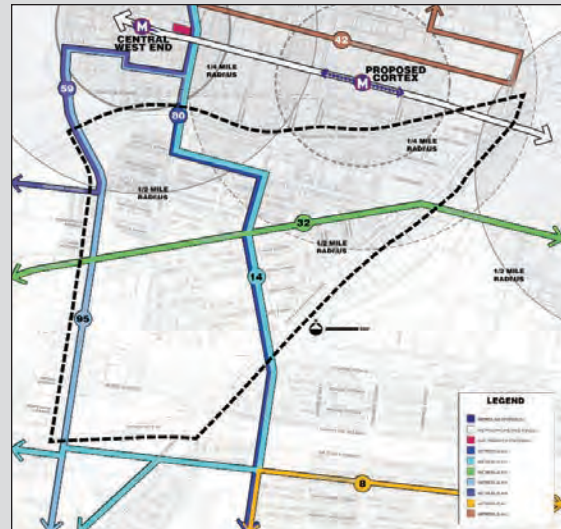
- Municipal, Neighborhood & Ward Boundaries
- Zoning Districts (Title 26: Zoning Code)
- Strategic Land Use Plan Categories (SLUP)
- Historic Districts & Assets
- Land Ownership (Single & Multiple)
- Redevelopment Areas (353, 100 & 99)
- Special Assessment Districts (CID)
- Access, Circulation & Parking
- Open, Green & Civic Spaces
- Pedestrian Network & Connectivity
- Transportation Network (MetroLink, Bus & Bike)
- Building Occupancy & Condition
- Building Materials & Transparency
- Building Heights & Setbacks
- Building & Frontage Type
- Vacant, Under Utilized & Auto-Centric Sites
- Street & Sidewalk Configurations & Conditions

The surveys were conducted “windshield style” and compiled into a series of maps and analysis diagrams, which were utilized throughout the planning process. Graphic Information Systems (GIS) data, provided by the Client, was also utilized in this process. Included are a few of the more important physical conditions, which may affect the future vision for the neighborhood.



VEHICULAR ACCESS & CIRCULATION

Access from the south is limited to Tower Grove, creating a bottleneck for traffic into the area. From the north, multiple streets allow consistent access across I-64; and Manchester acts as the primary east-west entry point. North of Manchester, several streets are closed (with traffic bollards) to through traffic including Oakland, Arco, and Gibson at Newstead Avenue. South of Manchester, several streets are one-way east-west including Norfolk, Vista, and Hunt between Newstead and Boyle.



TRANSIT ACCESS & CIRCULATION

Access to the MetroLink is fairly good for the entire neighborhood. When the new CORTEX Station is completed, most if not all residences and businesses will fall within 1/2 to 3/4 of a mile from a light rail station. MetroBus serves the neighborhood well with one (1) east-west service and two (2) north-south lines; though, headways are intermittent and bus facilities are for the most part, less than desirable.



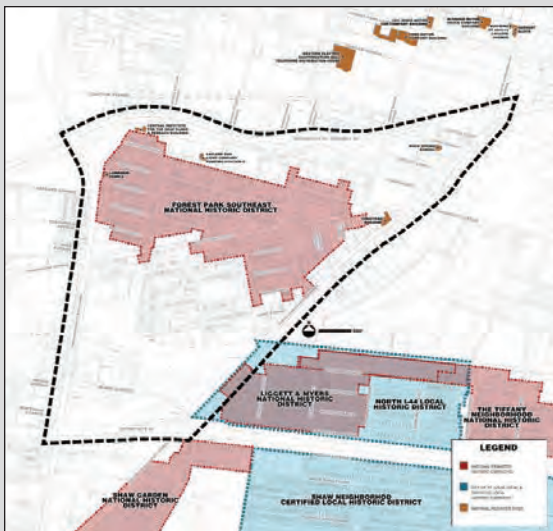
BICYCLE ACCESS & CIRCULATION

Existing bike lanes lead directly to the entries of the neighborhood from the south and west, providing good access. Future bike lanes | shared road projects will connect to the north and east. However, relative to Tower Grove, there are unanimous concerns about bicycles using the new Tower Grove interchange in the future, and many concerns about the bottleneck effect of the street between Manchester and Norfolk (where buses, bikes, service, parking, turning, and cars advancing often conflict).



TITLE 26: ZONING CODE

The existing zoning code was completed in 1947. Much of the core of the neighborhood is classified today as B: Two-Family Dwelling District; and the entirety of Manchester Avenue is classified as G: Local Commercial & Office District. Most areas along Vandeventer Avenue and the very south and very north portions of the area are classified as J: Industrial and K: Unrestricted Districts; and Most of Tower Grove and Chouteau Avenue are classified as F: Neighborhood Commercial District



HISTORIC DISTRICTS & BUILDINGS

A majority of the neighborhood, especially north of Manchester Avenue, falls within the Forest Park Southeast Historic District. To date, this district has been an amazingly effective tool for redevelopment, and incentivizing improvements through the provision of state tax credits. The district has been expanded four (4) times since 2005, and blankets more than 75% of the residential and commercial structures throughout the neighborhood.



STRATEGIC LAND USE PLAN (SLUP)

The SLUP was completed and adopted in 2005, and acts as the City's comprehensive plan for growth. The vast majority of the neighborhood is categorized as Neighborhood Preservation Area (NPA) with the exception of Manchester, which is almost entirely categorized as Neighborhood Commercial Area (NCA) and the Business Industrial (BIPA & BIDA) areas to the north and south. Most Opportunity Areas (OA) have been developed to date.



CHARACTER IMAGERY OF THE NEIGHBORHOOD



CHARACTER IMAGERY OF THE NEIGHBORHOOD

Susceptibility to Change

In order to determine areas in need of special consideration or a greater level of detail to help establish the neighborhood plan and recommendations, H3 Studio conducted an analysis to identify areas, which are more susceptible to change in the future. An area's susceptibility to change is defined by the physical factors, which increase the likelihood that the area could experience land accumulation, demolition, wholesale redevelopment, or catalytic new development.

Using these factors, H3 Studio conducted an analysis of every block in the study area, and a summary map of that analysis is included on the following pages, which highlights the area that is most susceptible to change over the short and long-term. The six (6) factors that were identified to increase susceptibility to change, include:

The Adjacency of Areas to the Highways

Parcels and land areas immediately adjacent to highways or off-ramps tend to be limited in character and are less desirable areas. *Approx. 15 blocks.*

The Changing Nature of Vandeventer Avenue

With the new traffic volumes, instant access to both interstates, and an abundance of under utilized land; Vandeventer Avenue will change. *Approx. 20 blocks.*

An Abundance of Vacant Buildings in an Area

When more than 25% of a block consists of vacant buildings, it can be considered likely for demolition or land consolidation. *Approx. 529 units | 15 blocks.*

An Increase in Poor Condition Buildings

When more than 25% of a block consists of poor condition buildings, it can be considered likely for demolition or redevelopment. *Approx. 1,871 units | 30 blocks.*

The Collection of Vacant Sites on a Block

When more than 25% of a block consists of vacant sites, it can be considered likely for land consolidation or land banking | land consolidation. *Approx. 30 blocks.*

The Presence of Under Utilized Sites

Blocks with more than 33% under utilized sizes, such as auto centric buildings or one story buildings, are desirable for redevelopment. *Approx. 45 blocks.*



THE ADJACENCY OF AREAS TO THE HIGHWAYS



AN INCREASE IN POOR CONDITION BUILDINGS



THE CHANGING NATURE OF VANDEVENTER AVENUE



THE COLLECTION OF VACANT SITES ON A BLOCK



AN ABUNDANCE OF VACANT BUILDINGS IN THE AREA



THE PRESENCE OF UNDER UTILIZED SITES



ANALYSIS MAP HIGHLIGHTING AREAS "MOST SUSCEPTIBLE TO CHANGE"

- Strategic Redevelopment Areas
- Vacant Sites
- Single Story Structures
- Surface Parking Lots
- Poor Condition Buildings
- Vacant Buildings
- Future Redevelopment Area



PHOTOGRAPH OF HUNT AVENUE



PHOTOGRAPH OF VANDEVENTER AVENUE

Detail Areas

When combined with conversations with the Client, this analysis helped the team to identify three (3) strategic redevelopment areas. These areas were identified as the areas which were the “most susceptible to change” in the neighborhood, and in need of more detailed considerations.

To assist the Community in thinking through these issues, the team developed a range of options for consideration by the Community - which are included in Section 6 of this document. The preferred solutions were then used to develop the independent Form-Based regulations for the area.

The detail areas include:

- (1) the Chouteau Gateway detail area
- (2) the Vandeventer South detail area
- (3) the Columbia Ironworks detail area

Other Areas

Particular areas of the neighborhood that were under single ownership by developers or that would require major infrastructure adjustments | improvements were determined to be best handled with the Form-Based District. In the code, land consolidation and major infrastructure work will trigger variances in the review process, and allow the neighborhood group (and residents for that matter) to provide input on the detailed plans provided by the developer during the review process.

Additionally, the area south of the railroad tracks was considered by many to be “of a different character” and “not part of the neighborhood”. Grade (elevation) changes, railway infrastructure, and the highway interchange has ensured that this portion of the neighborhood remains disconnected. Thus, barring any major infrastructure expenditures, it is not likely that this area will be redeveloped in the near future. The area was deemed a “future redevelopment area”, and was not included in the form-based district as part of this process.



04

VISION, GOALS & PRINCIPLES

Throughout the duration of this planning process, H3 Studio worked closely with the Client, stakeholders, steering committee, and public meeting attendees to develop a vision statement, community goals, and redevelopment principles on which to base the vision and final recommendations for the neighborhood. The vision statement is intended to serve as the end result of future redevelopment of the neighborhood. This statement is supported by a series of Community Goals and Strategies, which are reflective of the policy & programming needs of the community; while, the Redevelopment Principles are representative of the effective strategies for physical redevelopment of the area. Given the variable nature of planning realities, these principles should remain in effect as a guide for implementation should new opportunities arise or funding realities change.



POTENTIAL DEVELOPMENT AT THE COMMERCE SITE

Vision Statement

“We are a strong Community that wants to continue building a sustainable neighborhood around our central location, urban history & cultural diversity.

By 2025, we see Forest Park Southeast as an economically-vibrant, mixed-income Community with access to a variety of living options; transit, bicycle & recreation amenities; and employment opportunities!”

- The residents, business owners, and stakeholders of the Forest Park Southeast Neighborhood

Community Goals

These Community Goals were established as part of the Forest Park Southeast Neighborhood Plan & Form-Based District process and are intended to act as a policy and programming guide for stewardship groups in the area. As new development sites open up in the future, partnerships will be established and funding streams arise for the neighborhood. With this in mind, great consideration should be given to how these new opportunities can help the Community achieve these long-term goals. Each Community Goal is supported by recommended implementation strategies, which are shown on the following pages. The Community Goals - shown below in no particular order - are as follows:

GOAL #1

Support development which builds the **DISTINCT BRANDING & IDENTITY** of the neighborhood & commercial district!

GOAL #2

Preserve the area's **HISTORIC CHARACTER & DIVERSE ARCHITECTURAL QUALITIES!**

GOAL #3

Establish **WALKABLE STREETS & HIGH-QUALITY PUBLIC SPACES** throughout the entire neighborhood!

GOAL #4

Increase **TRANSIT ACCESS & MOBILITY** for everyone throughout the neighborhood!

GOAL #5

Improve **MANAGEMENT OF VEHICULAR CIRCULATION & PARKING** throughout the neighborhood!

GOAL #6

Increase **NEIGHBORHOOD STABILITY & SOCIAL EQUITY** with improved housing stock, increased housing diversity & reduced vacancy!

GOAL #7

Increase **BUSINESS DIVERSITY, EMPLOYMENT OPPORTUNITIES & LOCAL ENTREPRENEURSHIP!**

GOAL #8

Expand **SPECIAL EVENTS, DAYTIME ACTIVITIES & PROGRAMMING** for all ages of residents & visitors!

GOAL #9

Continue to **INCREASE SAFETY & REDUCE CRIME!**

GOAL #10

Improve **COOPERATION & WORKING RELATIONSHIPS** between the Community, leadership & institutions!



EXISTING NEIGHBORHOOD SIGNAGE & LANDSCAPING



EXAMPLE OF PERMEABLE SIDEWALKS & LANDSCAPING



EXAMPLE OF BIOSWALES & ACCESSIBLE SIDEWALKS

Strategies TO ACHIEVE THE COMMUNITY GOALS

The strategies outlined on the following pages were provided in order to ensure that future programs and policies enacted within the neighborhood will align with community desires. This neighborhood is fortunate to have a number of dedicated individuals and organizations that are already working diligently in the neighborhood today. In many cases, these strategies account for and expand upon existing programs and policies already operated by entities in the Forest Park Southeast Neighborhood. These entities include the following, and are labeled throughout the remainder of this chapter accordingly:

- The Park Central Development Corporation (PCD)
- The Grove Community Improvement District (GCID)
- The Washington University Medical Center Redevelopment Corporation (WUMCRC)
- Mission St. Louis (MSTL)
- The Central West End Security Initiative (CWESI)

The recommended strategies are based on urban design and community development best practices and the results of a neighborhood Sustainability Audit (see opposite page); and dependent upon the availability of local resources, and an increase of capacity to perform such strategies. These recommended strategies are not assigned to a specific community partner.

Both existing and recommended strategies for the Forest Park Southeast Neighborhood are highlighted on pages 34 - 38 of this document, and are organized according to the Community Goals established as part of this visioning process.



EXISTING BIKE LANE



EXISTING COMMUNITY FLOWER GARDEN

Sustainability

A Sustainability Audit was also completed for Forest Park Southeast and the results of that audit have helped inform these strategies. A Sustainability Audit is an assessment of the current physical conditions, programs, and policies of the neighborhood through the lens of sustainable urban systems. The audit assesses conditions based on US or local best practices and benchmarks. It also identifies gaps and barriers in creating a more sustainable future.

Some strategies are inspired by and coordinated with the City of St. Louis Sustainability Plan and the City of St. Louis Sustainable Neighborhood Toolkit (abbreviated as SNT). The Sustainable Neighborhood Toolkit is a resource for residents, leaders, and neighborhood organizations to design and implement sustainability projects in their own neighborhoods. The full and most up-to-date Sustainable Neighborhood Toolkit is available at <http://sustainableneighborhood.net/>

Goal #1

Support Development, which builds the distinct **BRANDING & IDENTITY** of the neighborhood & commercial district!

An identifiable branding and identity for the neighborhood helps build pride in residents and grows individual investment in the community. Residential unity can be particularly powerful in uniting residents under common goals. A distinct identity helps visitors talk about the place and find their way to the neighborhood. A strong brand and identifiable commercial district draws in visitors, residents, and new business owners to support reinvestment, grow interest, and make positive change possible.

Goal #2

Preserve the areas **HISTORIC CHARACTER & DIVERSE ARCHITECTURAL QUALITIES!**

Historic and diverse architecture is essential in creating and maintaining the unique character of the neighborhood. Existing buildings preserve embodied energy, conserve raw materials, and save energy with passive design and construction. Diverse architecture accommodates people with various socioeconomic backgrounds. Well-maintained, quality buildings ensure high value. Unique and historic architecture creates great streets and contributes to overall desirability and value.

EXISTING STRATEGIES

1. Marketing & Special Events (Grove CID)
Indihop, GroveFest, RFT Music Showcase, etc.
2. Building Murals Program
3. Grove Signs (over Manchester)
4. FPSE Neighborhood entrance signs (Tower Grove Avenue, Manchester Avenue)
5. FPSE Branding Signs
6. Street Sign Planters (Chouteau Avenue and Vandeventer Avenue)

RECOMMENDED STRATEGIES

1. Continue the unique brand for the Grove Commercial District, balanced with the identity of the neighborhood
2. Add new branding & lighting to streetscapes to increase the unique experience of Manchester Avenue
3. Increase public art, including unconventional spaces throughout the neighborhood
4. Build and strengthen identity throughout the Neighborhood, and its distinct areas
5. Establish a recruitment program for Vacant commercial spaces in the area, targeting desired neighborhood services
6. Continue marketing rental & for sale properties throughout the neighborhood
7. Market real estate development opportunities in the neighborhood and along Manchester

EXISTING STRATEGIES

1. FPSE Development Committee (PCD)
2. Employer Assisted Housing Program (WUMCRC)
3. Developer recruitment (WUMCRC)
4. Home Repair Program (MSTL)

RECOMMENDED STRATEGIES

1. Adopt a Form-Based District with flexible requirements for building materials along Manchester; while also preserving the more historic textures within the more established areas of the neighborhood
2. Continue the work of the Development Committee (PCD) for the neighborhood
3. Consider expanding Historic District to other areas of the neighborhood, where applicable.
4. Conservation program for vacant / boarded up buildings in the area (see *Secure Vacant Buildings*, and *Preserve Existing Buildings* tools in SNT)
5. Preserve existing buildings with the *Conduct a Weatherization Training Program* tool (SNT)
6. Ensure Demolition Review for all historic structures & buildings in the area

Goal #3

Establish **WALKABLE STREETS & HIGH-QUALITY PUBLIC SPACES** throughout the entire neighborhood!

High quality public spaces promote social equity, liveliness, and connection among residents and visitors. They attract people to the streets to create vibrant, active, safe, and inhabited places that reinforce community pride and investment. High quality streets attract more visitors, boosting the local economy. High quality, well-landscaped streets and public spaces help preserve and increase property values; while also encouraging safety, walkability, and new development.

Goal #4

Increase **TRANSIT ACCESS & MOBILITY** for everyone throughout the neighborhood!

Providing multiple modes of access to neighborhood amenities ensures equal access to those amenities regardless of income, age, disability, sexual orientation, or travel choice. Local amenities will be better attended and better serving when more people can access those places. Equal access to amenities supports social equality and local economic resilience. Increasing walkability, bikeability, and transit ridership decreases automobile use, which in-turn reduces greenhouse gases, air pollution, and neighborhood traffic congestion.

EXISTING STRATEGIES

1. GroveFest Paint-by-Number Murals (PCD)
2. Public Improvements & Beautification (Grove CID)
3. Public Services (cleaning, landscaping etc.) (Grove CID)
4. Street name planters (Chouteau Avenue and Vandeventer Avenue)
5. Operation Brightside Spring Blitz (PCD)
6. FPSE Spring Clean & Social (PCD)
7. Beautification/Infrastructure Committee (PCD)
8. Dog Park Committee

RECOMMENDED STRATEGIES

1. Make Streetscape Improvements to major streets in the neighborhood, per Public Realm Improvements recommended in this document.
2. Consider starting a "Parklet" Pilot Program, in coordination with the City of St. Louis as a model for commercial districts.
3. Improve neighborhood streets with new lighting, trees, and sidewalks (see the *Plant and Care For Trees* tool in SNT)
4. Add new public spaces, like parks and squares for gathering and other activities
5. Expand Community Gardens, dog parks and other small spaces in the area (see *Establish a Community Garden or Local Food Installation* tool in SNT)
6. Consider small scale beautification projects (see the *Use Native Plants for Habitat or Biodiversity* and *Create Public Art Installations or Exhibits* tools in SNT)
7. Foster Activity with Public Seating, Programs, and Furniture (SNT)
8. Develop Creative New Uses for Vacant Land (SNT)
9. Reduce littering and dumping (see the *Create a Recycling Challenge & Education Program* tool in SNT)

EXISTING STRATEGIES

1. Bike rack installation (Manchester Avenue)
2. New MetroLink Station at CORTEX
3. Shared Lanes (Manchester Avenue)
4. Pedestrian Bridge (Chouteau Avenue)
5. Bike St. Louis Phase III Implementation

RECOMMENDED STRATEGIES

1. Increase bicycle facilities on appropriate streets throughout the neighborhood, per Public Realm Improvements recommended in this document.
2. Attract Citywide BikeShare Programs as they are being implemented (See *Start a Bike Share or Bike Hub* in SNT)
3. Consider implementing Bicycle Parking Corrals along Manchester Avenue
4. Operate a local shuttle to connect the neighborhood to MetroLink | MetroBus, per Access, Circulation & Parking recommendations in this document
5. Provide additional MetroBus facilities (such as canopies & signage) in the neighborhood
6. Improve sidewalks, crosswalks, ramps & other physical features affecting mobility
7. Seek local funding for ADA improvements to all intersections in the neighborhood
8. Attract a Neighborhood Greenway Project (Trailnet, EPA small grant program)
9. Organize a Walking Group or Community Fitness Program (SNT)
10. Develop Safe Routes to School or a Walking School Bus (SNT)

Goal #5

Improve **MANAGEMENT OF VEHICULAR CIRCULATION & PARKING** throughout the neighborhood!

Well-flowing traffic and well-managed parking eases many issues in the neighborhood related to resident satisfaction, resident-business relations, business access and success, and overall navigability. Well-managed parking and traffic and biking can encourage more walking and biking, creating livelier streets, and more opportunities for healthy and active living.

Goal #6

Increase **NEIGHBORHOOD STABILITY & SOCIAL EQUITY** with improved housing stock, increased housing diversity & reduced vacancy!

Reducing vacancies and improving the appearance of vacant buildings can have a positive impact on perceptions of the neighborhood, community pride, assessed value of properties, safety, and crime levels. Preserving buildings reduces the environmental and social impact of neighborhood revitalization. Equity and diversity in housing options ensures that the neighborhood will remain a mixed-income community with living options for residents of all income ranges.

EXISTING STRATEGIES

1. Residential Parking Districts (PCD)
2. Various parking lease agreements (PCD)
3. Clayton Parking valet services & public-use lot management (GCID)

RECOMMENDED STRATEGIES

1. Consider parking requirements as part of the Form-Based District to meet needs of the community
2. Implement parking recommendations, per the parking strategies set forth within this document
3. Expand managed public-use parking lots along Manchester in the Grove Commercial District, especially the Grove West area.
4. Work with local business owners to investigate the implementation of new progressive metering policies | more advanced metering along Manchester
5. Continue to operate the Valet Parking
6. Expand residential parking districts by working with neighborhood residents, prioritizing the problem areas of the neighborhood.
7. Consider the conversion of Hunt Avenue (west of Tower Grove Avenue) from one-way traffic to two-way traffic
8. Consider the conversion of other one-way streets in the area to two-way traffic, where possible
9. Work with residents to remove roadway barriers | bollards throughout the neighborhood, especially along Newstead Avenue
10. Consider vacating Chouteau Avenue east of Sarah Street, in coordination with new development and public improvements

EXISTING STRATEGIES

1. Employment assistance program (PCD)
2. FPSE Youth Camp (MSTL)
3. Adams Park Boys and Girls Club
4. Job training and placement programs (MSTL)
5. Holiday Outreach Program (WUMCRC)
6. Various developers active in the neighborhood
7. Senior services, Affordable Christmas (MSTL)

RECOMMENDED STRATEGIES

1. Expand programs for home repair, maintenance, and refinancing in the neighborhood
2. Establish a policy for absentee landlords and tenant screening in the neighborhood
3. Conduct a Neighborhood Affordability Audit to determine the specific needs for affordable housing in the neighborhood
4. Consider a policy to require new developments to include 20% affordable housing units
5. Ensure the form-based district will allow for a range of building types and unit configurations
6. Consider programs for improving the physical appearance of vacant buildings (see *Secure Vacant Buildings* and *Preserve Existing Buildings* tools in SNT)
7. Develop a Neighborhood Sustainability Asset Inventory (SNT)
8. Develop Creative New Uses for Vacant Land (SNT)
9. Hold a Neighborhood Energy Challenge (SNT)
10. Create a Cool or White Roofs Program (SNT)
11. Establish a Community Tool Library (SNT)

Goal #7

Expand **SPECIAL EVENTS, DAYTIME ACTIVITIES & PROGRAMMING** for all ages of residents & visitors!

Special events create an interest in the neighborhood for new visitors. They also serve to bring together residents for unifying causes or celebrations of history, culture, and future endeavors. They can renew interest and rejuvenate communities. Daytime activities are necessary to serve the daily needs of residents; and diverse events to accommodate all types of residents and visitors of different ages, abilities, cultures, races, and economic backgrounds.

Goal #8

Increase **BUSINESS DIVERSITY, EMPLOYMENT OPPORTUNITIES & LOCAL ENTREPRENEURSHIP!**

Business diversity, employment opportunities, and growing entrepreneurship bring a more resilient, and well-rounded local economy to the neighborhood. New businesses offer employment opportunities. Entrepreneurship encourages investment in the neighborhood and community. As the local economy grows, buildings are occupied, properties are repaired, and the neighborhood becomes more stable overall.

EXISTING STRATEGIES

1. Festivals including GroveFest, IndiHop, RFT Music Showcase, Tour de Grove, Wig Stomp, Holly Daze, World Naked Bike Ride, FPSE Rehabbers Tour, National Night Out, Free Movie Nights, etc. (PCD | Grove CID)
2. Daytime activities include a small number of restaurants and shops

RECOMMENDED STRATEGIES

1. Expand existing special events, and add new special events in the neighborhood
2. Target more daytime activities & programming, like farmer's markets, sidewalk shops, etc.
3. Establish more community programming focused on neighborhood youth and the elderly.
4. Expand temporary daytime and evening activities, like food trucks, outdoor movies, etc.
5. Utilize community amenities such as a Timebank or Community Tool Library (see *Launch a Neighborhood Timebank* and *Establish a Community Tool Library* tools in SNT)
6. Launch a Neighborhood Timebank (SNT)

EXISTING STRATEGIES

1. Business & Developer Recruitment (PCD)
2. Forest Park South Business Association Administration (PCD)
3. Employment Assistance Program (PCD)
4. Job & leadership training (MSTL)
5. Employee placement programs (MSTL)
6. Healthy Corner Store Program (City of STL, PCD)

RECOMMENDED STRATEGIES

1. Expand the tenanting strategy for the Commercial District to focus on expanding the range of uses, particularly to include more neighborhood services and family-based restaurants and establishments
2. Operate job placement | training programs based on adjacent institutions or local employment opportunities in the neighborhood
3. Establish small business incubators & other non-traditional entrepreneurial incentives
4. Seek grant programs for Local Small Business Start-Ups, etc.
5. Start a Shop Local or Green Business Campaign (SNT)

Goal #9

Continue to **INCREASE SAFETY & REDUCE CRIME!**

Reduced crime and improved safety is a key part of revitalization. Reduced crime improves property values and makes the neighborhood more desirable. Improved safety ensures that residents and visitors can inhabit their neighborhood at all times of day and night. Personal health and well-being are improved when residents and visitors are not faced with the stresses of crime and safety concerns. The built environment, including the quality of streets, sidewalks, landscapes, buildings, and lighting play an important role in reducing crime and improving safety in the neighborhood.

Goal #10

Improve **COOPERATION & WORKING RELATIONSHIPS** between the Community, leadership & institutions!

Communication with leading organizations, residents, business owners, and stakeholders is essential in creating a collaborative and equitable future in FPSE. Ensuring that policy, program, and project initiatives are vetted through the public is important to ensure that they are meeting the needs of residents and stakeholders. Many players are involved in revitalization and effective and open communication ensures that all players are part of the ongoing dialogue on advancing the community.

EXISTING STRATEGIES

1. Neighborhood Ownership Model (CWESI, PCD)
2. FPSE Block Captains (CWESI, PCD)
3. Court Advocacy (CWESI, PCD)
4. National Night Out (PCD)
5. Supplemental security patrols (Grove CID)
6. Residential security patrols (WUMCRC)

RECOMMENDED STRATEGIES

1. Expand | establish the Neighborhood Ownership Model in the neighborhood (SNT)
2. Establish | organize neighborhood patrols; or Citizens on Patrol Team (SNT)
3. Work with residents to identify gaps in security and policing within the neighborhood & commercial district
4. Identify funding sources for additional policing and security in the neighborhood & commercial district
5. Provide additional security | policing within the neighborhood & commercial district
6. Provide "Blue Lights" or "Cameras" or "Shot Spotters" per desire of the Community, etc.
7. Provide new lighting for alleys & other high-crime areas, such as dead end streets

EXISTING STRATEGIES

1. Various Committees (infrastructure & development) within PCD
2. Various existing Neighborhood Associations in the Forest Park Southeast Neighborhood
3. Various existing Business Associations in the Forest Park Southeast Neighborhood

RECOMMENDED STRATEGIES

1. Increase transparency with Political Leadership in the Neighborhood
2. Establish more transparent input mechanism for neighborhood residents, etc.
3. Work with residents to implement participatory budgeting in the ward
4. Increase partnerships for new development
5. Expand upon existing | current partnerships for development and redevelopment
6. Expand working relationships with other community associations and groups within the area, etc.

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COMPOSITE REDEVELOPMENT PRINCIPLES MAP

Redevelopment Principles

Along with the vision statement and community goals, the team established a set of nine (9) redevelopment principles for the Forest Park Southeast Neighborhood. These redevelopment principles are intended to define the “place-making” strategies for the neighborhood. And though each principle is not intended to be taken literally on a parcel-by-parcel basis, they will serve more broadly as a framework to which future public im-

provements and investment should adhere - given the changing nature of funding sources, partnerships, development interest, and leadership.

These principles will be utilized to construct the form-based district document, which will ensure the incremental implementation of the neighborhood’s vision and these redevelopment principles over the long-term.



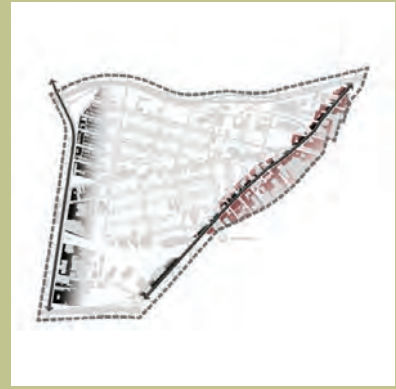
PRINCIPLE #1

Ensure that the neighborhood has exceptional connectivity to the Central West End, Botanical Heights, Kings Oak, Tower Grove Park, Forest Park, The Missouri Botanical Garden & other local assets.



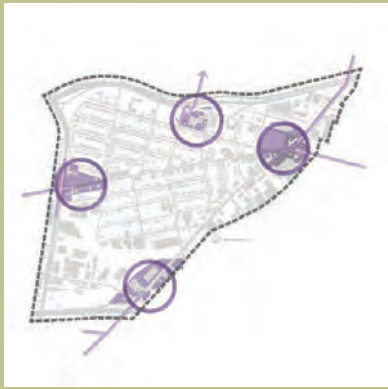
PRINCIPLE #2

Increase seamless, multi-modal access to the interstate system, major arterials, MetroLink, MetroBus, and the regional bicycle network.



PRINCIPLE #3

Strengthen the Kingshighway Boulevard and Vandeventer Avenue edges of the neighborhood by making them into great, walkable streets.



PRINCIPLE #4

Establish iconic, gateways into the neighborhood and commercial district from Kingshighway Boulevard, Tower Grove Avenue, and Vandeventer Avenue.



PRINCIPLE #5

Reinforce Manchester Avenue as the main street and central gathering area for the neighborhood.



PRINCIPLE #6

Establish Tower Grove Avenue as a mixed-use, neighborhood street between Manchester Avenue, Botanical Heights, and the Missouri Botanical Gardens.



PRINCIPLE #17

Build the character of Chouteau Avenue as a grand boulevard, and residential edge for the neighborhood with strong bicycle connections to Chouteau Park and Forest Park.



PRINCIPLE #8

Provide a safe, walkable, and integrated street network across Highway 40 | Interstate 64 between the neighborhood, the MetroLink, CORTEX, Barnes Jewish, and the Central West End.



PRINCIPLE #9

Reinforce the well-established, historic & walkable character of the residential cores of the neighborhood with incremental infill and development.



05

FRAMEWORK PLAN

The framework plan for the Forest Park Southeast Neighborhood will serve as the armature for redevelopment in the neighborhood and is the basis of the form-based district zoning overlay - which will aid in the incremental implementation of the community vision over time. The framework plan was established for the neighborhood by working closely with the stakeholders, steering committee members, and public meeting attendees to identify areas for redevelopment and the desired types, uses, character & qualities of said development; locations and type of desired bicycle & transit amenities; and the most appropriate strategies for the provision of district parking for the area.



Framework Plan

The framework plan is the collective guide to the overall growth within the neighborhood; as well as, the armature of improvements that will foster this growth, and aid in the revitalization of the neighborhood over the long-term. The following components of the framework plan form this armature:

DEVELOPMENT TYPE & CHARACTER

Character can be defined as the personality and qualities of a place that make it special or unique; and this component represents the characteristics such as use and height ranges as defined by the neighborhood during the process.

PUBLIC REALM IMPROVEMENTS

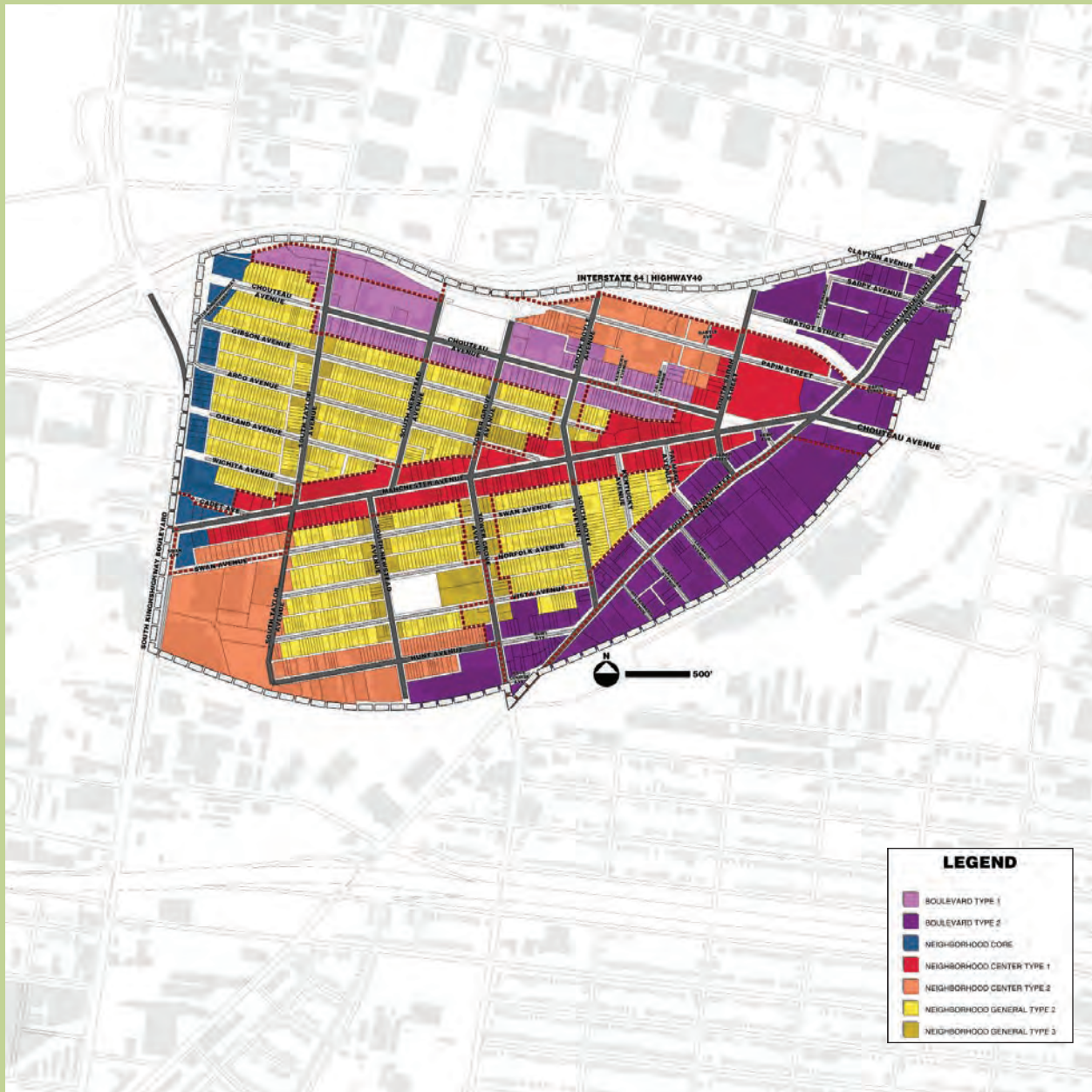
Infrastructure improvements will be essential to the revitalization of the neighborhood. This component represents the recommended streets and public spaces for improvements.

ACCESS, CIRCULATION & PARKING

Increasing mobility will be important to encourage the use of alternative forms of transportation and increase MetroLink ridership in the neighborhood. Parking and management of parking is also critical to serve the main street and provide sufficient, balanced parking. This component represents the basic strategy to provide and balance parking in the neighborhood and integrate mobility improvements to increase walkability.



COMPOSITE FRAMEWORK PLAN MAP (SEE FOLLOWING PAGES FOR LEGENDS)



MAP OF PROPOSED CHARACTER DISTRICTS

Development Type & Character

Neighborhood character can be defined as the qualities of a place that make it special or unique. Character typically reflects the local history of an area; as well as, exhibits the characteristics that set the area apart from others. Character can affect how visitors and residents perceive a place and this can have a great impact on a variety of conditions, including safety, vibrancy, values, and desirability. The character portion of the framework plan is provided through the identification of eight (8) development-type districts, in which the final form-based district will be based upon. These districts ranges from taller residential areas and mixed-use commercial zones to areas of great flexibility and range of uses. The districts proposed for the Forest Park Southeast Neighborhood are as follows:



IN 2025

RENDERING OF POTENTIAL IMPROVEMENTS ON CHOUTEAU BOULEVARD



BOULEVARD TYPE 1

Chouteau Avenue was identified as a grand residential-based boulevard, from South Taylor Avenue to Sarah Street. This area would be setback from the street (per historic building setbacks) with a “green” edge and have a range of heights, typically from 2 stories to 4 stories. Neighborhood services and corner retailing would be welcome; however, the role of this street will be to grow into a great residential street.



BOULEVARD TYPE 2

Vandeventer Avenue was identified as a mixed-use office corridor, with the potential for great change and new development. This corridor should typically have a zero lot line condition or small setbacks; and a range of building heights, between 2 stories and 6 (or 8) stories, with greater potential for height near the intersection of Chouteau Avenue. Much of the existing industrial is likely to stay here; but the intent is to move toward a mixed-use business corridor.



NEIGHBORHOOD CORE

The area along Kingshighway Boulevard was identified as an opportunity for greater height and larger scale buildings to re-image the front door of the neighborhood. Buildings could be setback just a bit to allow for a separate, multi-use trail along the east side of the roadway; and building height minimums could be 3 stories in the northern areas, and 6 stories in the south areas. Building height maximums would need to be sensitive to the neighborhood area immediately east of these sites.



NEIGHBORHOOD CENTER TYPE 1

Manchester Avenue and Sarah Street were identified as the “main street” area of the neighborhood; which should consist primarily of mixed-use commercial and residential development. This area is to be zero lot line with building heights ranging from 3 story minimums to 6 story maximums; and potentially greater heights of 12 stories at the east and west ends, particularly the Commerce Bank site along Sarah Street.



NEIGHBORHOOD CENTER TYPE 2

These areas were identified as areas in which there could be a change over the long-term from areas of mostly industrial uses to more mixed-use center type areas with new residential development, retail uses, live / work spaces and business / office uses; and some new green industrial (south of Manchester Ave.) or institutional expansion (north of Manchester Ave.). These areas would be flexible with some setbacks; and building heights ranging from 1 (or 2) story minimums to 4 (or 8) story maximums.



NEIGHBORHOOD GENERAL TYPE 2

These mostly residential areas have been identified as the heart of the residential community, which should be preserved. These areas are almost exclusively residential with a range of building types from single family homes and duplexes to stacked flats and courtyard buildings. These areas should contain a great deal of diversity in housing types; and range from 2 story building height minimums to 4 story maximums (north of Manchester) and 1 story minimums and 4 story maximums (south of Manchester).



NEIGHBORHOOD GENERAL TYPE 3

Streets such as Taylor Avenue, Tower Grove Avenue, and portions of Newstead and Boyle Avenue were identified as mostly residential streets with multi-family or row housing, and the occasional corner store or live/work typologies. These areas could have 2 or 3 story building height minimums with maximums ranging from 4 to 6 stories, depending upon the street. Each street should be considered independently for building height minimums and maximums to ensure integration with the lower scale residential areas.



RENDERING OF POTENTIAL STREET IMPROVEMENTS ON CHOUTEAU BOULEVARD

Public Realm Improvements

Public realm improvements play an important role in neighborhood revitalization. A high-quality public realm will incentivize development, encourage walking, and draw new retail and neighborhood services into the area. The following infrastructure improvements are recommended for the Forest Park Southeast Neighborhood:

1. Branding & Lighting Improvements include:

- Creative lighting strategies to build the brand and unique streetscape character.
- Additional branding elements (such as banners) on existing light poles to further build character.
- Additional way-finding signage for parking, MetroLink, and other amenities.

2. Streetscape Improvements include:

- Roadway reconfiguration to serve pedestrians & bicycles; including a road diet, if possible. See cross-sections.
- Immediate striping to support bicycle circulation in the short-term, particularly Share-the-Road striping & signage on all major streets highlighted.
- Sidewalk improvements such as new paving, street trees (with grates, when needed), and additional landscaping features.
- Intersection upgrades such as curb extensions (or bump outs), ADA ramps, crossing signals, and crosswalk striping (or paving), when possible.

3. Streetscape Beautification Includes:

- Replace existing street trees, and add new street trees and additional landscaping, as necessary.
- Add pedestrian-scaled lighting to the streetscape.
- Repair and replace broken or unsafe portions of the public sidewalk, as necessary.
- Resurface and improve roadway conditions.
- Add | re-stripe with bicycle facilities, per Mobility.

4. Removal | Decommission of Street:

- Consider removal or decommission of the roadway in tandem with new developments. See alternative solutions established in Strategic Redevelopment Areas section of this document.
- Consider vacating Chouteau Avenue, east of South Sarah Street.

5. Removal of Street Bollards | Barriers:

- Consider removal of the street bollards | barriers in these locations in order to improve neighborhood circulation, and reduce traffic congestion and cut-through traffic throughout the neighborhood.

6. Potential Future Street Infrastructure:

- Consider adding these new streets, in tandem with new developments when possible. See alternative solutions established in Strategic Redevelopment Areas section of this document.
- Consider major new street connection with the portion of the neighborhood south of the railroad tracks.

7. Existing Open | Green Space:

- Consider adding improvements to the existing green spaces throughout the neighborhood.
- Complete the Chouteau Park Master Plan, including the addition of a new dog park.

8. Future Public Space Improvements:

- Consider these sites as new public spaces for the neighborhood. Add improvements in tandem with new developments, when possible.
- Complete improvements to the reclaimed roadway space at the intersection of Oakland Avenue and King-shighway Boulevard.
- Add new public square on reclaimed roadway at intersection of Manchester Avenue and Sarah Street in tandem with new development on the Commerce Bank Site.
- Add new public square on reclaimed roadway (and existing parcel) at the intersection of Vandeventer Avenue and South Tower Grove Avenue.

STREET CROSS-SECTIONS

Pages 52 - 60 further detail optional solutions for a number of the key streets recommended for streetscape improvements in the neighborhood, including: Manchester Avenue, Chouteau Avenue, Tower Grove Avenue, Sarah Street, and Vandeventer Avenue. *The preferred options indicate the preferred street configurations to support a balance of bicycles, cars, and pedestrians.*



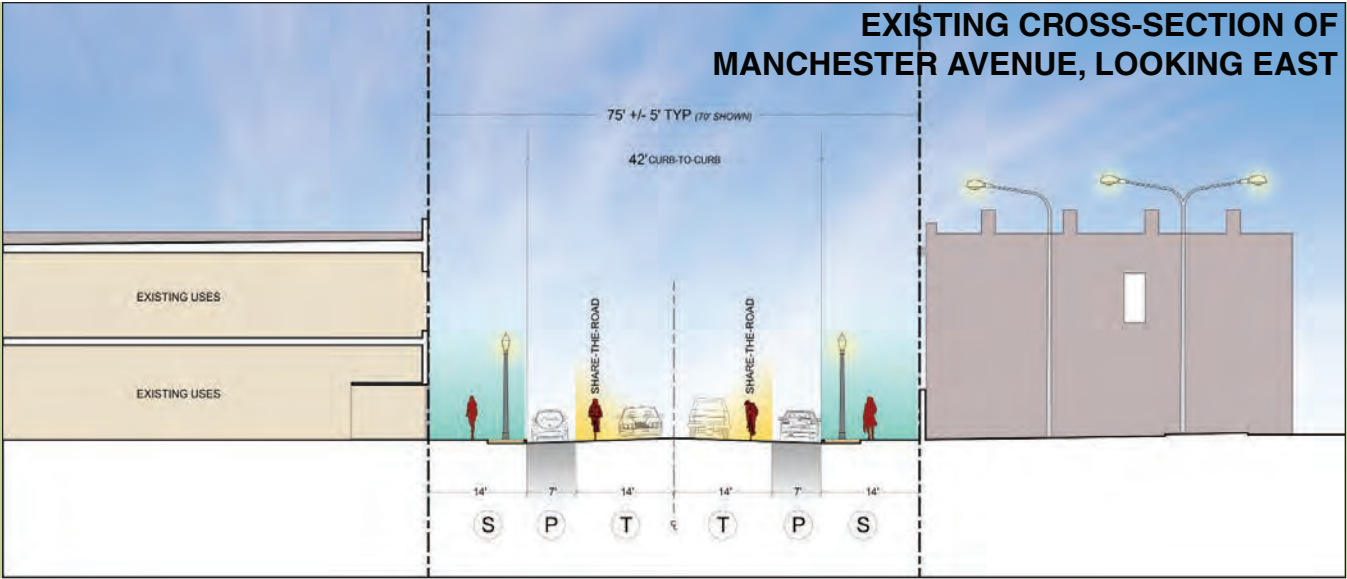
MAP OF RECOMMENDED INFRASTRUCTURE IMPROVEMENTS

- Branding & Lighting Improvements
- Streetscape Improvements
- Short-Term Street Beautification
- Removal | Decommission of Street
- Removal of Street Bollards | Barriers
- Potential Future Street Infrastructure
- Existing Open | Green space
- Future Public Space Improvements

LEGEND FOR CROSS-SECTIONS:

- (S) Sidewalks
- (P) Parking Lanes
- (T) Travel Lanes
- (TL) Turn Lane
- (L) Landscaping
- (B) Bike Facility
- (M) Center Median

EXISTING CROSS-SECTION OF MANCHESTER AVENUE, LOOKING EAST

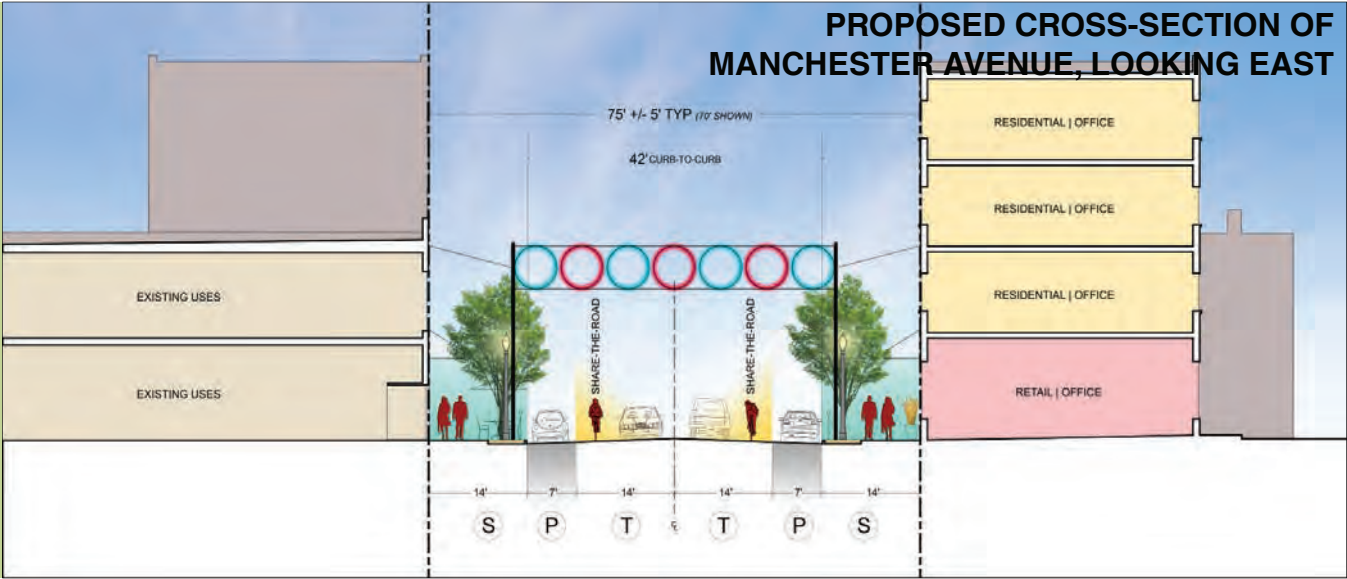


MANCHESTER AVENUE: PREFERRED OPTION - IMPROVED EXISTING

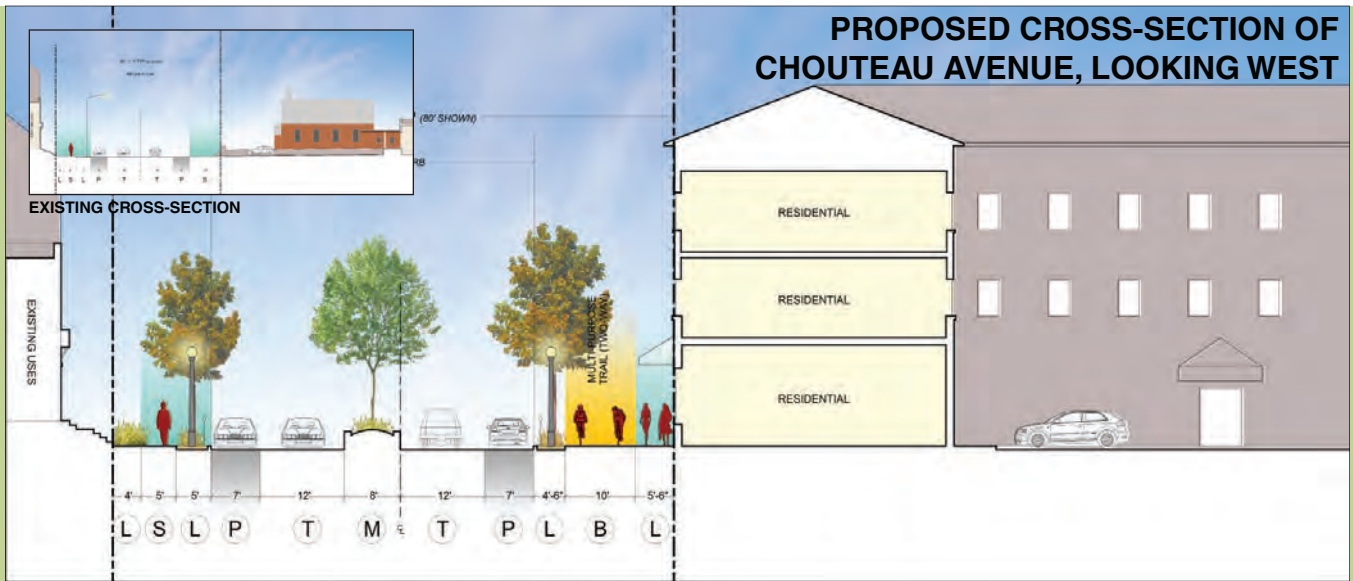
This preferred solution suggests adding additional branding, signage, and signature lighting to the recently improved Manchester Streetscape. By adding these elements (Branding & Lighting Improvements) to the streetscape, the area will solidify the Grove district brand and offer a new experience to visitors. Additionally, adding other elements such as specialty paving, specialty crosswalks, and other pedestrian improvements at intersections will add to the walkability and identity of the streetscape.



PROPOSED CROSS-SECTION OF MANCHESTER AVENUE, LOOKING EAST



PROPOSED CHARACTER IMAGE OF MANCHESTER AVENUE, LOOKING EAST

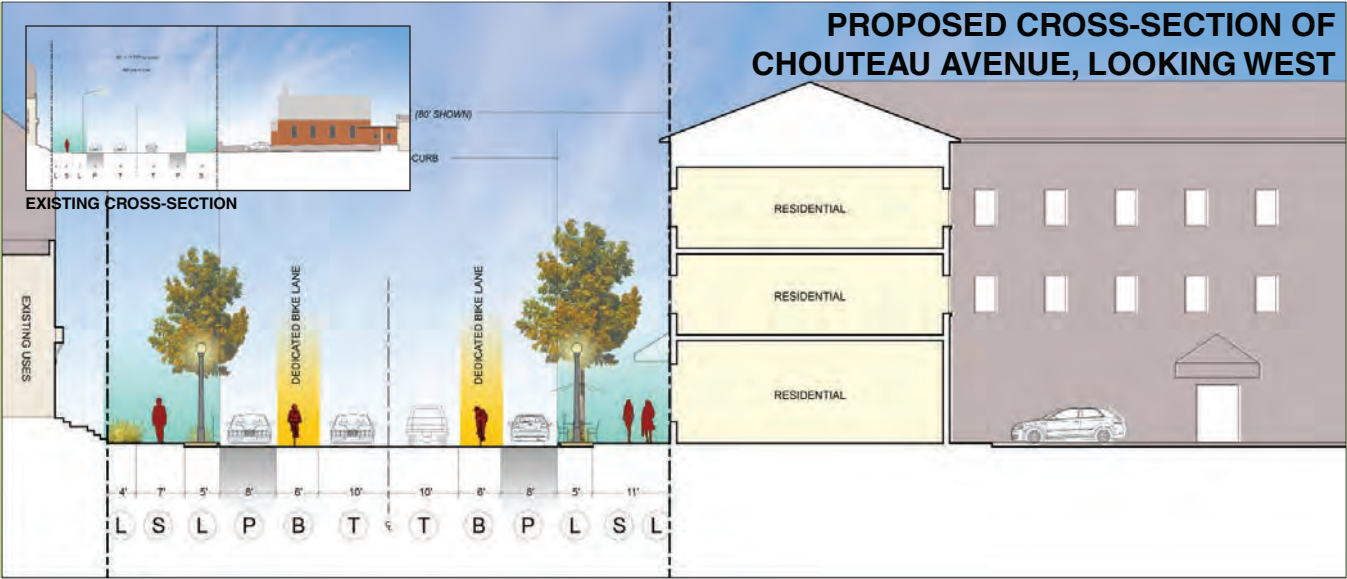


CHOUTEAU AVENUE: PREFERRED OPTION - MEDIAN & BIKE TRAIL

This preferred solution adds a multi-use trail to the north side of Chouteau Avenue; and incorporates a median with landscaping into the center of the street. Both sides of the street will have parallel parking, and the roadway will have two travel lanes as it does today. This solution should include all major improvements (Streetscape Improvements, such as lighting, street trees, and new sidewalks). The center median, with landscaping, can be considered an optional element, should there be community support.



PROPOSED CHARACTER IMAGE OF CHOUTEAU AVENUE, LOOKING EAST

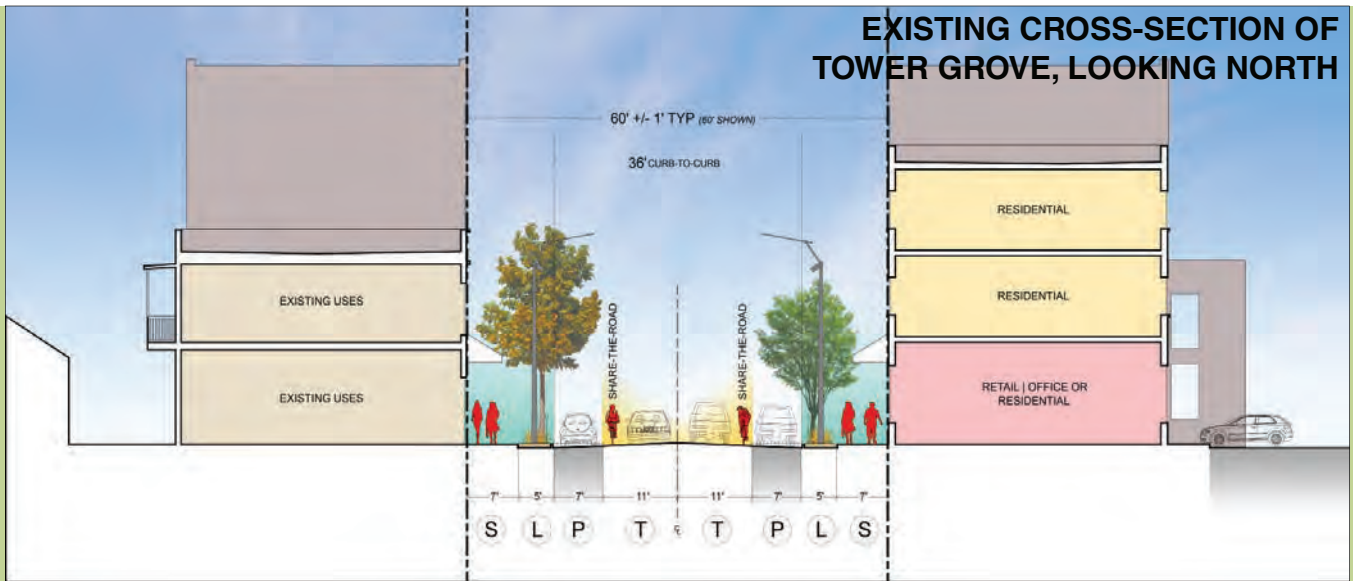


CHOUTEAU AVENUE: ALTERNATE OPTION - DEDICATED BIKE LANES

This optional solution adds dedicated (buffered, if possible) bike lanes in both directions along the street. Both sides of the street will have parallel parking, and two lanes for travel in both directions. Intersections should also be improved. This solution should include all major improvements (Streetscape Improvements, such as lighting, street trees, and new sidewalks).

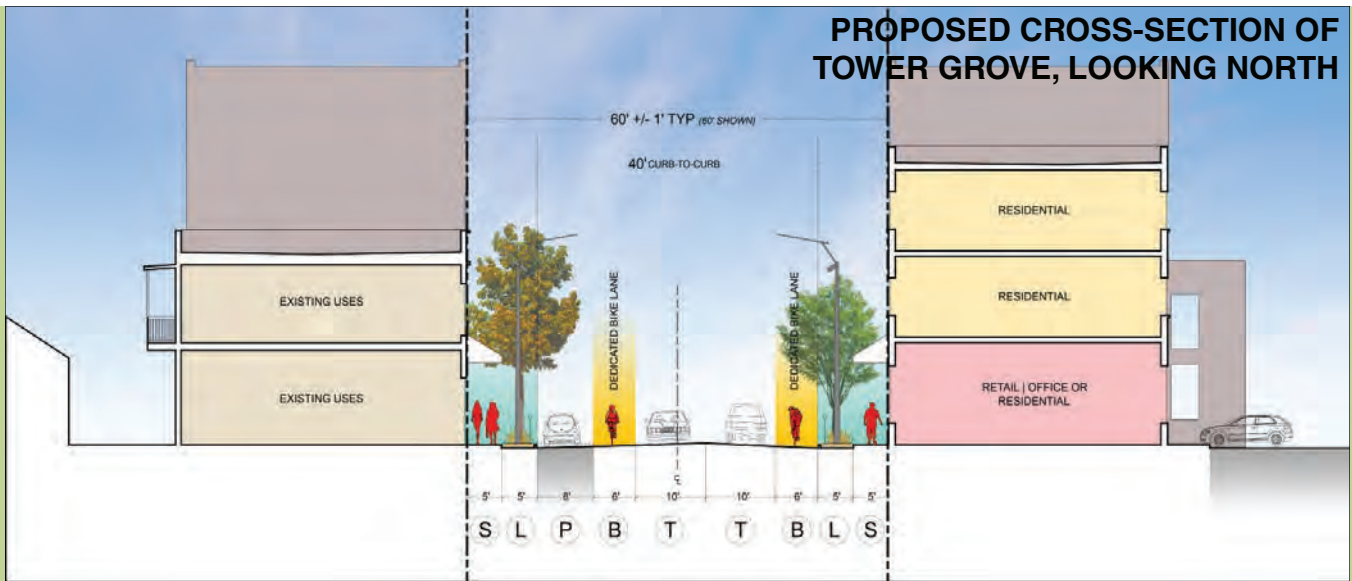
PROPOSED CHARACTER IMAGE OF CHOUTEAU AVENUE, LOOKING EAST





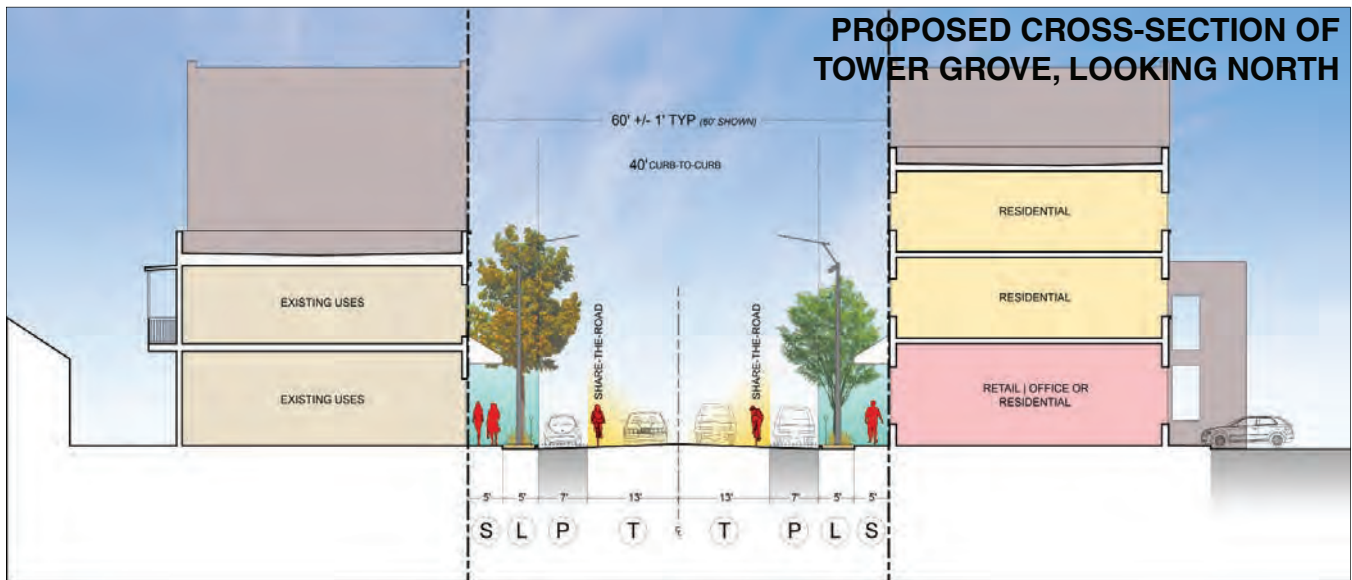
**TOWER GROVE AVENUE:
IMPROVED EXISTING - SHARE-THE-ROAD**

The improved existing conditions for Tower Grove Avenue should include striping | signage for bicycles (Share-the-Road striping) from Vandeventer Avenue to Swan Avenue. Striping should avoid the block between Manchester Avenue and Swan Avenue. Bicycles should be directed east onto Swan Avenue down to Boyle Avenue, and north through the neighborhood. This solution should include all major improvements (Streetscape Improvements, such as lighting, street trees, and new sidewalks).



TOWER GROVE AVENUE: PREFERRED OPTION - PARKING ONE SIDE & DEDICATED LANES

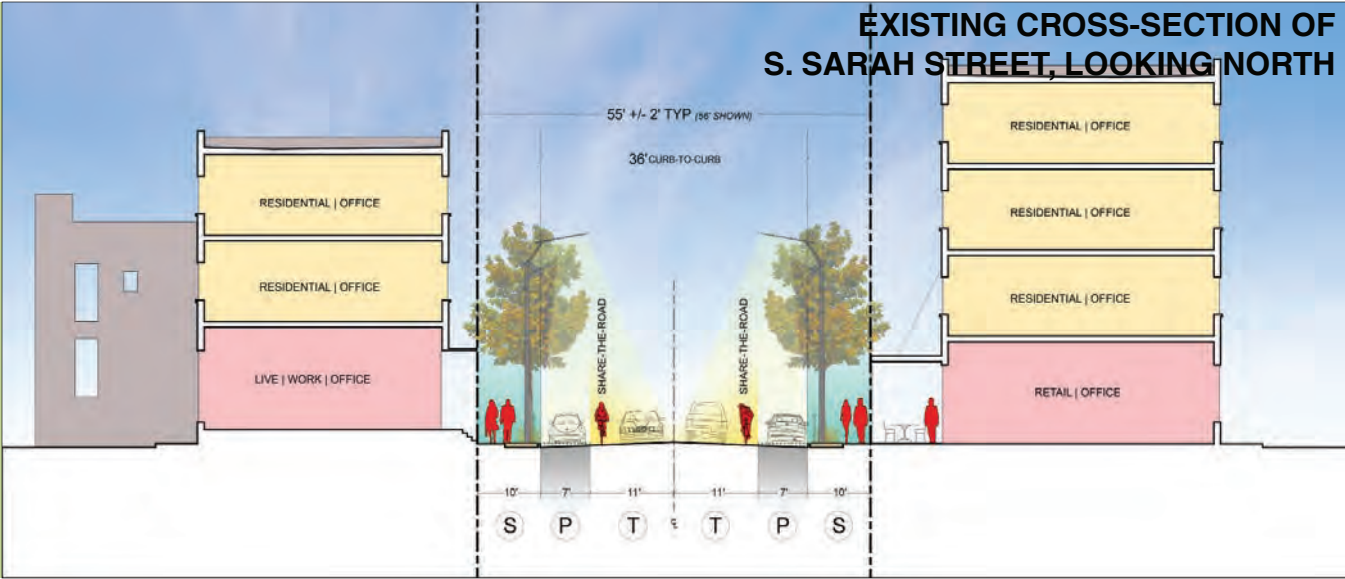
This preferred solution widens the existing roadway and narrows sidewalks; and removes one existing lane of parallel parking to incorporate dedicated bike lanes in both directions. The west side of the street will have parallel parking; and intersections should be improved with curb extensions (or bump outs), ADA ramps, crossing signals, and crosswalk striping (or paving). This solution provides the balance between parking and bicycles in order to ensure equality in modes of transportation; and should also include all major improvements (Streetscape Improvements, such as lighting, street trees, and new sidewalks).



TOWER GROVE AVENUE: ALTERNATIVE OPTION - STREET PARKING & SHARED LANES

This optional solution improves and widens the existing roadway and narrows sidewalks. In addition, it adds share-the-road striping to the wider travel lanes. Both sides of the street have parallel parking; and intersections should be improved with curb extensions (or bump outs), ADA ramps, crossing signals, and crosswalk striping (or paving). This solution should include all major improvements (Streetscape Improvements, such as lighting, street trees, and new sidewalks).

EXISTING CROSS-SECTION OF S. SARAH STREET, LOOKING NORTH

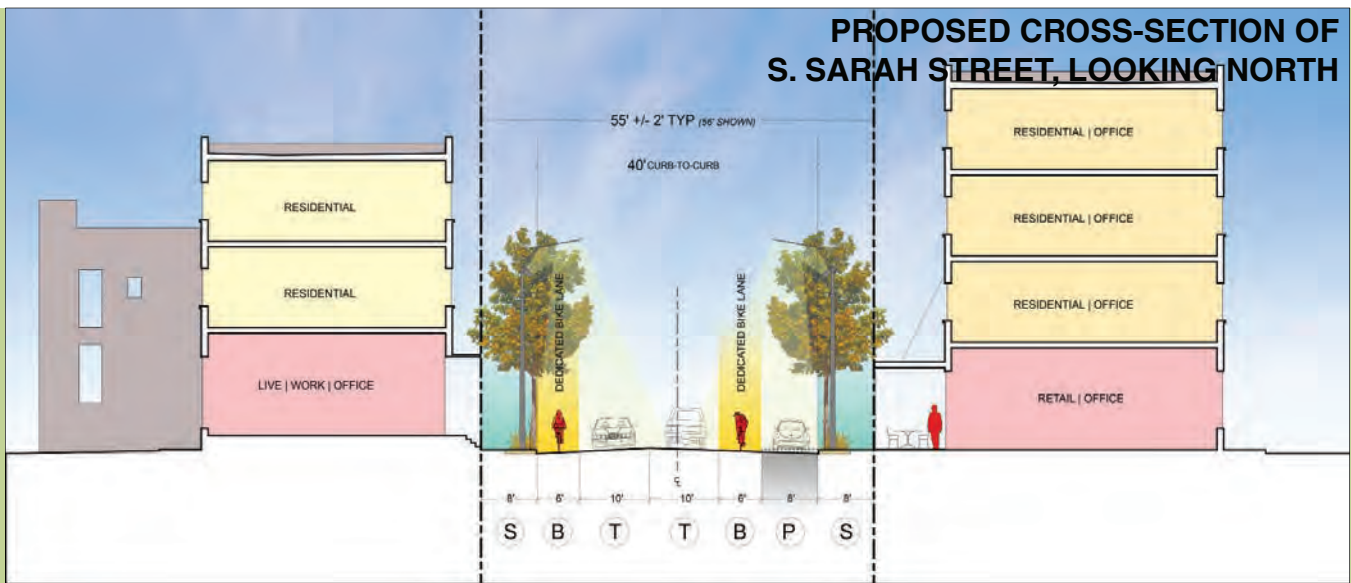


SARAH STREET: IMPROVED EXISTING - SHARE-THE-ROAD

The improved existing conditions for Sarah Street should include striping | signage for bicycles (Share-the-Road striping). Both sides of the street have parallel parking; and intersections should be improved with curb extensions (or bump outs), ADA ramps, crossing signals, and crosswalk striping (or paving). This solution should include all major improvements (Streetscape Improvements, such as lighting, street trees, and new sidewalks).



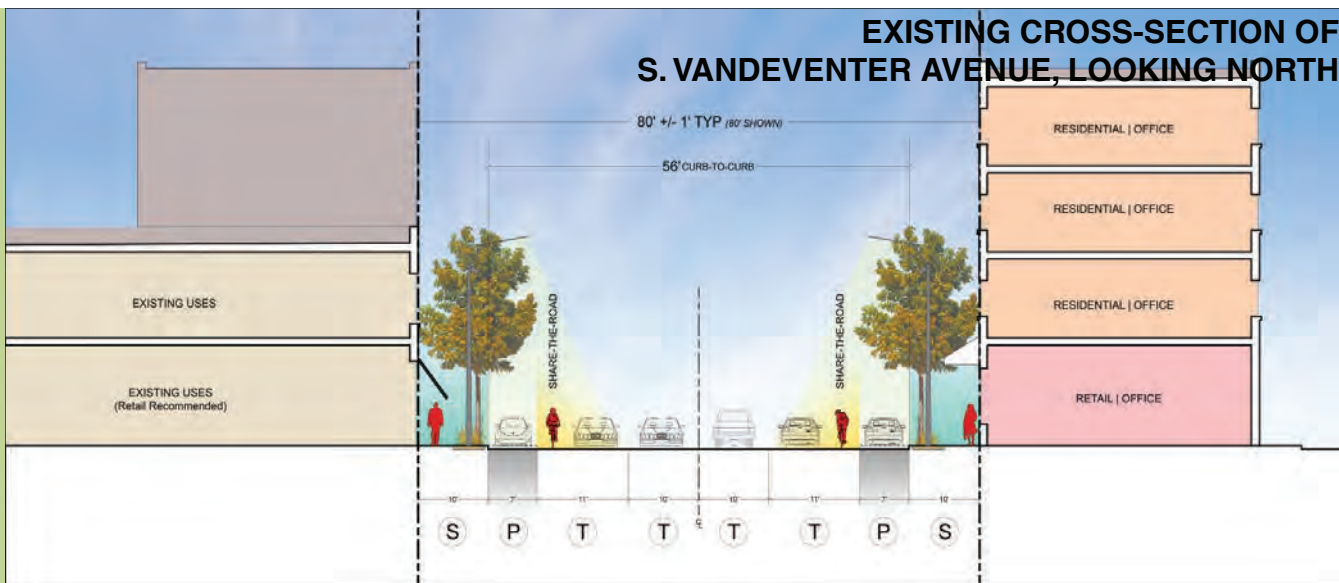
PROPOSED CHARACTER IMAGE OF S. SARAH STREET LOOKING NORTH



SARAH STREET: PREFERRED OPTION - PARKING ONE SIDE & DEDICATED LANES

This preferred solution improves the existing roadway and sidewalks; and removes one existing lane of parallel parking to incorporate dedicated bike lanes in both directions. Both sides of the street have parallel parking; and intersections should be improved with curb extensions (or bump outs), ADA ramps, crossing signals, and crosswalk striping (or paving).

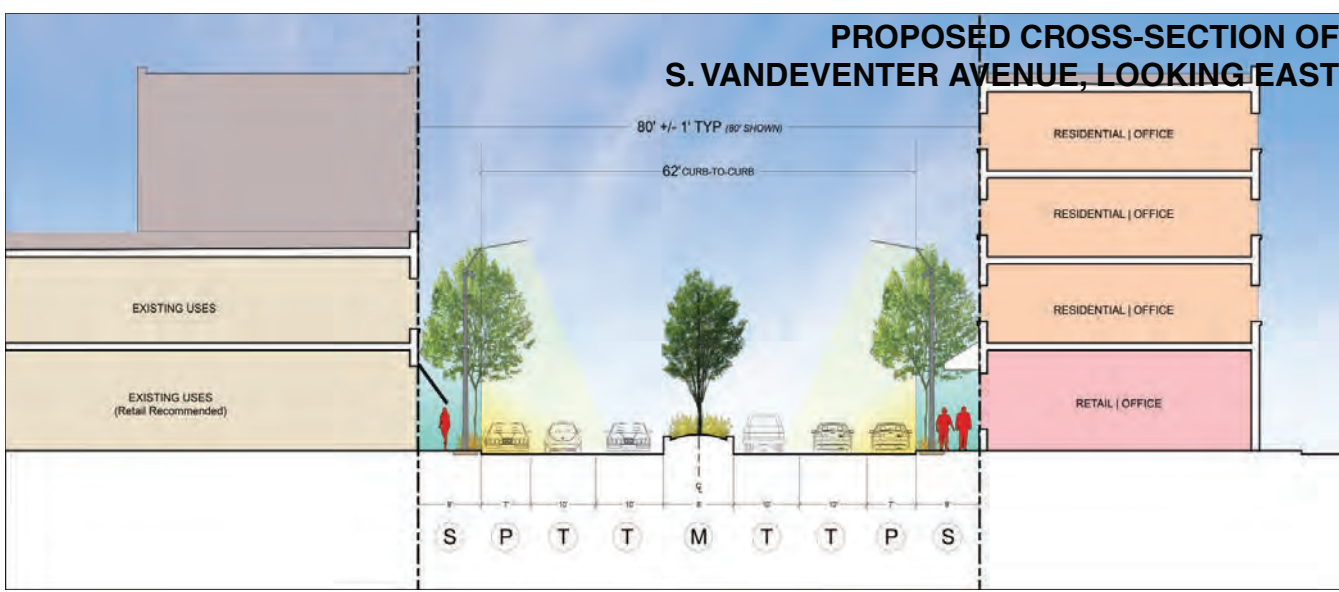
EXISTING CROSS-SECTION OF S. VANDEVENTER AVENUE, LOOKING NORTH



VANDEVENTER AVENUE: IMPROVED EXISTING - SHARE-THE-ROAD

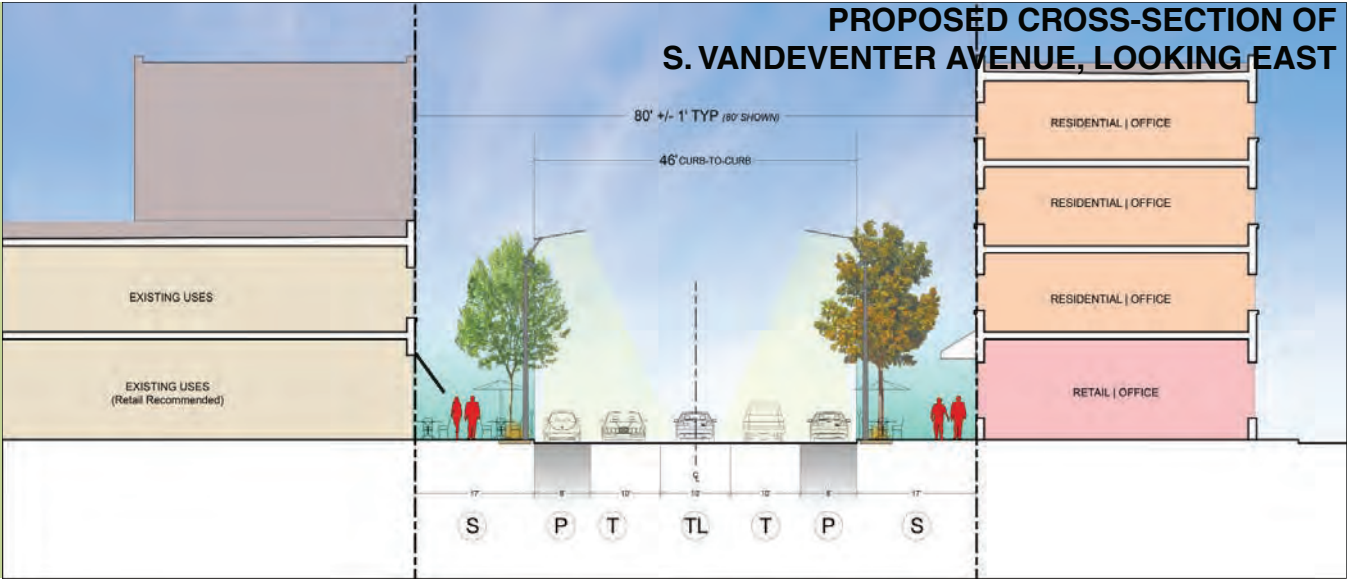
The improved existing conditions for Vandeventer Avenue should include new street trees, pedestrian-scaled lighting, and striping | signage for bicycles (Share-the-Road striping). Both sides of the street have parallel parking; and intersections should be improved with curb extensions (or bump outs), ADA ramps, crossing signals, and crosswalk striping (or paving). This solution should include all major improvements (Streetscape Improvements, such as lighting, street trees, and new sidewalks).

PROPOSED CROSS-SECTION OF S. VANDEVENTER AVENUE, LOOKING EAST



VANDEVENTER AVENUE: PREFERRED OPTION - LANDSCAPED MEDIAN

This optional solution widens the existing roadway; and adds a center landscaped median to the roadway. Both sides of the street will have street parking; and intersections should be improved with curb extensions (or bump outs), ADA ramps, crossing signals, and crosswalk striping (or paving) where possible. There are no bicycle facilities on this option. This solution should include all major improvements (Streetscape Improvements, such as lighting, street trees, and new sidewalks).



VANDEVENTER AVENUE: ALTERNATIVE OPTION - WIDE SIDEWALKS & CENTER TURN LANE

This optional solution reconfigures the existing roadway and increases the width of sidewalks for pedestrians. Both sides of the street will have street parking; and intersections should be improved with curb extensions (or bump outs), ADA ramps, crossing signals, and crosswalk striping (or paving) where possible. There are no bicycle facilities on this option. This solution should include all major improvements (Streetscape Improvements, such as lighting, street trees, and new sidewalks).



EXISTING BUFFERED BIKE LANES



TOWER GROVE INTERCHANGE



EXAMPLE LOCAL CIRCULATOR



EXAMPLE OF BIKE BOULEVARD



EXISTING SHARE-THE-ROAD SIGNS



SHARE THE ROAD SIGNAGE



EXISTING PEDESTRIAN BRIDGE



EXAMPLE OF MULTI-USE TRAIL

Access, Circulation & Parking

BICYCLE CIRCULATION

The neighborhood has seen a large increase in bicycle ridership over the last few years. Increased bicycle facilities in the neighborhood will result in less vehicle usage and ultimately - reduced demand for automobile parking and less traffic congestion. In order to ensure a safe and well-connected system for cycling, the following minimum bicycle facilities* are recommended for the Forest Park Southeast Neighborhood.

1. Share-the-Road Markings

- Manchester Avenue (from Kingshighway Boulevard to Chouteau Avenue)
- Taylor Avenue (from I-64 to Manchester)
- Tower Grove Avenue (from Swan to Vandeventer)
- Swan Avenue (from Tower Grove to Boyle Avenue)
- Boyle Avenue (from Swan to I-64)
- Taylor Avenue: Phase 2 (from Manchester to Hunt; to be completed with long-term street improvements along Taylor Avenue, south of Manchester.)

2. Dedicated | Buffered Bike Lanes

- Per Gateway Bike Plan

3. Multi-Purpose Trail

- From the existing pedestrian bridge at Interstate 40 headed south along the east side of Kingshighway Boulevard to Science Corner at Manchester Avenue.
- Along Manchester Avenue from Chouteau Avenue to Sarah Street, see Chouteau Gateway Detail Area Plan in Section 6 of this document.

4. Bike Boulevards

- Two-way on Chouteau Avenue (from the pedestrian bridge to Taylor Avenue).
- Two-way on Oakland Avenue (from Kingshighway Boulevard to Taylor Avenue).
- One-way (west) on Vista Avenue and one-way (east) on Norfolk Avenue from Taylor Avenue to Tower Grove Avenue.

LOCAL CIRCULATOR

A local circulator (or neighborhood circulator) is a small transit vehicle or shuttle bus that is intended to move residents, employees, and visitors a short distance to popular destinations and regional transportation amenities, such as MetroLink. Many vibrant neighborhoods and small downtowns across the country have adopted the use of these local transit alternatives in order to increase mobility, encourage more walking, and reduce the demand for parking. The following basic alignment is recommended for further study and consideration for the local circulator:

Phase 1.0: The Manchester Loop

Connect the main strip of the Grove Commercial District (from Taylor Avenue to Sarah Street) to the Central West End MetroLink Station, the future CORTEX MetroLink Station, the future IKEA, the CORTEX Commons, and the Barnes Jewish Hospital campus.

- Roughly 2.5 mile loop between the Central West End and the Forest Park Southeast Neighborhoods.
- Recommended improvements to current MetroBus stops along Manchester Avenue, South Taylor Avenue, and additional stops added to Sarah Street.

Phase 2.0: McRee Town Extension

Extend the Manchester Loop south along Tower Grove Avenue to McRee Town to the intersection of Tower Grove Avenue and Blaine Avenue. Loop one block east to Kemm Street, one block south to McRee Avenue, and west back to Tower Grove Avenue.

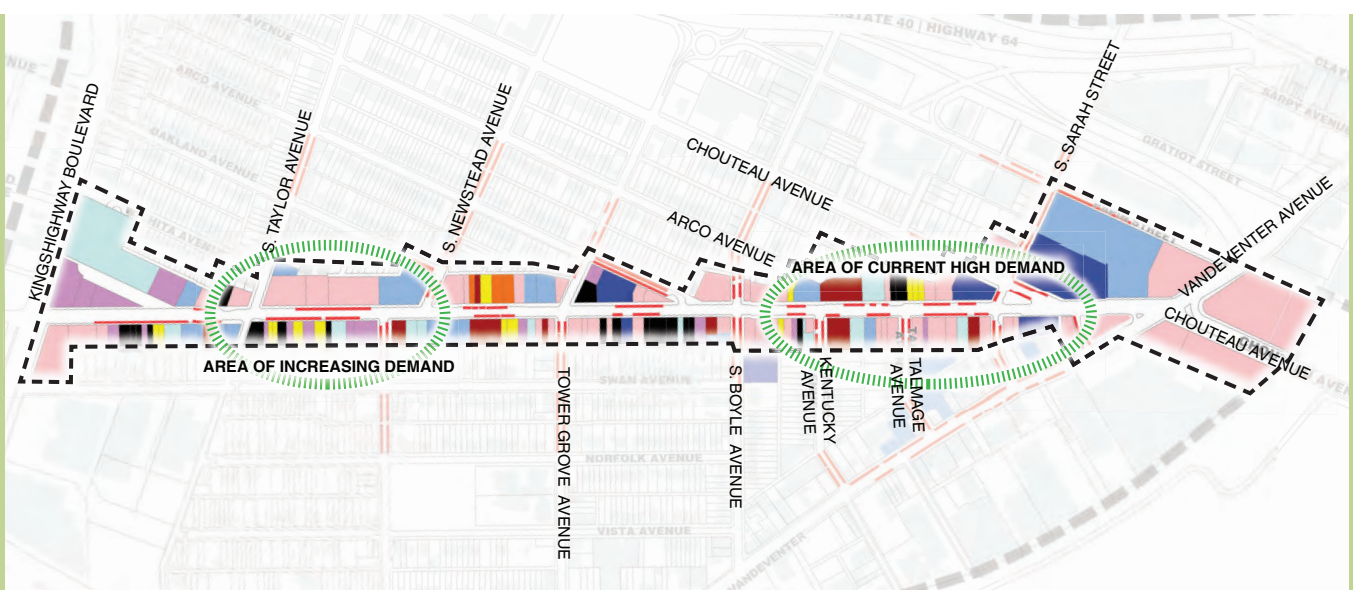
- Roughly 1.33 mile extension of the loop from the Forest Park Southeast Neighborhood to Botanical Heights with Olivo, Old Standard Chicken, and La Patisserie Chouquette.
- Recommended improvements to current MetroBus stops along Tower Grove Avenue.

*Preferred Options for bicycle circulation improvements should be considered on a case-by-case basis, as highlighted in the Public Realm Improvements section of this document.



MAP OF RECOMMENDED MOBILITY IMPROVEMENTS

- █ Share-the-Road Markings
- █ Dedicated | Buffered Bike Lanes
- █ Separate | Multi-Purpose Trail
- █ Bike Boulevards
- █ Open Space | Green Space
- █ Local Circulator: Phase 1.0
- █ Local Circulator: Phase 2.0
- █ Shuttle | Bus Stop Improvements
- █ Optional Street Cross-Sections
(See Public Realm Improvements)



MAP OF EXISTING GROUND FLOOR USES & PUBLIC PARKING AREAS

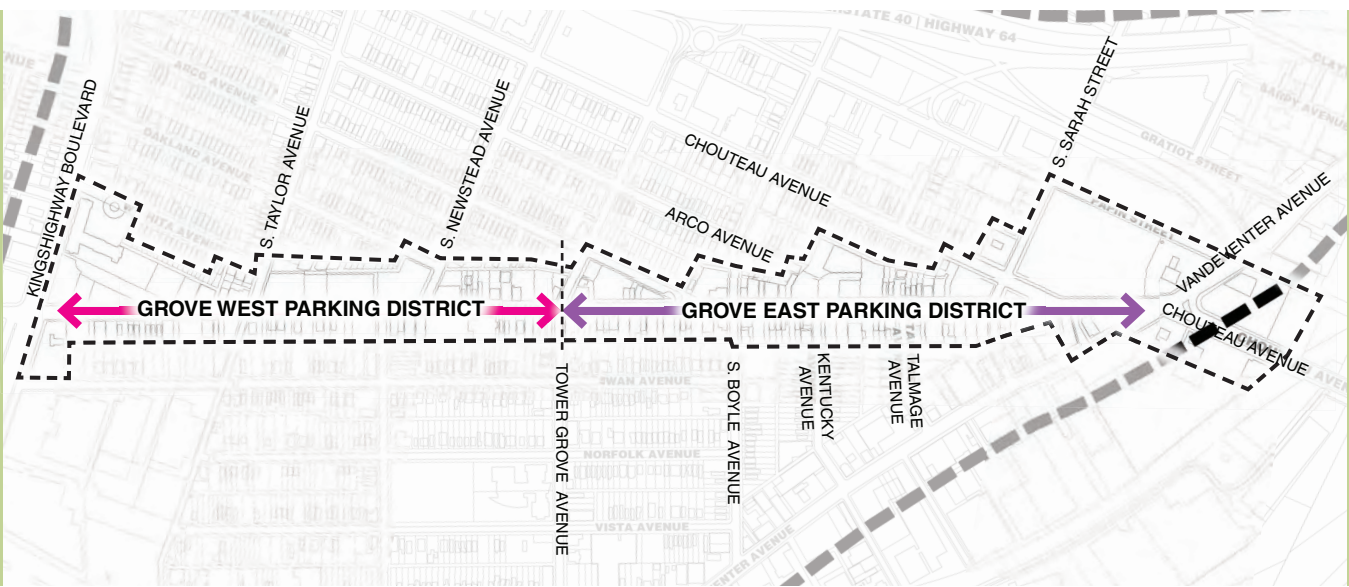
- Existing Retail Uses
- Existing Office Uses
- Existing Other Uses
- Existing Residential Uses
- Planned Retail Uses
- Potential Rehab of Vacant Buildings
- Potential Infill of New Construction
- Public Parking Lots
- On-Street Parking
- Private Parking Lots
- Areas of Major Parking Issues

DISTRICT PARKING

The demand for parking the Grove Commercial District is only likely to increase. As the area revitalizes and new businesses open, more people move into the neighborhood and more people want to come to visit the area everyday. This results in an increase in both foot traffic and the demand for more parking, which is good for business and good for neighbors. However, every great commercial district is going to need to ensure that parking needs are balanced with the need for safe, walkable streets and that there is enough parking for the residents, daily-use, evening-use, and special events.

The Problem:

The majority of businesses along Manchester are very small footprint are located on the ground floor in historic buildings that have been rehabbed over the past 10-15 years. Today, the City of St. Louis does not require these small businesses (such as bars and restaurants < 1,000 SF; or commercial uses < 3,000 SF) to provide off-street parking when redeveloped. And while these businesses account for only about 20% of the total square footage; they actually account for about 60% of the businesses along Manchester. Many are also destination venues such as restaurants, bars, coffee shops, and music venues; thus the aggregate demand for public parking needed for these uses, overshadows the supply of available parking. And although the relief of parking requirements is good for commercial revitalization and has contributed



MAP OF PROPOSED EAST & WEST PARKING DISTRICTS

to the return of Manchester as a vibrant street, each redevelopment or rehab of an existing building adds additional strain to the parking supply - pushing peak-time and special event parking further and further into the neighborhood.

Furthermore, parking along Manchester Avenue is unbalanced. While the eastern end contains a large number of active evening venues, it also has a fairly substantial amount of public surface parking lots to serve the area. The western and central areas of the district have substantially less on-street parking; and little or no public surface parking lots. The recent opening of the Urban Chestnut Brewing Company and the Ready Room has placed further need for public parking in western and central areas of the district. When given the possibility of more rehabs and potential infill new construction; the area will likely experience greater demand for public parking; and necessitate a variety of strategies to accommodate parking and balance the district.

The Approach:

The basic approach to address the parking problem is to divide the Grove Commercial District into two (2) distinct districts at Tower Grove Avenue - Grove West and Grove East. By calculating the existing supply and operational demand for parking in the individual districts, we are able to understand the imbalance of parking throughout the district, and employ specific strategies more particular to the individual districts' challenges.

ASSUMPTIONS FOR "SUPPLY"

The following assumptions have been established as part of this study:

- The quantification of existing parking supply includes the entire length of Manchester Avenue from Kingshighway Boulevard to Chouteau Avenue; a two (2) block zone on all side streets north & south of Manchester Avenue; Sarah Street north to the I-64 | Hwy 40 ramps; and Vandeventer Avenue from Kentucky to Hemp.
- Areas falling within this inventory area that have official Parking District(s) in place today; or have been approved are not included within the total counts, and it is assumed that these areas are not available for public parking for Manchester.
- A metric of twenty-one (21') linear feet was utilized to determine the quantity of spaces in linear, non-metered parking zones.
- One parking (1) space was assumed per City of St. Louis parking meter.
- Private Off-Street Individual spaces were calculated for individual residential units located with frontage along Manchester; and it is assumed that garage or pad surface parking is provided at the rear of the lot with alley access.
- Assumes that all public surface parking lots will stay undeveloped, as they are today; including the Commerce Bank Site, which has a total of 318 public parking spaces.
- All calculations are assumed to be +/- 5%; based on the linear metric used to determine non-striped on-street parking.



PHOTOGRAPH OF MANCHESTER AVENUE

Existing Parking Supply Calculations:

The initial step for the parking strategy was to calculate the existing parking supply along Manchester Avenue, based on a series of assumptions shown on the previous page. This inventory was completed through windshield surveys and visual identification of parking zones throughout the districts. The table to the right is a summary of the existing parking supply along Manchester Avenue; and the map on the opposite page highlights the existing parking supply.

In summary, the entire **Grove Commercial district has a approximately 1,050 parking spaces** for public use within the 1 mile commercial corridor (based on the “supply” assumptions on the previous page). Some important notes on the existing parking supply are as follows:

- There are NO public structured parking garages within the entire Grove Commercial District
- Almost 82% of the public use surface parking lots are located in the Grove East area.
- Almost 68% of the free public on-street parking is located in the Grove East area.
- Almost 60% of the metered public on-street parking is located in the Grove East area.
- Almost 71% of the parking lots in the Grove West area are private surface parking lots; and not accessible for public use.

GROVE WEST PARKING DISTRICT

Public Use Parking Lots:	63 Spaces
Public On-Street Parking:	190 Spaces
Public On-Street Parking (Meter):	46 Spaces
Public Structured:	0 Spaces

TOTAL AVAILABLE: 299 Spaces

The **Grove West** area has approximately **300** public use parking spaces, or about 29%.

GROVE EAST PARKING DISTRICT

Public Use Parking Lots:	280 Spaces
Public On-Street Parking:	394 Spaces
Public On-Street Parking (Meter):	68 Spaces
Public Structured:	0 Spaces

TOTAL AVAILABLE: 742 Spaces

The **Grove East** area has approximately **750** public use parking spaces, or about 71%.

**TOTAL PUBLIC USE PARKING:
Approximately 1,050 Public Spaces**



MAP OF EXISTING PARKING SUPPLY

MAP OF EXISTING PARKING DISTRICTS



- Public Use Parking Lots
- Public On-Street Parking
- Public On-Street Parking (Meter)
- Private Off-Street Lots
- Existing Parking Districts
- Approved Parking Districts



PHOTOGRAPH OF THE COMMERCE BANK SITE

Existing Operational Ratio Calculations:

The next step in the parking strategy is to calculate the existing operational ratio of public parking for the east and west districts. Calculations of the operational ratios are based on publicly available parking only, and are shown on the opposite page.

In summary, the entire **Grove Commercial district is operating at approximately 1 public parking space per 350 square feet of building** within the 1 mile commercial corridor. The Grove West Parking District is operating at a much lower ratio of public parking (1/500), which is clearly evident in the lack of surface parking lots and reduced quantity of on-street parking available. Some important notes are the following:

- The entire Grove Commercial District is operating at 1 sp / 350 SF.
- The Grove East area is operating at a higher operational ratio of 1 sp / 300 SF.
- The Grove West area is operating at a much lower operational ratio of 1 sp / 500 SF.
- The Grove West Parking District will need approximately 200 additional spaces in order to provide parking at the same operational ratio as the Grove East Parking District.
- The Grove West Parking District is effectively operating at a similar operational ratio currently provided in the Delmar Loop in University City, MO.



EXAMPLE OF RESIDENTIAL STREET PARKING



EXAMPLE OF METERED STREET PARKING ALONG MANCHESTER AVENUE

GROVE WEST PARKING DISTRICT

Total Square Footage *Approx.* 150K SF
 Total Public Use Parking Spaces 300 Spaces
Total SF / Public Use Parking Sp. 1/500

OPERATIONAL RATIO: **Approx. 1/500**

GROVE EAST PARKING DISTRICT

Total Square Footage *Approx.* 217K SF
 Total Public Use Parking Spaces 750 Spaces
Total SF / Public Use Parking Sp. 1/290

OPERATIONAL RATIO: **Approx. 1/300**

GROVE COMMERCIAL DISTRICT

Total Square Footage *Approx.* 368K SF
 Total Public Use Parking Spaces 1,050 Spaces
Total SF / Public Use Parking Sp. 1/350

OVERALL DISTRICT RATIO:
Approx. 1 Space / 350 Square Feet

ASSUMPTIONS FOR “OPERATIONAL RATIOS”

The following assumptions have been established as part of this study:

- Existing development metrics provided herein are reflective only of parcels within the formal boundary of the Grove Community Improvement District, and ground floor square footages are based on 2013 information provided by the Client. Upper floor square footages of office are not included, with exception of 4030 Chouteau.
- All existing uses along Manchester are aggregated into a singular volume. Residential SF were not included; and it was assumed the private parking for residents was provided, as required by the existing City of St. Louis Zoning Code.
- In an alternate study, the Delmar Loop’s operational ratio was calculated to be approximately 1 Space / 500 SF, on average for the entire district.



RESIDENTIAL PARKING DISTRICTS



DIGITAL PARKING METERS



MANAGED SURFACE PARKING LOTS



EXISTING VALET PARKING



EXAMPLE NEIGHBORHOOD-SCALED PARKING GARAGE

Summary Conclusions:

The final step in the parking strategy is to calculate a full build-out scenario for the Grove Commercial District, in which all vacant buildings are rehabbed and all vacant | surface parking lots are built-out with new construction. In this unlikely scenario, it is estimated that the Grove Commercial District will need approximately 650 more public use parking spaces to maintain the operational ratio for public parking today. Furthermore, an additional 300 public parking spaces (over and above the 650) will be needed in the Grove West Parking District to serve the commercial area effectively to the equivalent of the existing operational ratio in the Grove East Parking District. This suggests that the entire Grove Commercial District will need a total of **650 - 950 additional public parking spaces** to ensure enough public parking to support long-term revitalization.

More importantly, relative to balancing the district, the Grove West Parking District is providing for public use parking at an operational ratio (1 Space / 500 SF) much lower than the Grove East Parking District. Additional measures will need to be taken to ensure that as this area is redeveloped and that there will be enough public parking to support the businesses effectively. The strategies shown here are recommended to provide additional public parking, balance the commercial district, and ensure that residents have plenty of parking within the neighborhood:

1. Continue to **operate and expand the valet parking program with businesses** in the Grove East Parking District, and expand the program with other business owners to serve the Grove West Parking District.
2. Continue to **expand management agreements for existing surface parking lots** in the Grove East and Grove West Parking Districts.
3. Work closely with residents on a block-by-block basis to **expand residential permit parking districts** in problem areas of the neighborhood, such as adjacent to the Grove West Parking District.
4. Work closely with the City of St. Louis and local business owners to **institute or pilot a progressive metering program** such as a Demand-Based Parking Meter District or Digital Parking Meter District along Manchester Avenue from South Taylor Avenue to Sarah Street.
5. Continue to **install standard parking meters** for both districts in the first two (2) blocks on all north / south streets along Manchester, South Sarah Street, and Vandeventer Avenue.
6. Work closely with local developers to **construct a structured parking garage** with shared-use public parking to serve the Grove East Parking District.
7. Work closely with the City of St. Louis to develop a feasible financing plan to **construct a structured parking garage** with shared-use or all public-use parking to serve the Grove West Parking District.
8. Work closely with the City of St. Louis to **adopt a form-based district** with more responsible parking ratios and placement requirements; and ensure this code allows for urban parking garage building types for utilization along Manchester Avenue, and Liner Buildings where needed in the long-term.

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06

STRATEGIC REDEVELOPMENT AREAS

Forest Park Southeast has a strong residential core anchored by the increasingly vibrant Grove commercial district on Manchester Avenue. Other areas, particularly at the edges of the neighborhood have the potential for design and development that better integrates them into the neighborhood, connects key areas, and creates identifiable entrances. Three focus areas have the most potential for positive change in the near future - The Chouteau Gateway; Vandeventer South; and the Columbia Ironworks detail areas. Multiple design options and a preferred plan have been developed for each of these areas to show how strategic developments can catalyze neighborhood improvements and help the community reach its stated goals.

Columbia Ironworks

The Columbia Ironworks area includes the Columbia Ironworks Building located on Vista Avenue near Tower Grove Avenue, and the surrounding sites. It also includes the intersection of Tower Grove Avenue and Vandeventer Avenue, which is the major southern entrance into the Forest Park Southeast Neighborhood.

Plan Option A: INCREMENTAL

The Columbia Ironworks building is turned into a dedicated private parking structure for new surrounding residential buildings that infill existing parcels. Mixed-use, residential, and institutional development infills existing parcels along Tower Grove, Vandeventer, and Boyle Avenues. All existing streets remain as they are today, with streetscape, intersection, and crosswalk improvements to the extent possible.

Plan Option B: MASTER DEVELOPMENT

The Columbia Ironworks building is converted into residential units. Mixed-use and institutional development infills parcels along Tower Grove Avenue. A Master development joins parcels along Vandeventer, decommissions Hunt Ave. Surface parking for development is accommodated behind the buildings with alleys and street infrastructure at the discretion of the developer.

Plan Option C: EXPAND NEIGHBORHOOD

Street patterns are changed to simplify circulation and introduce a greenway along Vandeventer Avenue. Tower Grove Avenue is infilled with mixed-use development while residential buildings infill all parcels on Vandeventer, Hunt, and Vista to take advantage of the new green space and greenway for new residential.

Preferred Plan (See Opposite Page)

The Columbia Ironworks building is converted to residential units with an adjacent dog park. Mixed-use and institutional development infill parcels on Tower Grove Avenue. Hunt turns north to meet Vista and a new greenway runs along the north side of Vandeventer Avenue. Mixed-use buildings face Vandeventer, while residential buildings face Hunt and Vista Avenues. Intersections and streetscapes are improved for bike, pedestrian, and traffic safety. A new plaza creates a gateway and entrance space at the northeast corner of Tower Grove Avenue and Vandeventer Avenue.



PLAN OPTION A: INCREMENTAL



PLAN OPTION B: MASTER DEVELOPMENT



PLAN OPTION C: EXPAND NEIGHBORHOOD



PREFERRED DETAIL AREA PLAN

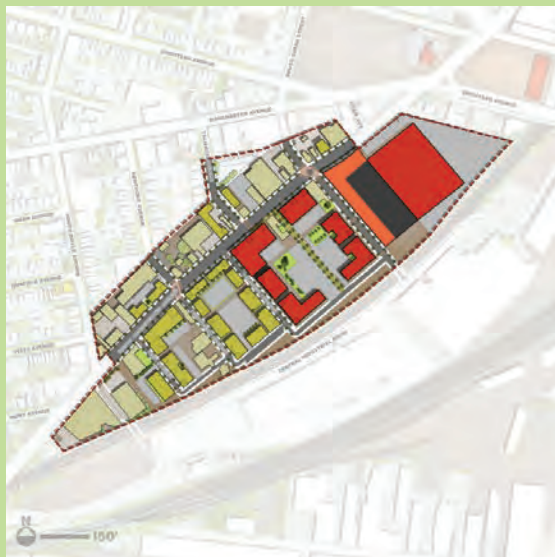
EXISTING CONDITIONS BASEMAP



- Mixed-Use Development
- Multi-Family Residential
- Single Family Residential
- Institutional Redevelopment
- Surface Parking
- Intersection Improvements
- Rehabbed Buildings
- Existing Buildings
- Public Streets
- Private Streets
- Park or Public Space
- Plaza



PLAN OPTION A: INCREMENTAL



PLAN OPTION B: MASTER DEVELOPMENT



PLAN OPTION C: EXPAND NEIGHBORHOOD

Vandeventer South

The Vandeventer South area today is an underdeveloped street with a limited mix of uses. The street typology and building frontage creates a street designed to move cars; and it does not support pedestrian and cyclist mobility. South Vandeventer Avenue will transform over time with the incoming developments just to the north including CORTEX, IKEA, new residential developments, and the Commerce Bank. This length of the street has deep lots with the potential to create large format developments that could not be supported elsewhere in the neighborhood.

Plan Option A: FRONTAGE ONLY

Only the parcels fronting Vandeventer Avenue are redeveloped with mixed-use office and commercial infill, and existing buildings are rehabbed to create a pedestrian-friendly street environment. Parking is located behind the new buildings to the extent possible; and buildings fronting the train tracks to the south remain. Existing street infrastructure remains as it is today, with limited streetscape improvements.

Plan Option B: LARGER FORMAT

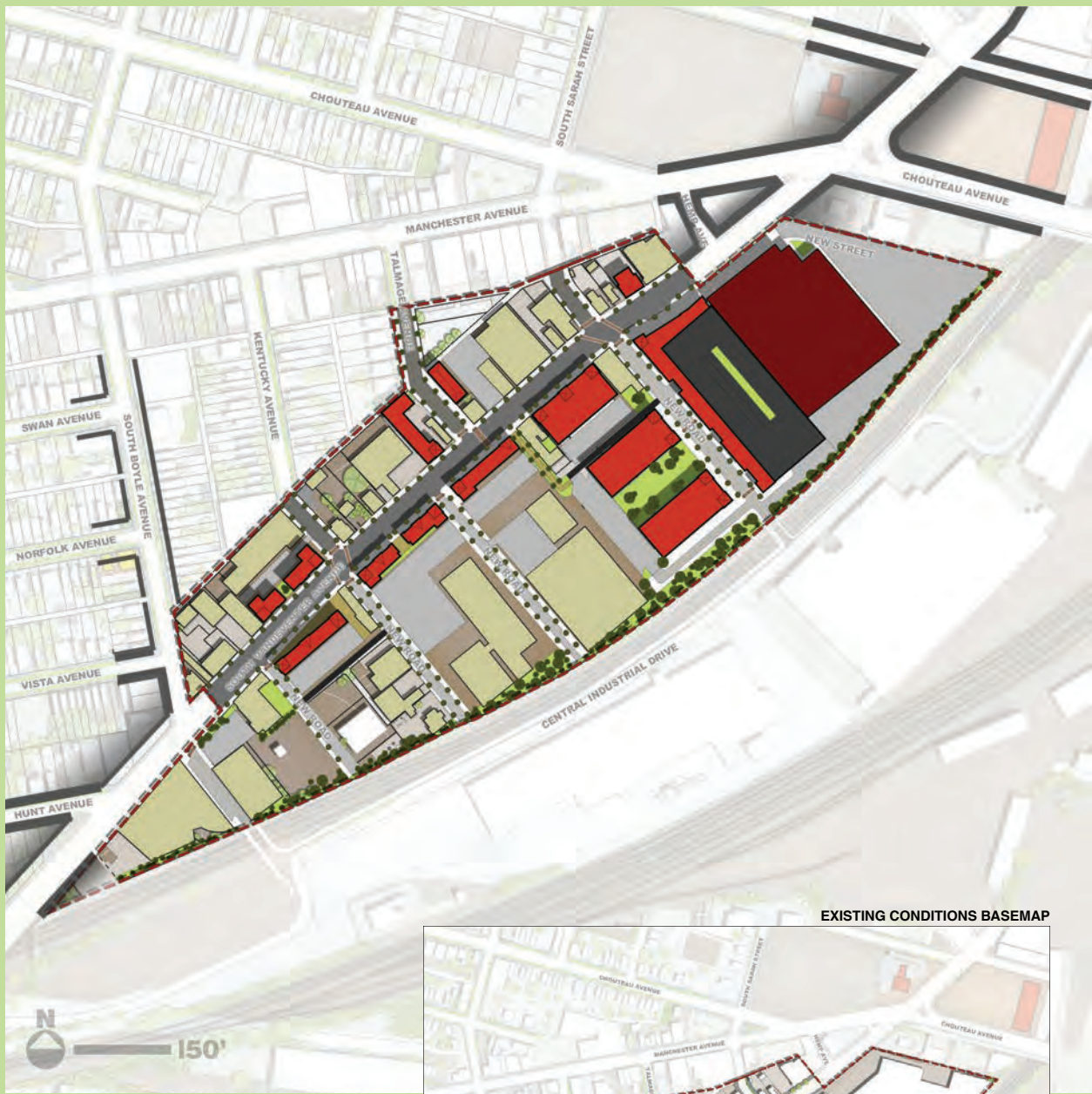
Sarah Street is extended across Vandeventer Avenue to the railroad tracks. A new big box development shares structured parking with an adjacent mixed-use office development. Further south and west, parcels are redeveloped with multi-family and residential with neighborhood services and new streets south of Vandeventer Avenue to support the development.

Plan Option C: EXPAND NEIGHBORHOOD

The entire area is redeveloped with a new walkable urban street grid to establish a new part of the neighborhood. Mixed-use development fronts Vandeventer Avenue and residential multi-family developments infill parcels facing onto new streets. Structured parking or surface parking is provided behind new development.

Preferred Plan (See Opposite Page)

A new big box store near the Chouteau intersection shares structured parking with mixed-use office and commercial development that fronts the new southern extension of Sarah Street. Office and commercial buildings front Sarah and Vandeventer to create walkable urban streets. Viable existing buildings are rehabbed to the extent possible; and new streets south of Vandeventer Avenue improve access and circulation. Streetscape and intersection improvements improve appearance, walkability, and mobility.



PREFERRED DETAIL AREA PLAN

EXISTING CONDITIONS BASEMAP



- Mixed-Use Office Development
- Big Box Development
- Mixed-Use Development
- Multi-Family Residential
- Institutional Development
- Surface Parking
- Structured Parking
- Rehabbed Buildings
- Existing Buildings
- Private Sites
- Public Streets
- Park or Public Space



PLAN OPTION A: INCREMENTAL



PLAN OPTION B: MASTER DEVELOPMENT



PLAN OPTION C: EXPAND NEIGHBORHOOD

Chouteau Gateway

Situated at the intersection of Sarah, Chouteau, Manchester, and Vandeventer, this area represents the best development opportunity in the neighborhood, and is the key eastern entrance to the neighborhood. It is one of few areas in the neighborhood that can accommodate large scale developments. Sarah Street has the potential to become a significant connection to CORTEX and the new MetroLink Station.

Plan Option A: LOW SCALE

Sarah Street is closed between Chouteau and Manchester. Papin is closed at Vandeventer to simplify circulation. Parcels are developed incrementally with mixed-use and multi-family residential; and multi-family residential replaces the large warehouse on Papin. A new institutional building occupies the triangular site at the corner of Manchester and Chouteau; and a new green plaza occupies the triangular site at Manchester and Vandeventer. Surface parking is provided behind the new developments on the block interior.

Plan Option B: SARAH FOCUS

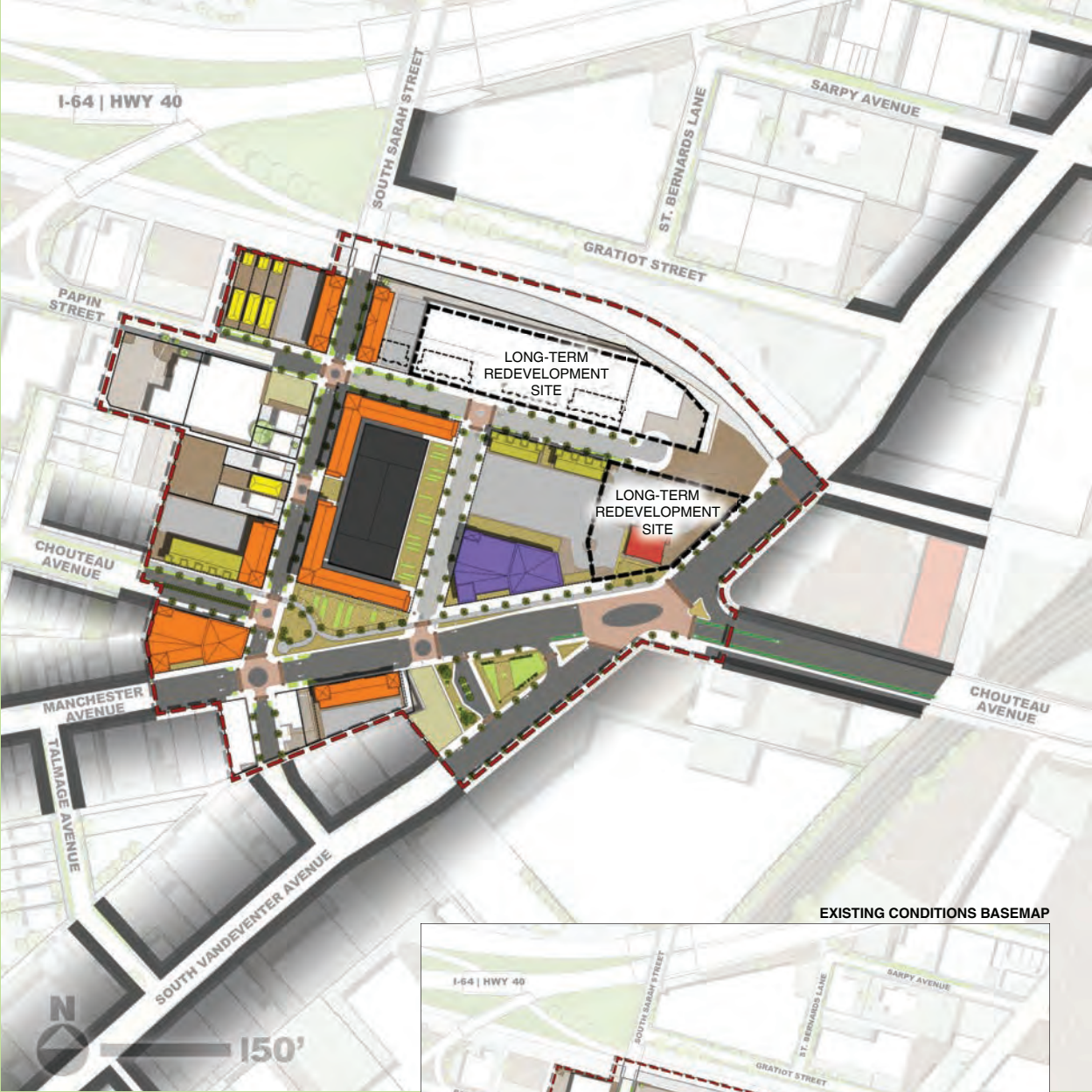
Sarah Street is developed with taller mixed-use buildings; and Papin gets infill residential development. A new institutional building occupies the triangular site at the corner of Manchester and Chouteau; and a new paved plaza occupies the site at Manchester and Vandeventer. Surface and structured parking are behind the buildings. The intersections of Manchester and Sarah, and Vandeventer and Chouteau are improved.

Plan Option C: MASTER DEVELOPMENT

Chouteau ends at Sarah with a bike and pedestrian plaza and the intersection at Sarah and Manchester is improved. Large scale mixed-use development fronts Sarah and a new street. Papin is closed at Vandeventer and redeveloped with multi-family residential. A new institutional building fronts Manchester and a green plaza. Structured parking serves the new development.

Preferred Plan (See Opposite Page)

Chouteau ends at Sarah with a boulevard, multi-use trail and pedestrian plaza. The intersection at Sarah and Manchester is improved. Mixed-use development and rehabbed buildings front Sarah; and Papin is closed at Vandeventer. New multi-family development and potential warehouse redevelopment fronts Papin. Mixed-use development fronts Manchester and Vandeventer, where there is a new green plaza and an improved intersection. Surface and structured parking serve the site. A signature building (such as a grocery store) is located adjacent to a new road through the site.



EXISTING CONDITIONS BASEMAP

PREFERRED DETAIL AREA PLAN

- Commercial Development
- Mixed-Use Development
- Multi-Family Residential
- Single Family Residential
- Destination Development
- Surface Parking
- Structured Parking
- Rehabbed Buildings
- Existing Buildings
- Public Streets
- Park or Public Space
- Plaza
- Intersection Improvements

