

## **Medium-Term Solutions**

### **Medium-Term Solutions Supported by the Steering Committee Policy and Design Solutions**

#### **18. Create a New Bus Loop Connection**

Consider a bus loop that connects the South Grand Business District directly to the hospitals to the north, to the Grand Avenue Metrolink stop, St. Louis University and the Grand Entertainment District further to the north. Increasing accessibility of public transit could decrease demand for some parking. This business district loop should be quick and not stop at every block along the route.

***The Steering Committee incorporated the following suggestions:***

*The hospitals may be able to extend the loop they already run. Bi-State might not be receptive at a time when they're downsizing. St. Louis University already runs a bus—tie into them? Vince Schoemehl has been talking about running a tram between Grand Center and 44. Maybe we could convince him to extend the route a little farther south. (<http://www.thecommonspace.org/2001/06/editor.php>).*

Clearly some synergy may be possible to link the many uses along the Grand Boulevard Corridor. Additional consideration could be made to link this bus route to multiple City business districts. A bus loop could be created that links all of the above uses on Grand to Cherokee Street, then to the Brewery, next would be Soulard, then Downtown (ballparks, Metrolink Stations, hotels), then west to the A.G. Edwards Campus, Harris Stowe College, and back to Grand Center and St. Louis University.

#### **19. Design Right-of-Way Improvements**

Comprehensive design of major right-of-way improvements along South Grand Avenue and the adjacent side streets including lighting, bump-out corners, compact parking spaces, the Post Office parking spaces, and a typical entry monument. While the improvements may be phased, most are scheduled to occur in the medium-term. While some entry monuments may be constructed in concert with nearby building renovation or new building construction, most entry monuments would occur in the long-term.

#### **20. Conduct a Parking Refinement Analysis**

Conduct a detailed analysis of each section of parallel parking within the Business District. This includes evaluating commercial no parking zones like near the Cleaners at Grand and Wyoming. Does this have to be a full-time no parking zone? Can this 142-foot no parking zone be reduced? Can the commercial loading be served by allowing trucks to double-park, thus allowing 6 parallel parking spaces? Does the Church on Wyoming need a no parking zone in front of their building on weekdays as well as Sunday? Additionally, examine each element that causes a no parking zone, like mailboxes and fire hydrants. Where possible, overlap no parking zones to allow more parking. Another possible refinement is the apparent extra spaces in front of the post office or at 3200 Grand. The current parallel parking spaces are located some distance from alley or street entrances to allow a larger turning radius (higher speed) and to provide for unobstructed pedestrian cross walks. These two blocks have 4 metered spaces, but often cars park at the phantom non-metered space on these blocks. If cars regularly park in these phantom spaces, it must be possible to re-stripe some blocks like this to gain legitimate parking spaces. This analysis should be done with the installation of curb bump outs proposed below.

***Business Owner Comment***

*Find out if there is a special requirement for the cleaners to have a loading zone (EPA for chemicals used at site)? Investigate all no-parking sites and request change as appropriate. Request Street Dept. to repaint no-parking areas so they are clearly marked. **Note** The EPA does not and cannot regulate things like this.*

***Resident Comment***

*Yes, more efficient. Approach those businesses and organizations with current no parking areas and see what works for them. For example the Orpheum Dry Cleaner has been a neighborhood fixture for years and should have say in how the areas are designated.*

The parking solution drawings implement this in some locations. The net effect of this is the increase of several parking spaces scattered throughout the district. More spaces may be possible with a detailed block-by-block assessment with a more accurate land survey of the area.



Is the “No Parking” zone necessary on weekdays in front of the church on Wyoming? The underutilized church parking lot is improved in the solution drawings and further described in solution #5 and #25, Creating Parking Lot Synergy. Adjusting the day and time of this no parking zone can provide 2 or 3 street additional parking spaces during business hours.

**21. Install Curb Bump-Outs to Enhance Pedestrian Crossings on Grand**

Install curb bump outs at each cross street and Grand Avenue (see standard drawing 11.1 on next page). This curb should project out into the parking lane along Grand Avenue. The side streets are narrow enough that they may not need this enhancement. This detail will increase pedestrian safety for crossing Grand, and also increase curb length along side streets, which possibly will increase parking on the side streets. Curb bump outs have been installed in downtown Clayton in several locations.

***The Steering Committee offered no additional comments.***

***Individual Steering Committee member comment***

*The District has previously considered curb bump-outs and similar pedestrian-friendly solutions. The District has decided not to request expansion of T-21 funds allocated to South Grand north of Arsenal to extend further south. Thus, the South Grand CID intends to make its own application for Future T-21 enhancement grants that could cover a portion of the costs of a comprehensive streetscape plan.*

The parking solution drawings show the addition of this detail in the plan, and a larger detail drawing of this concept on page 17.1. Additional curb length will sometimes create a new parking space on side streets. Implementation of curb bump outs along Grand Avenue should be part of the Design of Right-of-Way Improvements (solution #19) and a feasibility study by the Traffic and Street Lighting Division of the Street Department.

## 22. Install Historic Street Lighting Throughout the District.

Specific research should identify a street light fixture that satisfies required lighting level (City & State standards) for Grand without sacrificing aesthetic quality. The existing historic fixtures have poor lighting output levels, especially on the streets. The larger cobra head light fixtures are more appropriate along highways and tend to illuminate second floor residential bedrooms. High quality historic lighting will reinforce the character of the local district while also increasing the feeling of security of residents and customers. An increased feeling of security could increase the distance that employees and customers are willing to park down residential side streets. Avoid the silly looking situation where both historic lighting and modern cobra head fixtures are installed like was done on the Kingshighway Bridge. Implementation of curb bump outs along Grand Avenue should be part of the Design of Right-of-Way Improvements (solution #19) and a feasibility study by the Traffic and Street Lighting Division of the Street Department.

*The Steering Committee offered no additional comments*

*Resident Comments: Yes, Historic Street Lighting. Also, improve lighting on side streets*

## 23. Reduce Existing Curb Cuts to Increase Street Parking

Allow only 2 curb cuts for corner properties like Amoco and Phillips Food Mart (they now have 3 or 4). One entry on Grand and one on the side street should be adequate. Removing the curb cuts closest to the intersection could create 1 or 2 more parking spaces along the curb and several more spaces on each of these properties.

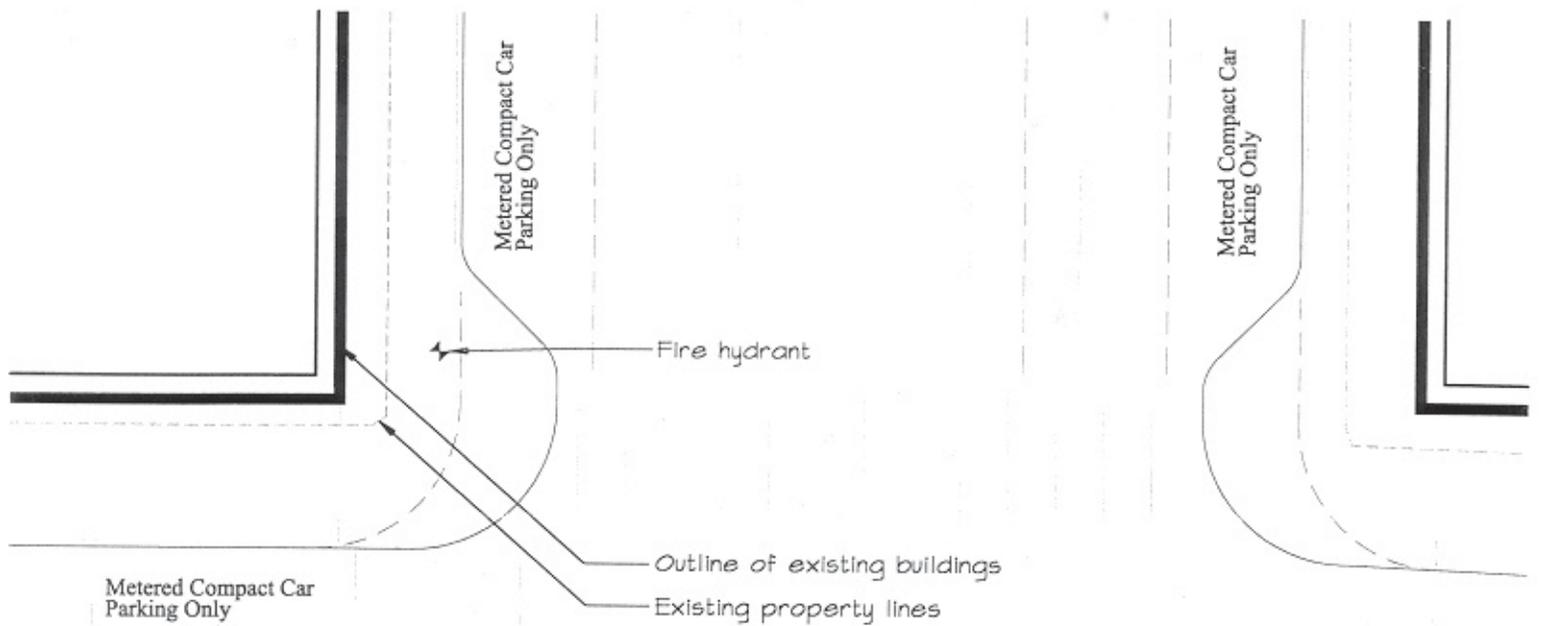
*The Steering Committee incorporated the following comment:*

*Business Comment: Decrease curb cuts for corner gas stations – Check EPA and safety requirements for ingress-egress at gas stations. If allowed, treatment at each site could be to eliminate one of the two Grand driveways and widen remaining drives to allow use by two cars moving in and out. Emily looked into this – same answer as loading zone for dry cleaners.*

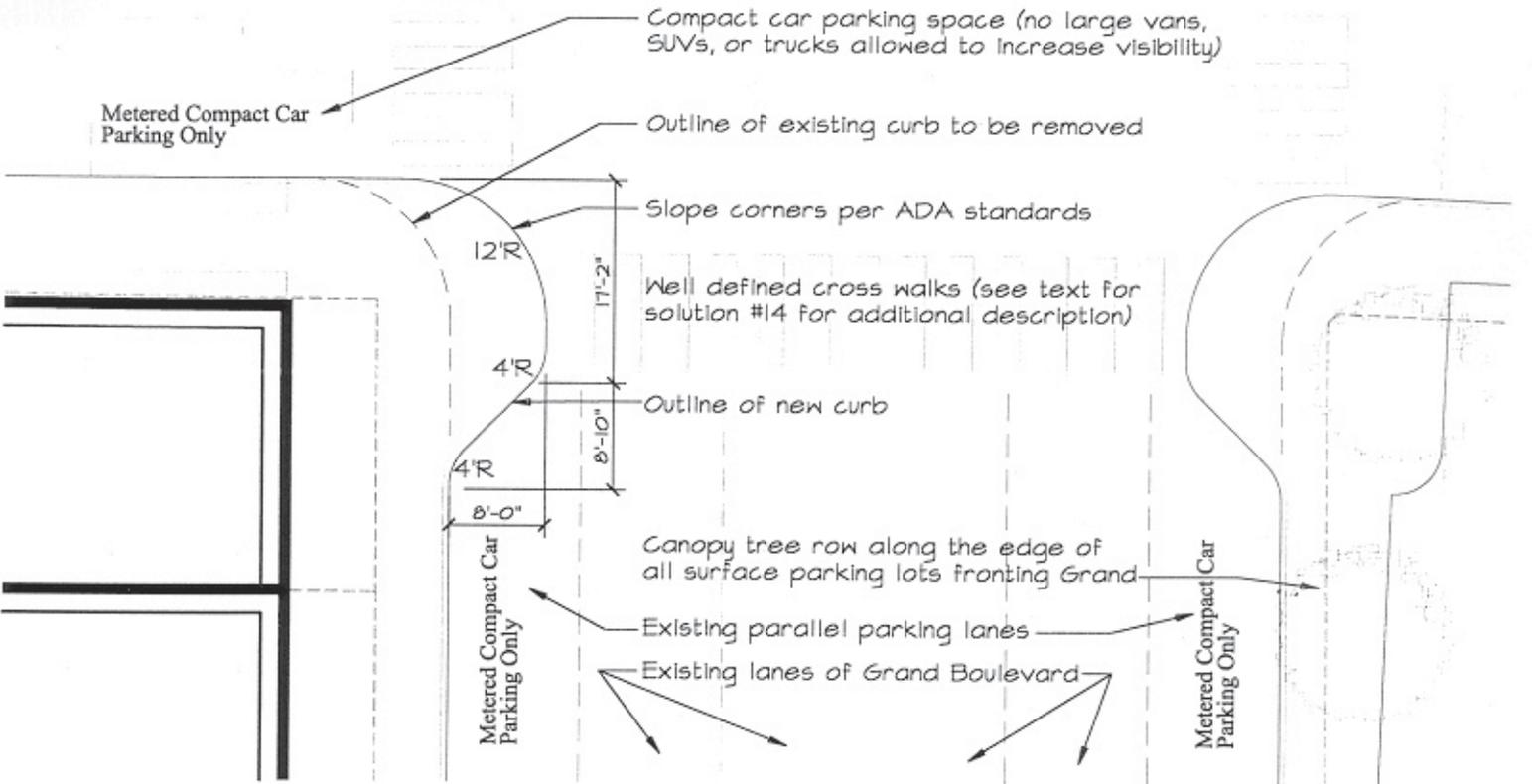
This may be difficult to implement since this type of change is usually dependent upon implementation when the property owner applies for a building permit for some type of work on the site. The height and location of the canopy above the gas pumps will also restrict how the refueling truck enters and exits the site. This solution is shown on the parking solution drawings, but should be considered for long-term implementation over time. Note that this curb cut removal is standard policy for the St. Louis County Highway Department and MODOT for corner sites fronting on their controlled right-of-ways.

## 24. Allow Flexible Use of Homes on Side Streets to Allow More Parking in Rear Yards

At a limited number of sites identified in the final Parking Study, and following a process of either amending the redevelopment plan, allow business owners to purchase residential buildings directly adjacent to the business district and lease the building for use as a residence, small offices (architect, attorney, insurance sales), artist studio, or other transitional uses. Restaurants, bars, liquor and tobacco sales should be forbidden



Enhancements of pedestrian features in the Business District can increase the likelihood of customers using more remotely located parking spaces such as those supplied in the rear of the Commerce Bank lot.



## Solution #21 Curb Bump Outs & #6 Marked Pedestrian Crossings

### South Grand Commercial District Parking Study

including parts of the Tower Grove Heights & Tower Grove East Neighborhoods

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The styling of the project was derived through a grant from the Department of Housing & Urban Development and the City of St. Louis Planning & Urban Design Agency under the provisions of the Title I of the Housing & Community Development Act of 1974.

Sheet 17.1  
 Date: March 20, 2003

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Scale: 1/16" = 1'-0"

from property fronting side streets in the district. The business owner would be allowed to pave more back yard to create a large parking lot (with implementation of landscape and fence standards). A narrow residential lot could provide 9 or 10 parking spaces. Three or four residential lots could be combined to form a larger parking lot of 30 to 35 cars keeping all of the buildings in tact. This solution would require 1) amendment of the Redevelopment Plan for the Commercial District and/or 2) rezoning to an appropriate Zoning District between the “H” Area Commercial District along Grand Avenue and the surrounding “B” Two Family Dwelling District. The presence of small businesses on the street can enhance daytime security for residential properties in that there will be law-abiding citizens in the residential district during the day. This is a defensible space strategy espoused by both Oscar Newman and Jane Jacobs. Support for this strategy is suggested in the Residential Surveys completed in August.

***The Steering Committee offered the following comments:***

*The Steering Committee agrees with converting residential buildings to businesses directly adjacent to the District. Parking behind building must abide by the same standards as other lots in the district (attractively landscaped, striped, and fenced). As stated in above comments/conditions, Steering Committee prefers to stick with the City’s conditional use or Board of Adjustment process rather than a new Zoning District suggested. Also, keep in mind that the conversion of these residents into businesses must be ADA compliant and that could be expensive for a potential business.*

The parking solution drawings show the implementation of this solution along the perimeter of the Business District in several locations (reference solution #29 for additional information on this topic, where business owners would lease parking spaces from residential property owners). Flexibility of building use is critical, as some of the property owners main business is apartment management, so they may not be as adept to lease office space in addition to their residential apartment units. The mixed-use nature of sharing a parking lot between residential uses and some businesses is better in that they would have different peak demands, and therefore better able to share a parking lot. If a business owner purchases a house behind their business they should be able to use it as offices for their business, their own residence, or as a residence for an employee’s family. Fear of a residence without a rear yard should not be a factor, as this is a common urban pattern in areas of higher demand and density. The large apartment building at the corner of Connecticut and Grand illustrates this pattern of residential units without rear yards.

## **25. Create Parking Lot Synergy**

Consider amending the Redevelopment Plan or Zoning process detailed in #24 to create synergy with the existing land uses. A good example of this principle is the assembly of the addresses 3618, 3620, and 3622 Connecticut. The assembly of these three properties will allow for a large parking lot to be created adjacent to the very large apartment block at the corner of Connecticut and Grand, while it also backs up to the existing Church parking lot entered from Wyoming. A shared parking agreement could be created that would be beneficial to the Church, the three residential properties assembled, and the large apartment building. Additionally, the adjacent businesses could also be party to the shared parking arrangement for their employees or customers to use the combined lots as well. A 74-car parking lot could be created here that includes the 24 existing spaces for the apartments, 27 from the existing Church lot, and 23 new spaces created in the back yards of the residential property.

***The Steering Committee offered the following comments:***

*As long as the City’s conditional use or Board of Adjustment process is used (rather than a re-zoning process) and the residential buildings with rear parking lots are converted to businesses, the Steering Committee agrees with this idea.*

The parking solution drawings show the importance of creating the synergy that will make finding a parking space in the district more customer friendly. The drawings show a redevelopment pattern that interconnects many small parking lots located to the rear of the buildings (both businesses and side street buildings). The small, interconnected lots will make access much easier for a customer to go from lot to lot without having to go back out onto Grand Avenue. A series of smaller parking lots will avoid the suburban feel of massive parking lots. Smaller parking lots better distribute the total parking available throughout the Business District (unlike the existing oversized Commerce Bank lot). Redevelopment proposals for creating new parking lots should be required to increase the interconnection as shown in the solution drawings. Many of the existing alley configurations already achieve this access, and new development must reinforce this pattern. Cross access easements should be required to assure this end result (see the new parking lot proposed on City Block 2100, behind all of the small buildings adjacent to Babylon International).

Photos below are from the Dickman Building looking south.





The solution drawings show how the demolition of the vacant old post office building shown in the photos above will create space for 20 parking places that, when combined with other minor improvements, will interlink a series of small parking lots that total 54 parking places in City Block 2101. The photo above illustrates that this City block pattern exists all the way to the Church on Wyoming, visible at the top of this photo. Business District planning should interlink a series of smaller parking lots along this existing alley system.



The long-term solution drawings proposed the acquisition of this existing house at 3615 Juniata with the abrupt adjacency to an existing bar (and massive satellite dish) to complete the interlinking of the small parking lots in the blocks west of Grand. The long-term solution drawings also show the implementation of solution #35, which is the implementation of Monument Entry Gates and fences (per the existing Redevelopment Plan Guidelines). When major changes to the edges of the district are proposed (house demolition being a defining change), the Business District should be responsible for defining and enhancing this juncture with the residential community, and Monument Entry Gates would be an attractive addition to the transition space between residential side street and the start of the Business District.

Aesthetic controls for both the Business District and residential neighborhood should include the regulation of satellite dish or any utilities to be positioned on the back half of the building so as not to be visible from public streets. Note in this photo that the residence also has a smaller dish on the roof in front. Both of these satellite dishes could have been mounted toward the back half of these buildings and not be so visible from the street.

**26. Improvements for Residential Parking**

The residential parking spreadsheet shows large residential off-street parking deficiencies for some blocks in the area. The City should encourage higher standards of off-street parking for homes (single-family, duplex, and four family) on side streets adjacent to the Business District that greatly exceed the City's minimum parking standards (1F=2, 2F=3 or 4, 4F=4 or 6). Apartment buildings in and adjacent to the Business District should be encouraged to maximize parking on the back of their lot, to serve the parking needs of residents and commercial employees or customers. The provision of adequate parking with buildings as they are rehabilitated can help attract high quality tenants to the District. Without the provision of off-street parking on residential properties that have available back yards space, landlords will have little opportunity to provide the parking for their individual rental properties that can attract high quality tenants. As a voluntary program, it is unlikely that much change will occur to improve the parking provided for residential properties in the blocks adjacent to the district. A Conservation District type of mandatory requirement for parking for residential properties will create more parking in the area as tenants or owner of properties change over time. Note here that the parking study makes the assumption that 100% of the street parking is available to the business district, which is clearly not true. Improvements to residential parking will help parking conditions in the business district.

**27. Low-Interest Loans for Residents to Implement Parking**

The South Grand Business District should consider funding a low interest loan program as an incentive to creating off-street parking for residential property on side streets adjacent to the Business District. This would help generally increase the overall parking in the area at little or no cost to the business owners, as the property owner would pay the loans back. This policy would work well as a funding mechanism for the approach noted above in solution #26.

**28. Shared Parking Valet Service**

Multiple restaurant owners within the same block should consider a jointly operated valet service that can park customer cars on the remote end of the Commerce Bank lot. This will allow the better use of this lot at the peak demand periods of the dinnertime parking crunch. Many restaurants in downtown Clayton provide a valet parking option during dinner hours.