GRAVOIS ROAD

EAST-WEST GATEWAY
Council of Governments

Saint Louis
COUNTY
PLANNING

PDS
Planning Design Studio

The i5Group
Urban & Community Planning | Public Affairs | Landscape Architecture

Sam Schwartz
Transportation Consultants

DEVELOPMENT STRATEGIES®
guiding effective decisions in real estate, community, and economic development

©2004 BRANCH SAN ANTONIO EXPRESS-NEWS
HERE'S ANOTHER ONE FROM OUR CROSS-COUNTRY DRIVING TRIP... I BELIEVE THIS IS OKLAHOMA... NO WAIT-ARKANSAS!.. OR MAYBE GEORGIA... PERHAPS VIRGINIA?.. OHIO?.. ACTUALLY, THIS MIGHT BE FROM... BEFORE WE LEFT....
CITGO
6
Stuckey's
EXXON
WAL*MART
NEXT 57 EXITS
Cracker Barrel
Pizza Hut
STARBUCKS COFFEE
BEER
FOOD
GAS
ICE
OUTLET MALL

"To design a street according to its probable use is a reasonable but uncommon practice."

Harland Bartholomew

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Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Great Streets:

- Are **Great places**
  - local identity & walkability
- **Integrate land use & transportation** planning
  - design to a vision
- Accommodate **all users and modes**
  - trip type - “to, through, & within”
  - accessible for everyone
- Are **economically vibrant**
  - complementary uses
- Are **environmentally responsible**
  - practical
  - more than just storm water
- Rely on **current thinking**
  - adapting what works best
- Are **measurable**
  - performance measures
    - guide the process
  - relate to RTP & funding
- **Develop collaboratively**
  - multi disciplinary team
  - iterative community input

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Great Streets Emphasize:

The Product

- The Plan
- Prepared Local Leadership
- Tools for Implementation

The Process

- Multi-disciplinary consultant team
- Iterative local input
- Envision land use – all else supports that
- Best Practices

Combining local knowledge

(residents, owners, proprietors, leadership, etc.)

with technical expertise (multi disciplinary team)

Iterative feedback loops

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www. greatstreetsgravois.html

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Great Streets Gravois

HOME MAPPING TOOL

Share your Comments about Gravois Road via our Online Mapping Tool

We want your input! Do you have suggestions about how to make Gravois Road a Great Street? Do you have ideas for new development, pedestrian improvements, parking, or other ideas on how to improve Gravois Road? Share your thoughts, comments, and ideas via the online mapping tool.

Click below to access the mapping tool. You will have the opportunity to share comments about specific locations along Gravois Road.

Thank you for your comments!

What are Great Streets?

Great Streets are streets that are more than just spaces for automotive travel. Instead, Great Streets are integrated corridors for moving people, improving connectivity, enhancing local economies, and creating attractive, interesting places – in brief, building stronger communities.

Since 2006, the East-West Gateway Council of Governments has partnered with communities to provide tools and resources to assist in rethinking the relationships between streets and the social and economic objectives of the community.

To find out more about the Great Streets Gravois initiative, please visit:

Great Streets Initiative Website
St. Louis County Department of Planning

Great Streets Gravois Flyer

Upcoming Schedule

Great Streets Gravois Community Meetings

Monday, May 2, 6:00pm
Community Kickoff Meeting
9343 Gravois Road (Next to Jimmy John's)

Tuesday, May 3, 5:30 - 6:45pm
Community Feedback Open House
9832 Reavis Road
(Affton Early Childhood Center)

Thursday, May 5, 6:00pm
Community Presentation and Next Steps
9343 Gravois Road (Next to Jimmy John's)

Summer 2016
The Great Stre[illegible] will be availabl[illegible] the St. Louis County [illegible] East-We[illegible]ateway websites.

Share comments, photos, or stories via social media:
#GreatStreetsGravois

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Saint Louis COUNTY

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Step 1: Click Plus Symbol on Map to Add New Comment

Step 2: Enter Your Age

Step 3: Enter Description
Describe your comment in more detail: *Example for 'Bike Improvement' - "Improve bike connections to park".*

Step 4: Select Your Marker

- **Intersection Improvement**
  (Are there intersections where you have trouble driving, walking, or biking? Are there intersections that should be gateways for Gravois Road?)
- **Development Priority Site**
  (Are there sites or areas of Gravois Road that should be a priority for development? What type of development?)
- **Bicycle Improvement**
  (Where should there be improved bicycle facilities?)
- **Pedestrian Improvement**
  (Where should there be improved pedestrian facilities?)
- **Parking**
  (Where are there parking problems? More parking? Less parking?)
- **Stormwater**
  (Are there areas where it floods when it rains? Drainage problems?)
- **Open Space / Gathering Areas**
  (Where should there be open space or gathering areas? Pocket parks?)
- **Existing Community Asset**
  (What are the existing community assets? What makes Gravois Road a great place to live and work?)
- **Undesirable Use or Problem Area**
  (Is there a part of Gravois Road that is undesirable? A concern?)
- **Other Comments**
  (Are there other comments about Gravois Road you would like to share?)

Step 5: Click on a Map Location

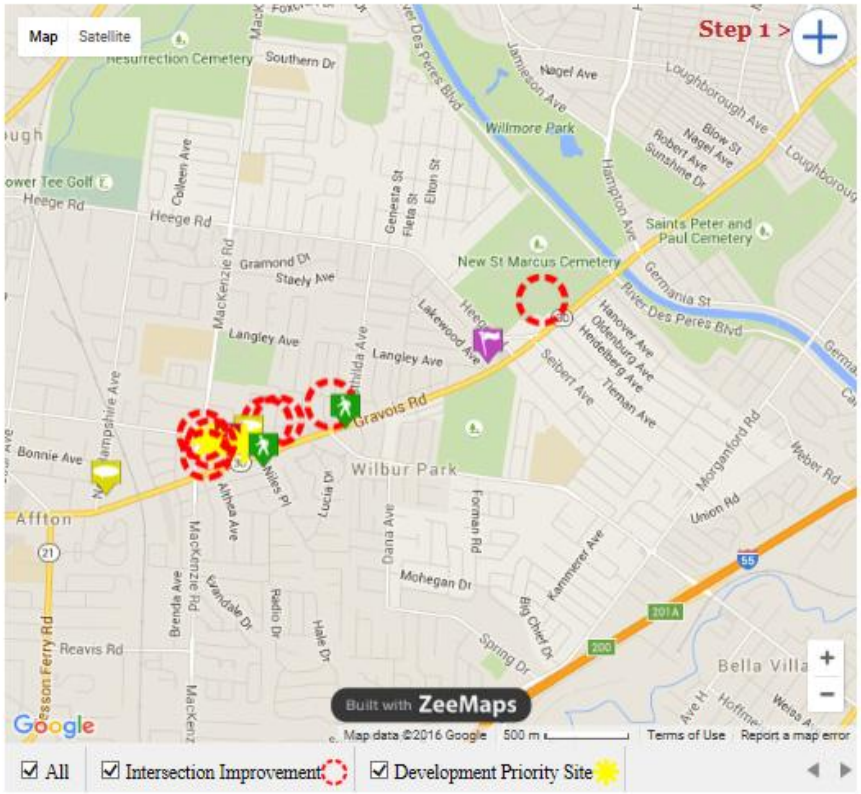
Step 6: Select *'Submit'* and *'Close'*

You're Done! Repeat steps to add more comments.
Thank you for your input!

Give Us Your Comments on the Map Below

Great Streets Gravois

(Project Limits from MacKenzie Rd to River Des Peres Blvd)



Left: Typical *'Add Comment'* box for map. See instructions .

Note: Adding a photo with your map comment is optional.

Benefits:

- **Community goals are clarified**
- **All other decisions and improvements can be guided to support that vision**
  - **Incrementally work to a single end**
  - **Minimize wasted effort / resources**
- **Leveraged thinking and resources for improvements**
- **"Systems" that support each other**

  (economy, transportation, amenity, utilities, management, etc.)
- **A better place to be**

Project Area:

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Schedule:

1 **Preparation (February - April)**

2

	02-May	03-May	04-May	05-May
8am	Team sets up studio			
8:30	Team Walking Tour	Coffee / team discussion	Coffee / team discussion	Coffee / team discussion
9am		Transportation Focus Group	Design team working session	Final design team working session
10am		Utilities Focus Group (10:45)		
11am	Team Debrief / lunch			
NOON		Group discusion / Lunch	Group discusion / Lunch	Team discusion / Lunch
1pm	Business Focus Group	Design team working session	Design team working session / follow up interviews	Preparation / formatting for final presentation
2pm				
3pm	Community Group Focus Group (2:45)	Team presentation preparation		
4pm				Studio clean up
5pm	Design team discussion / Dinn	Community presentation - Early approach and options workshop		Team discusion / Dinner
6pm	Community kick-off / existing conditions / issues workshop			Community presentation and next steps / implementation discussion
7pm		Vac e School Board Mtg.		
8pm		Tea debrief meeting / di er		
9pm				

	Closed Work Sessions
	Community Sessions

3 **End Report finished this summer**

Our Scope of Work:

- **The technical team** (market, urban, environmental, and transportation planners) reviews existing conditions and **works with people who know the community** to <u>define a vision forward and a means to achieve it</u>.
- The end product is a technical planning report with specific recommended steps to implement the end goals

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Strategic Planning Report:

- **The end document will record the "vision" for the corridor**
- **It will state the major issues and goals**
- **It will clarify what decisions were made during this process.**
- **It will detail recommended next steps**
  - **Scope**
  - **Additional Investigation**
  - **Responsibility**
  - **Likely Budget**
  - **Sequence**

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FIRST DIRECTIONS
Market and Economic Review
GRAVOIS ROAD
RIVER DES PERES TO MACKENZIE ROAD

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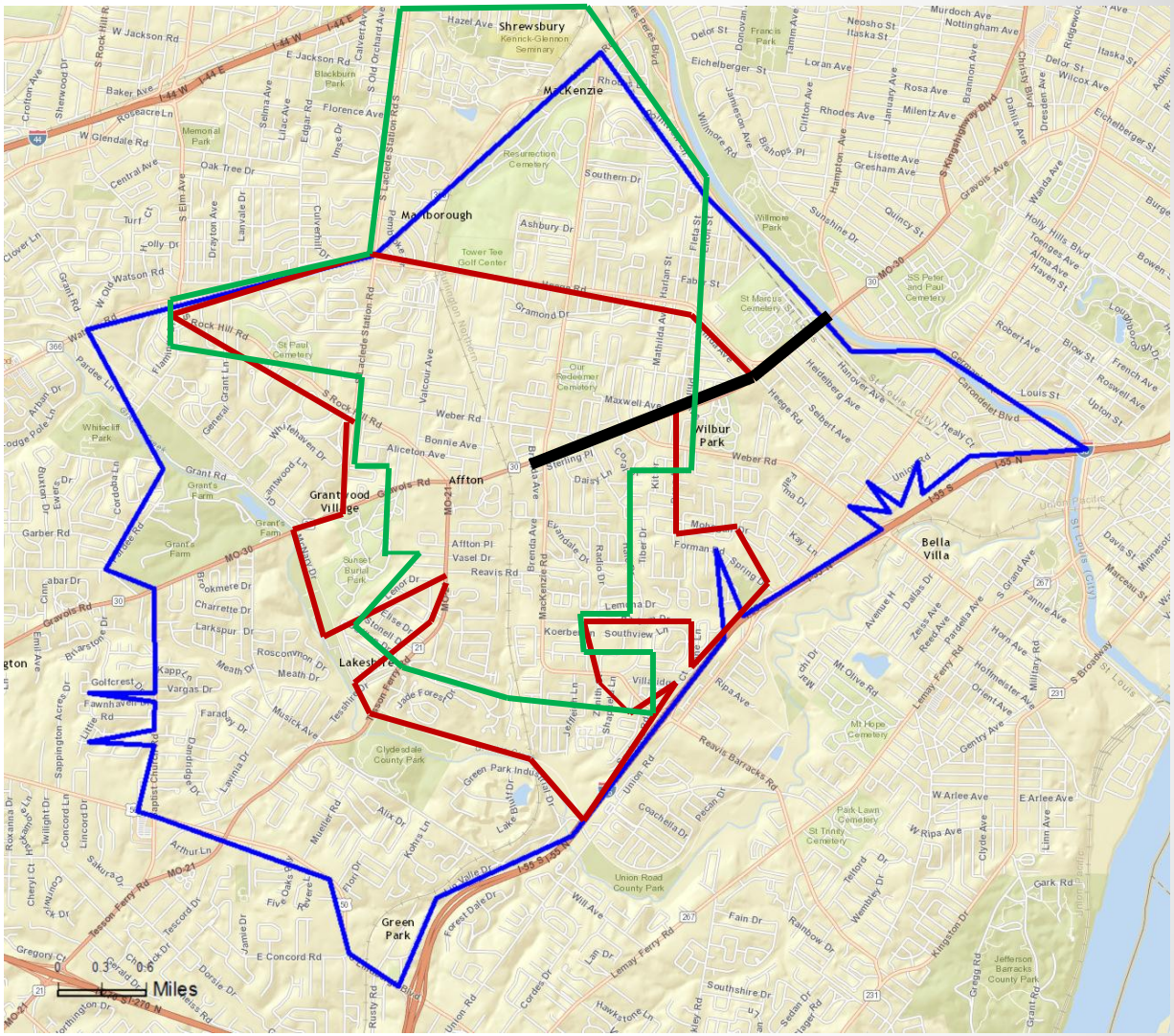
What Do You Call "Affton?"

Affton CDP (Census Designated Place)
Population 20,370

Affton Zip Code – 63123
Population 48,200

Affton School District
Population 26,200

Great Streets Gravois Corridor



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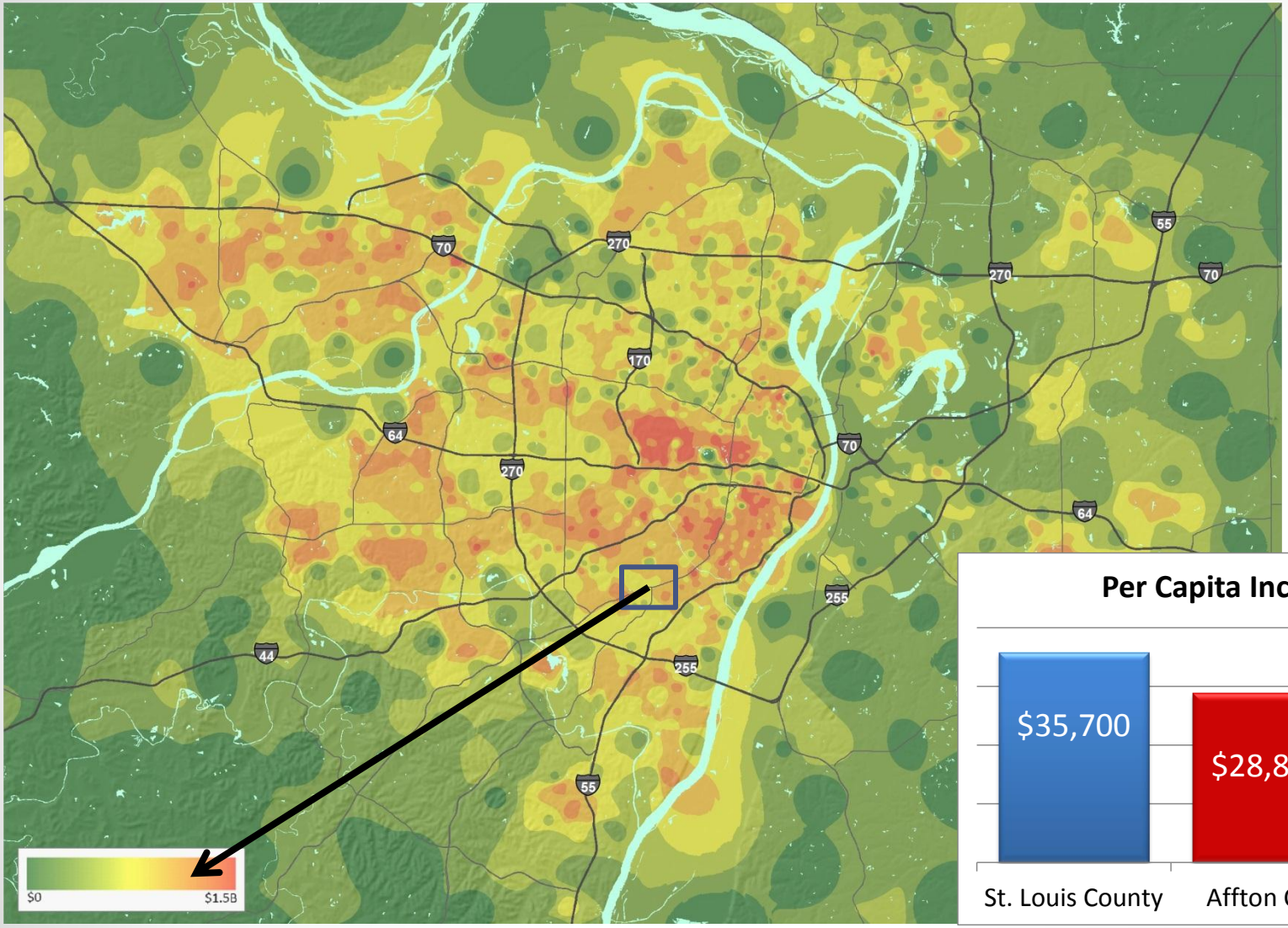
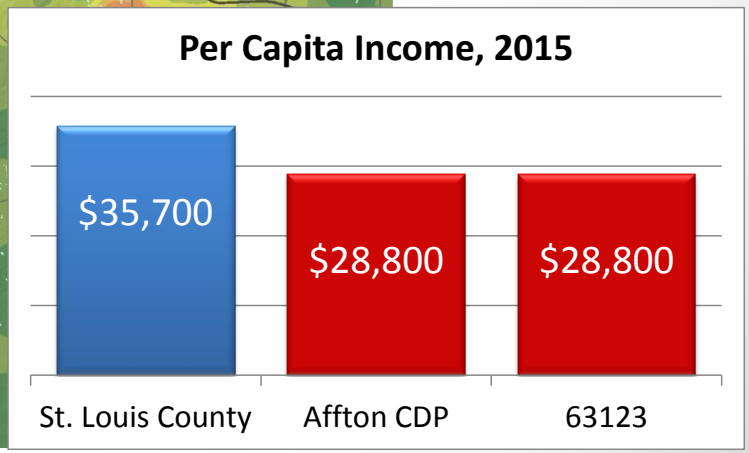
Household Income Density 2014
Income per Square Mile at the Census Block Group Level





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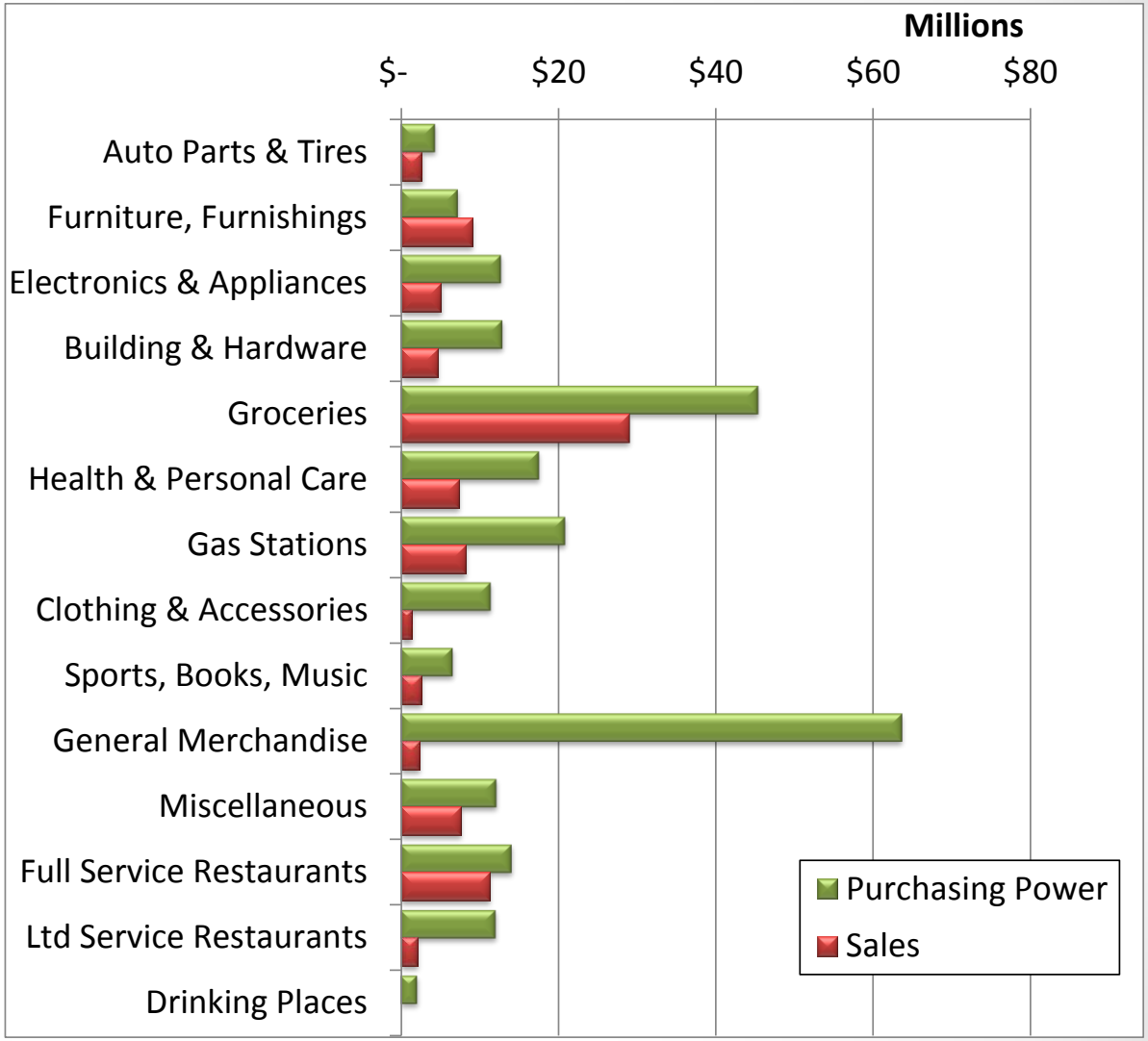
Retail Purchasing Power and Sales, 2015

Affton CDP



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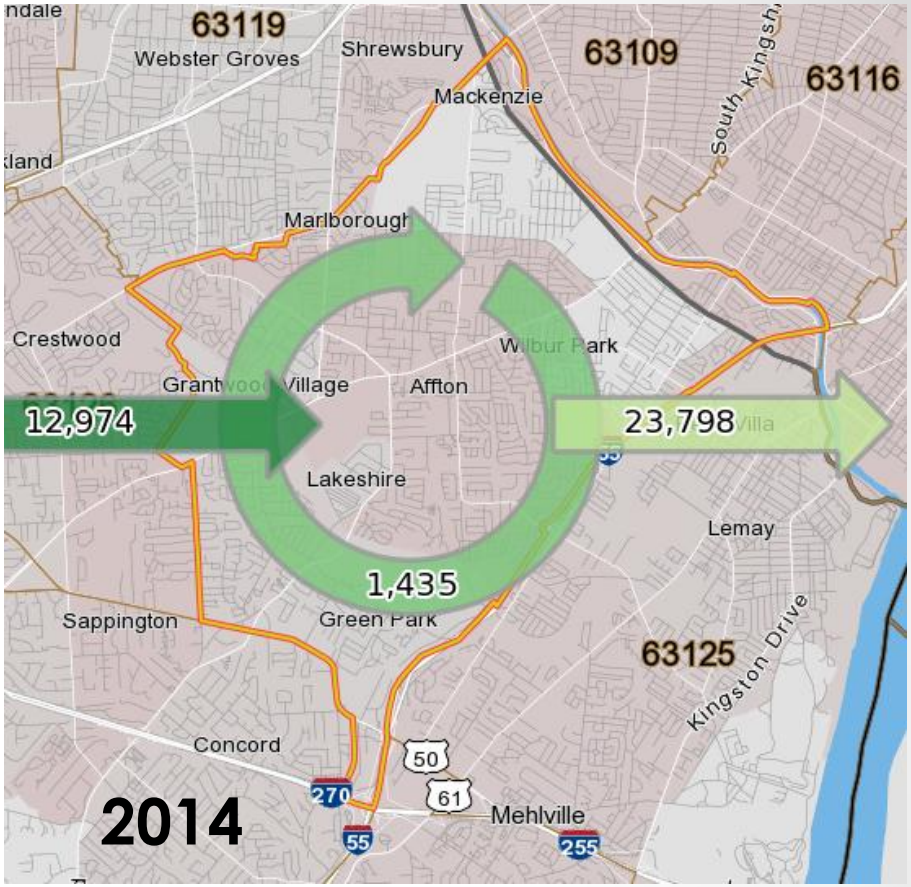
Employment Worker Flow - 63123

- 14,400 people work in 63123.
  - Almost 13,000 commute in each day: possible housing market?
- But almost 24,000 leave 63123 each day for work elsewhere.
  - Opportunity to keep them local?
- Very few live and work in Affton/63123.
  - Net "Bedroom Community"
  - But lots of jobs!



Affton CDP:
4,300 commute in.
300 stay.
10,400 commute out.

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First Directions Parcel Development Potential

- Ripe for Development
- Possible Opportunity Site
- Firm: No Intervention Needed

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First Directions Parcel Development Potential
FIELD CHECK

- Ripe for Development
- Possible Opportunity Site
- Firm: No Intervention Needed

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Socio-Economic SWOTs

STRENGTHS	WEAKNESSES
Strong purchasing power	Too few stores and restaurants
Above average income density	Above average older age cohorts
Stabilized population, some diversity	Dominance of 2-3 population groups
Lots of jobs	Above avg. single-occupancy housing
Excellent homeownership rate	Shallow-depth commercial sites
Substantial redevelopment locations	

OPPORTUNITIES	THREATS
Single family housing turnover for younger families	Closing of nearby parochial schools (re-use opportunities?)
Senior housing to keep them "here."	Inadequate infrastructure funding
Attracting more employers	
Attracting more retail diversity	
Attracting more population diversity	

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Urban Planning / Design

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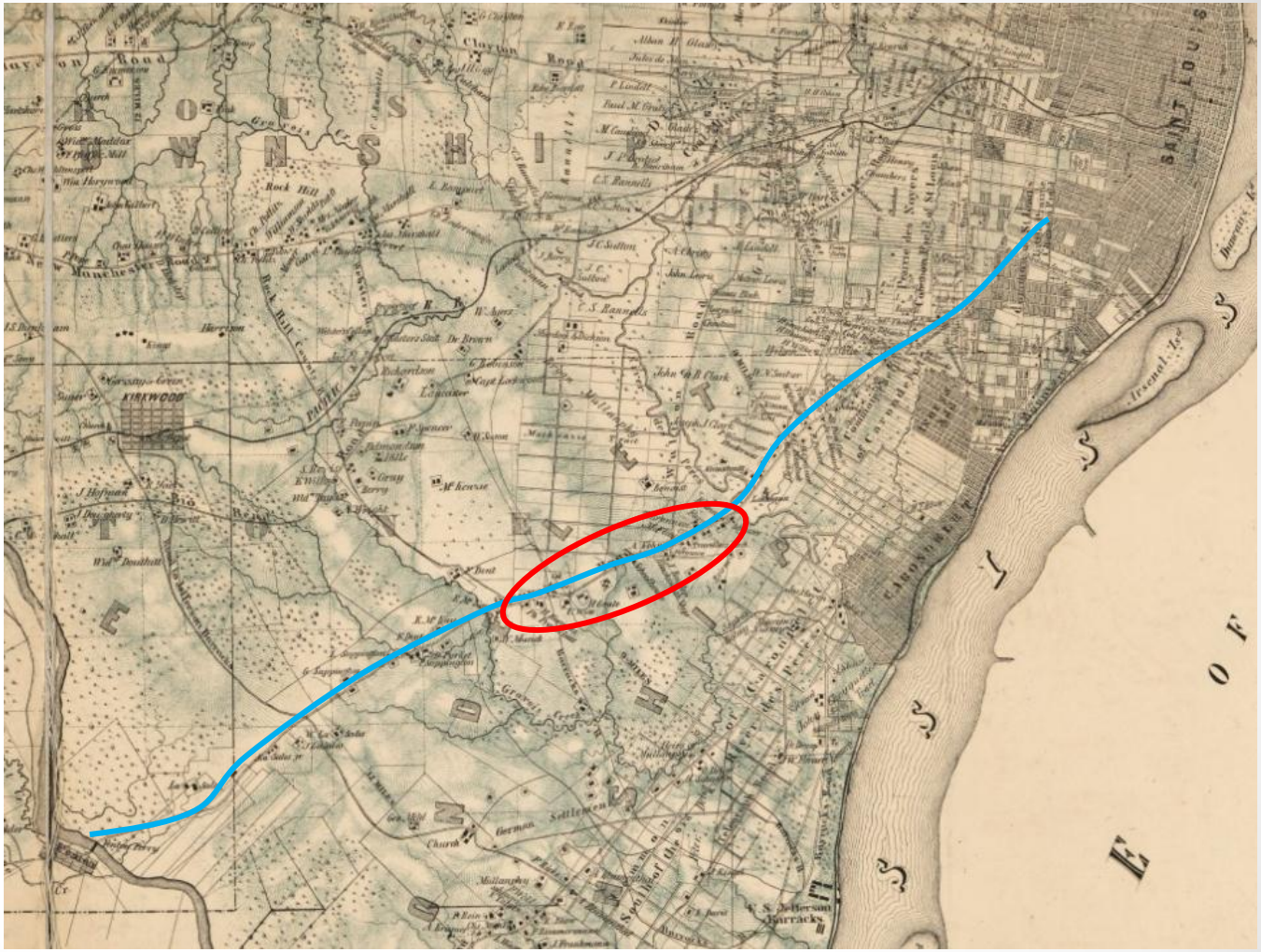
Gravois Road - Historic Context

Gravois has long been an important corridor between St. Louis and Fenton.



Waagner's St. Louis County Map - 1859

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Gravois Road - Historic Context

1920's – 2-lanes with little development.

Mid 20th century saw major development.

Development was auto oriented leading to 4 lane major arterial (SR-30)

So what's changed ?

Harland Bartholomew St. Louis Area Map – 1920's

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Gravois Road - Historic Context

1920's – 2-lanes with little development.

Mid 20th century saw major development.

Development was auto oriented leading to 4 lane major arterial (SR-30)

So what's changed ?

- Employment Centers
- Interstate Highways
- Retail Parcel Size Marketability

Harland Bartholomew St. Louis Area Map – 1920's

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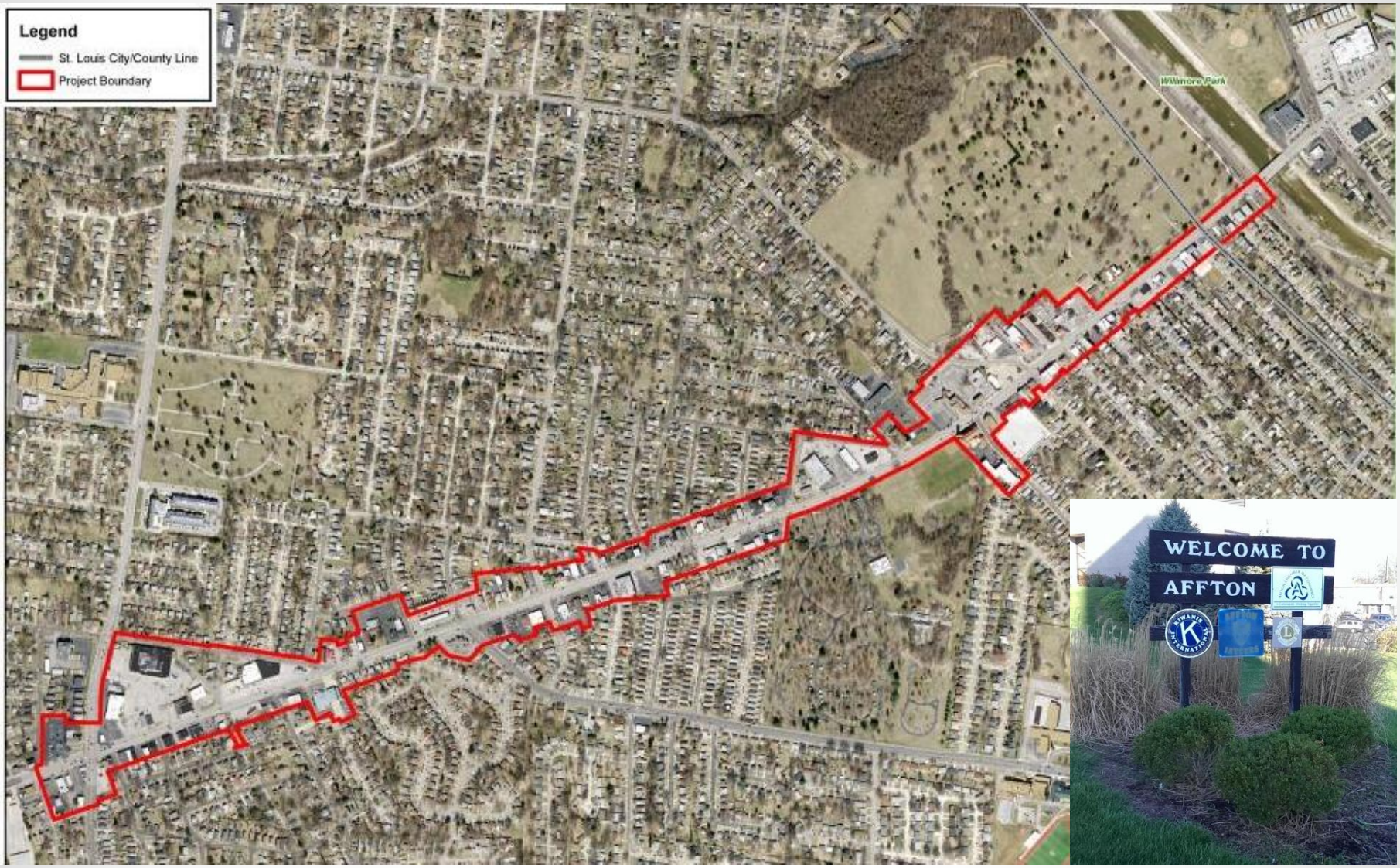
Gravois Road Today



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Land Use

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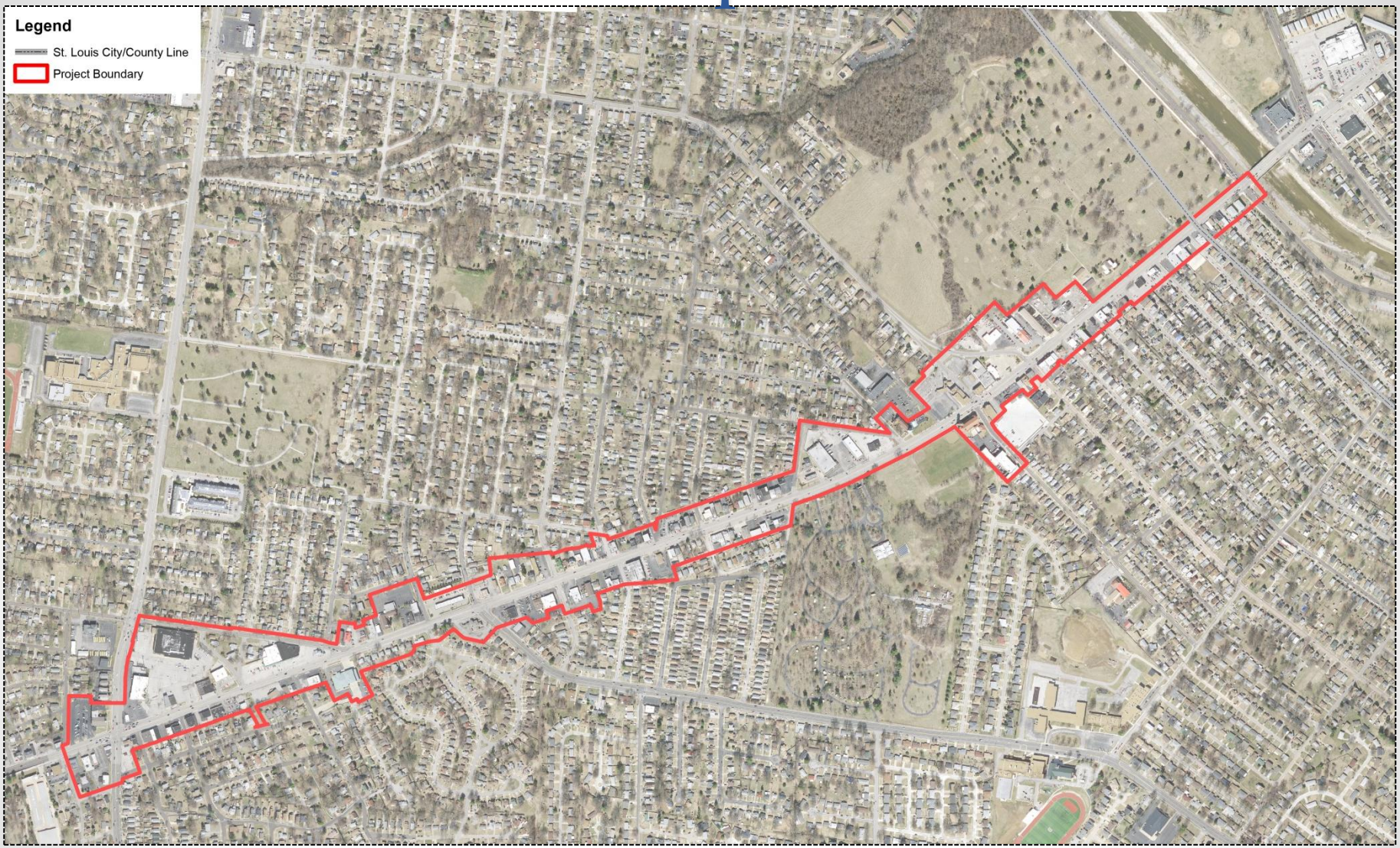
Corridor Development Patterns



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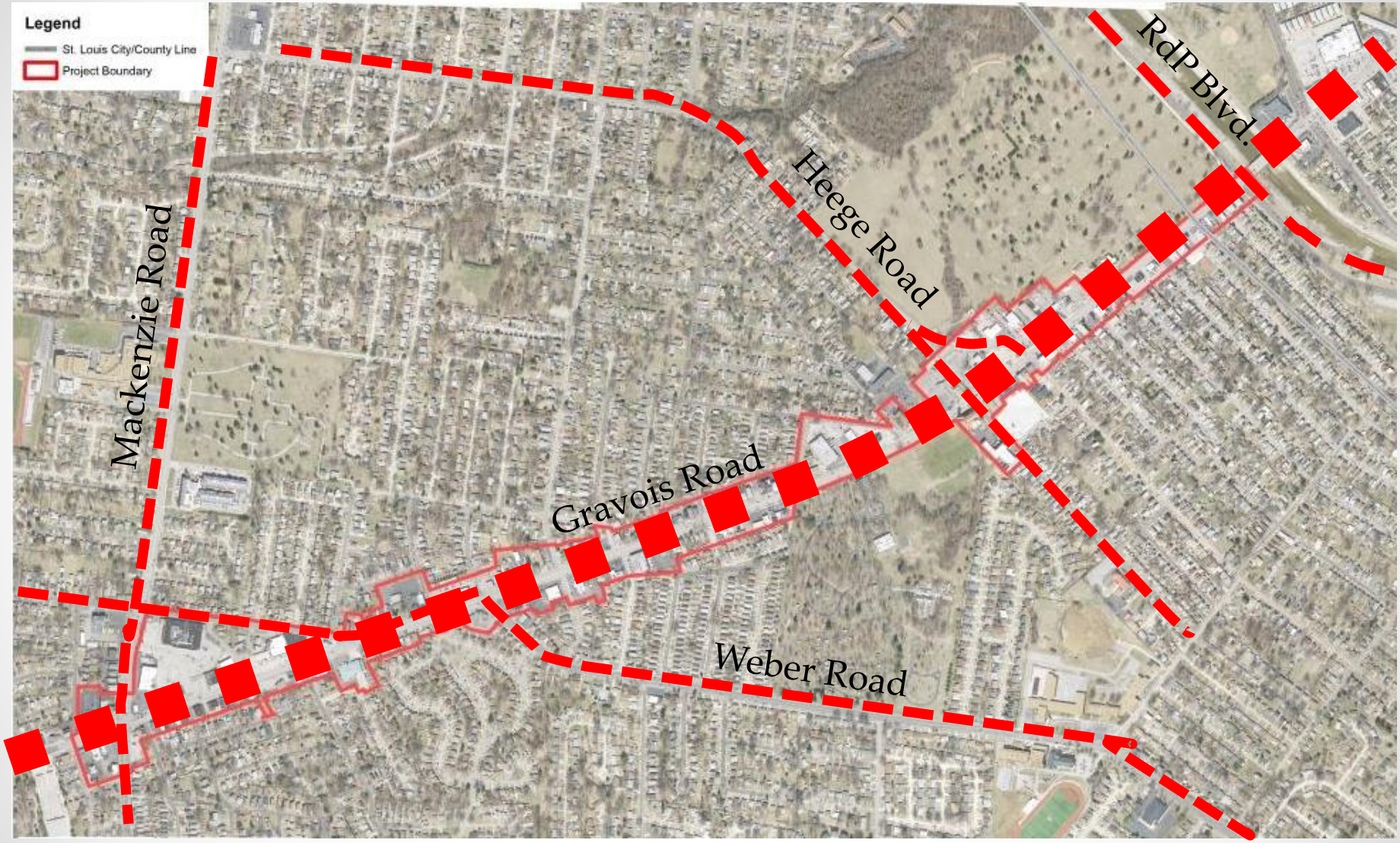

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Corridor Develo

Corridor Development Patterns

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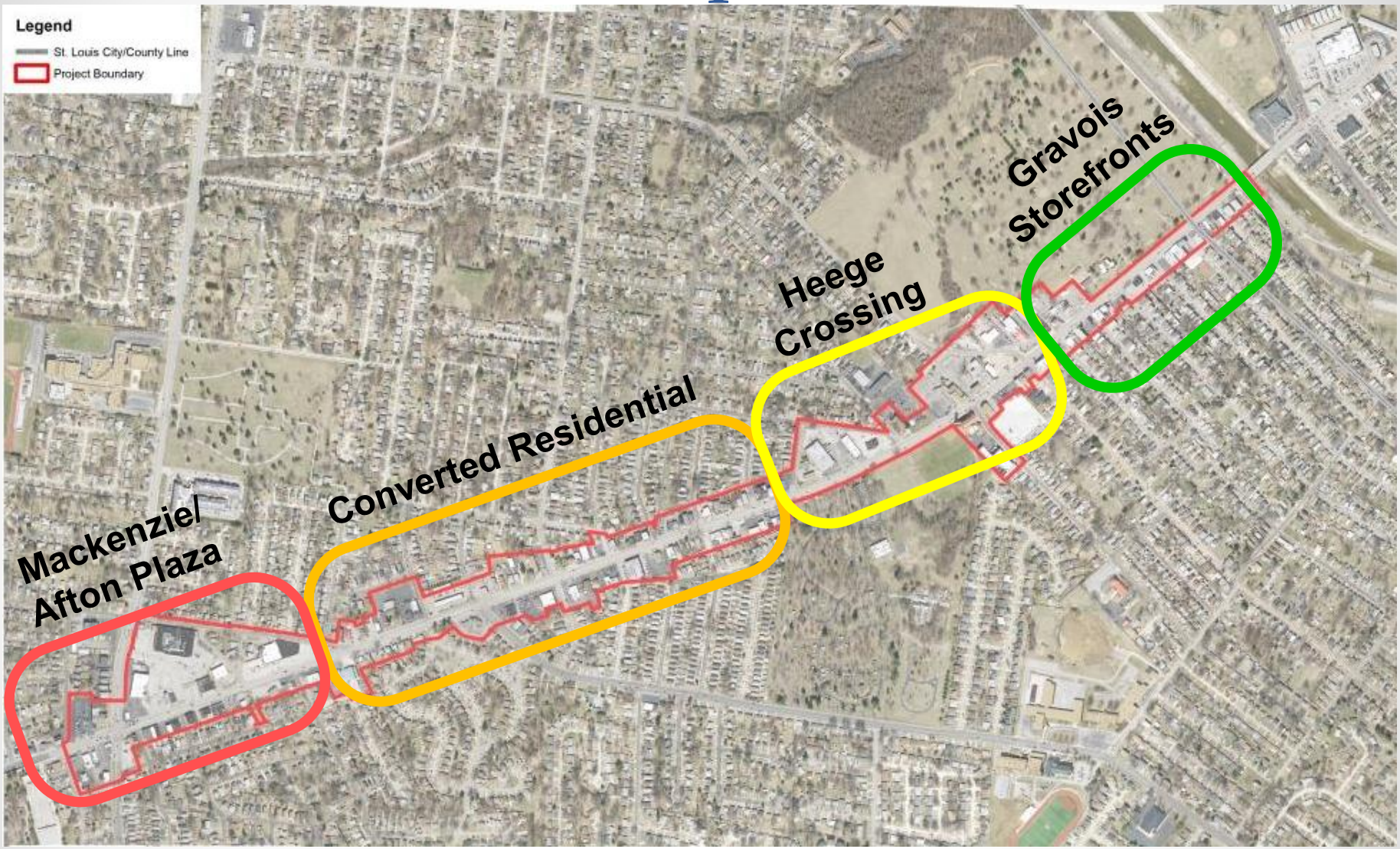
Corridor Development Patterns



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McKenzie/Affton Plaza

50's-70's era big box/strip mall retail

- Haphazard & Confusing Layout
- Little to No separation from road
- No Definition of Auto VS. Pedestrian Space

30's era storefronts

- Min. Building Setbacks
- Dangerous Pull-in/ Back-out Parking
- No Sidewalks

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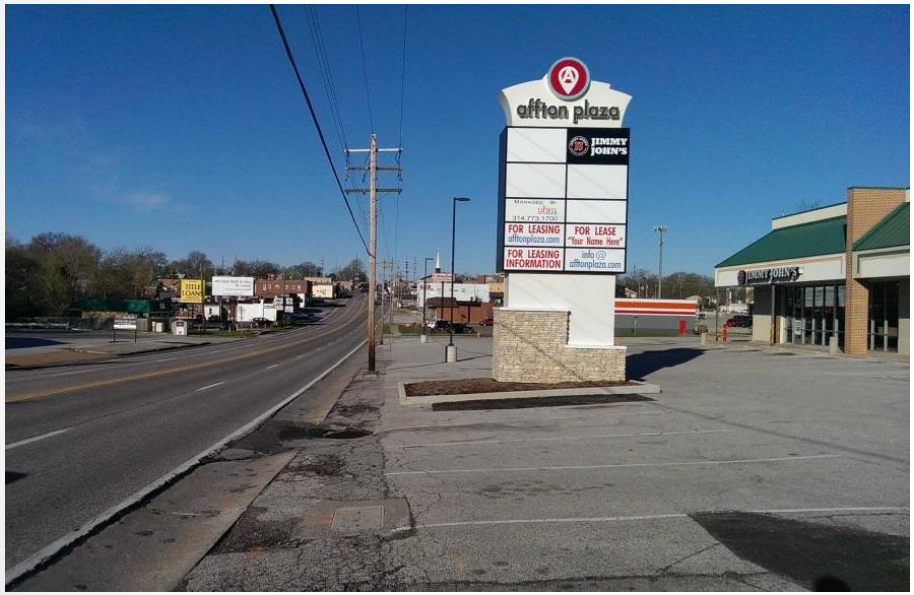
McKenzie/Affton Plaza

Strip Retail Mall with Confusing Layout with Limited Driveway Access Control. Unsightly Overhead Utilities



Dangerous pedestrian Environment
No Driveay Access Contrail

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Converted Residential

Old homes converted to commercial

- Shallow Front Yars
- Some Pull-In/Back-Out Parking
- Some Street Imp. with Curbs, Parallel Parking, Walks & Tree Lawns.

50's-80's Commercial

- Close to street
- Some off street parking lots
- Intact Sidewalks

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Weber Res-to-Com

Converted residential to commercial homes intermixed with newer commercial buildings

Limited parking space causes sidewalk and parking conflicts

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Heege Crossing

Deep lot commercial development

- Abundant space and parking
- Parking to Side & Back of Stores
- Lack of Landscape Buffer
- Sidewalks Directly Adjacent to Moving Traffic

Potential Commercial Hub

- Buildings set close to street w/Walks
- Most "Urban" Feel along Corridor
- Some Newer Parking Developed Behind Buildings

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Heege Crossing

Most Potential for a Pedestrian Environment in the Corridor Almost Provides a "Downtown Feel"

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Gravois Storefronts

One-sided commercial development

- Cemetery Open Space is a Key Visual Element
- Continuous Sidewalks along Cemetery.

Shallow Lots – 30's era storefronts

- Traditional Storefront Style
- Some parking lots to side or back
- Dangerous Pull-in/Back-out Parking
- Overhead Utilities Behind Buildings

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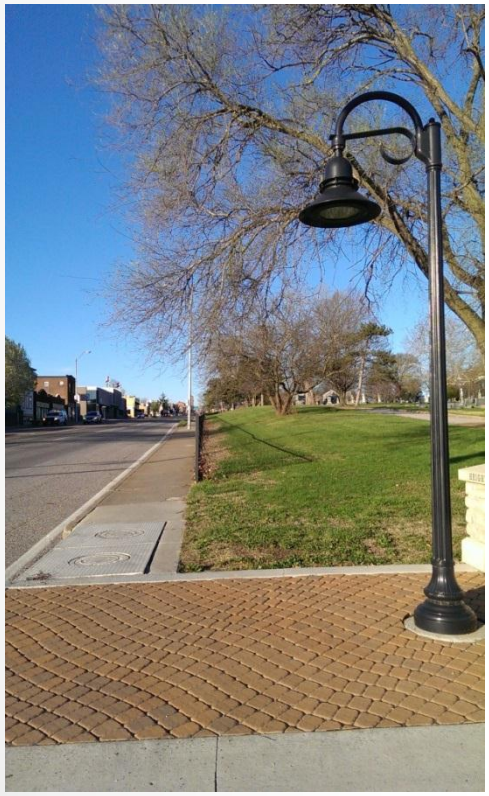
Gravois Storefronts

Adjacent cemetery gives the road a very open, park-like atmosphere



Sidewalks and storefronts are sometimes completely blocked by parking

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Urban Design & Planning Summary

- Corridor Lacks Visual Identity
  - Eclectic Mix of Building Styles, Materials & Construction
  - No Unifying Site Elements (Walks, Street Trees, Lighting, Site Furnishings & Signing)
  - Too Much Visual Clutter – No Screening
- Corridor Lacks Spatial Definition
  - Pavement from Building to Building in Many Areas
  - Continuous Driveways - Need for Access Management
  - Limited, Unsightly & Sometimes Dangerous Parking
- Not Pedestrians or Bicycle Friendly
  - Areas Lack Walks and Crosswalks
  - Sidewalks Lack a Buffer from Vehicular Traffic
  - Not ADA Accessible

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Transportation

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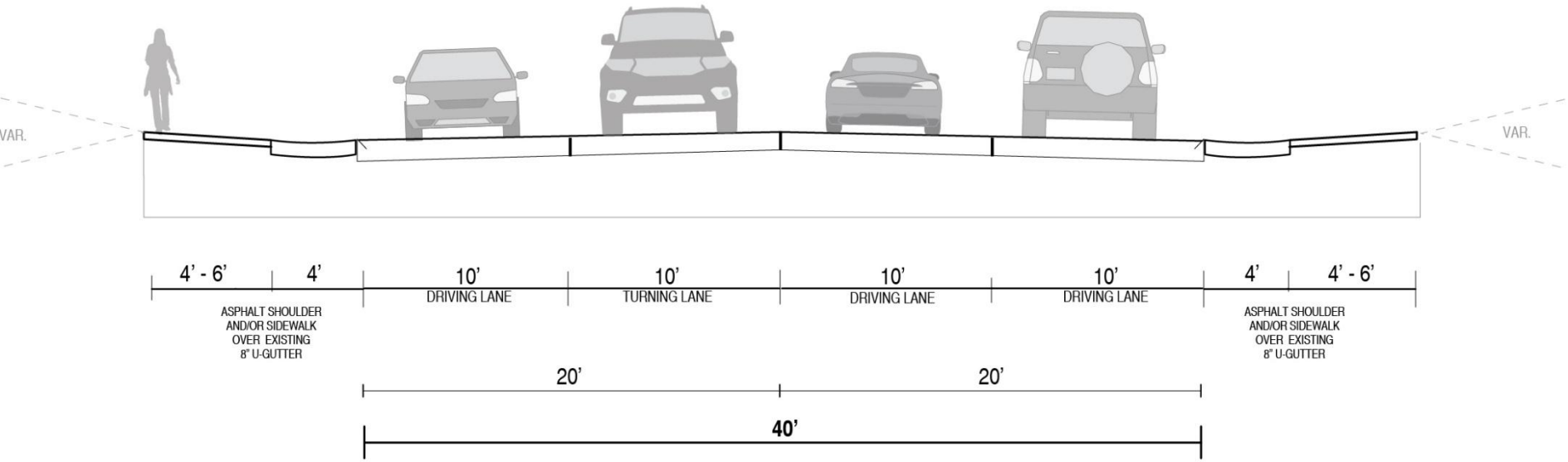
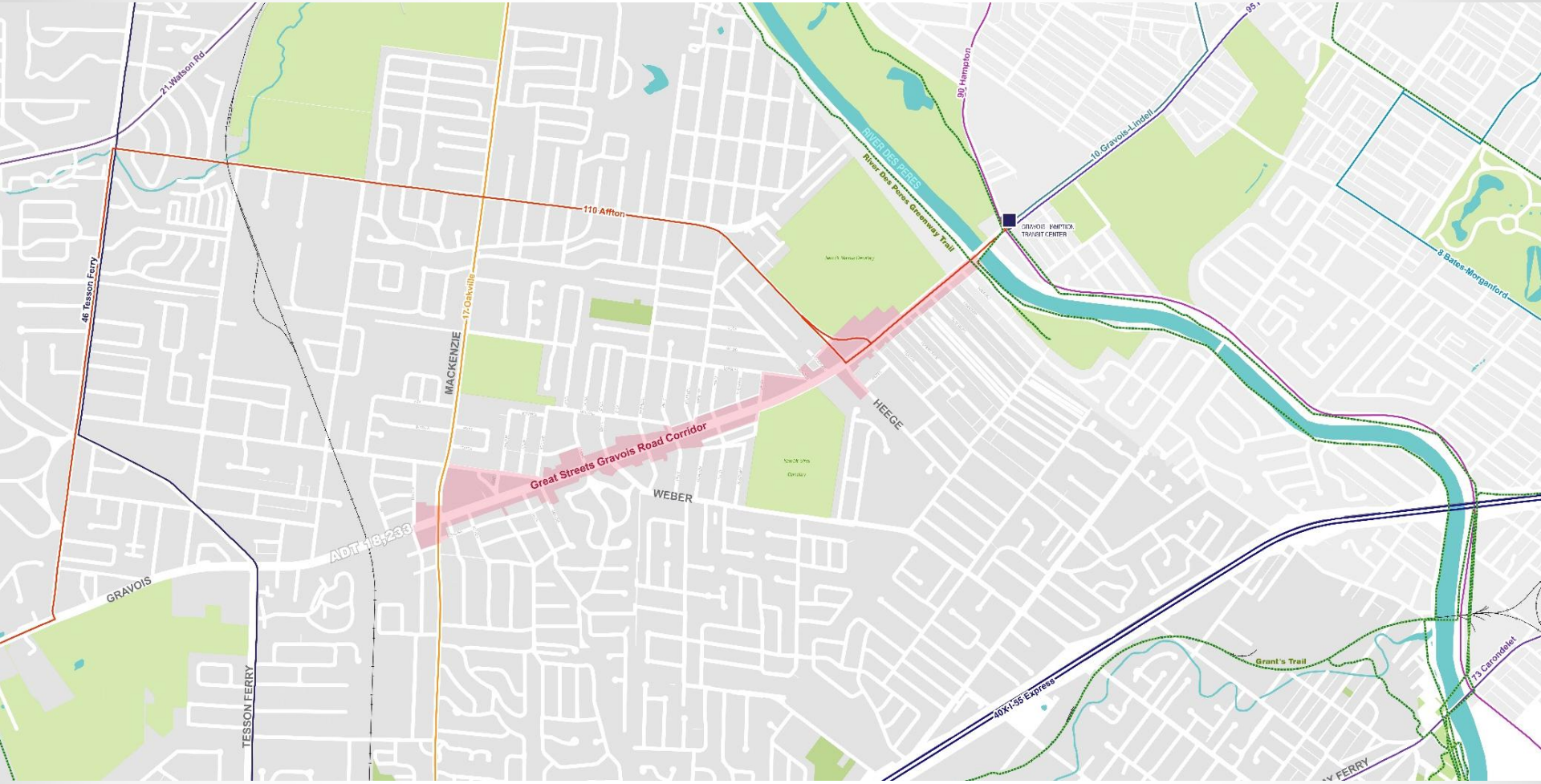
Transportation Overview

- 35 mph
- 18,322 ADT
- On- and off-street parking
- Metro Route 110 bus
- Sporadic sidewalks
- No bike facilities





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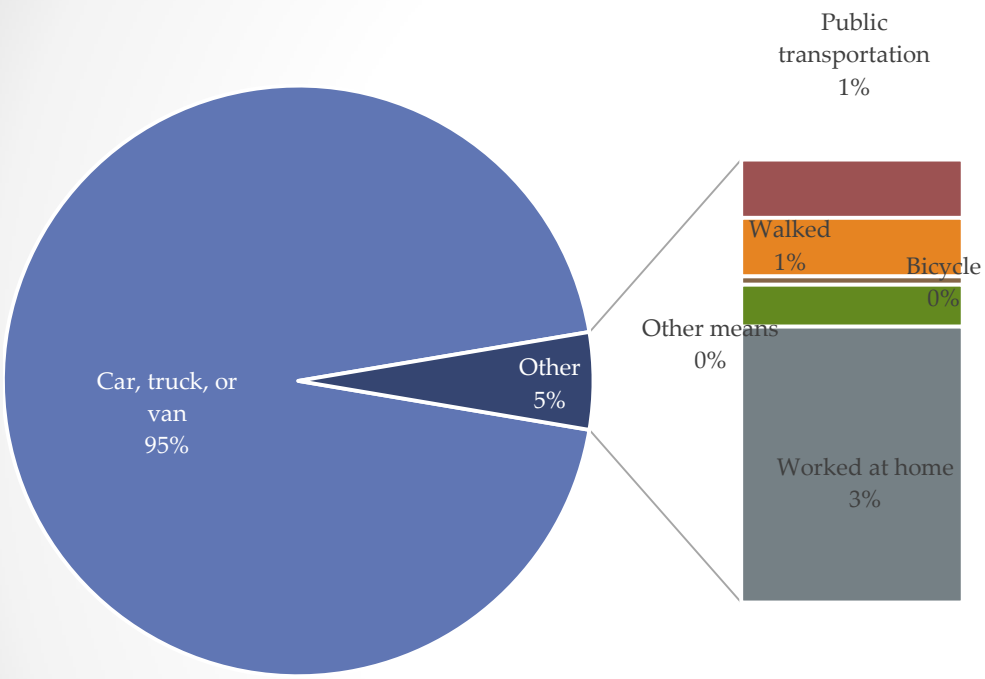
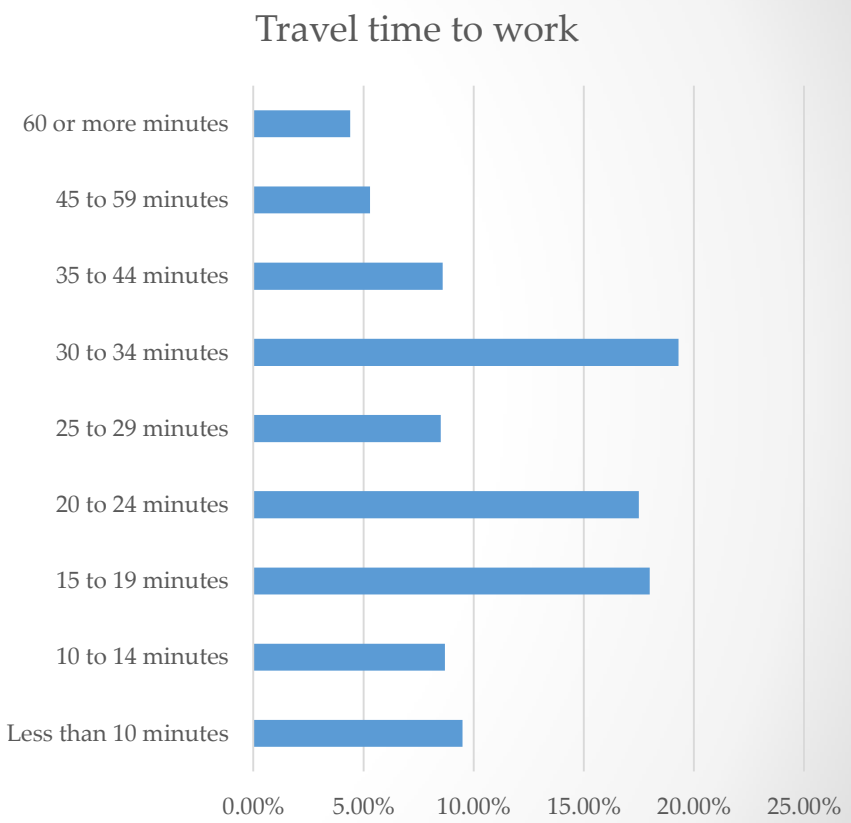
Travel Patterns





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Travel Patterns

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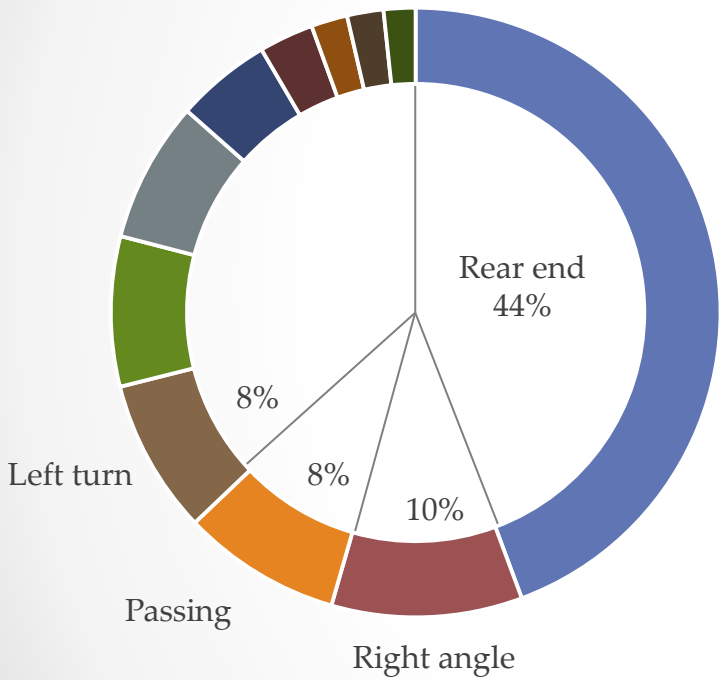
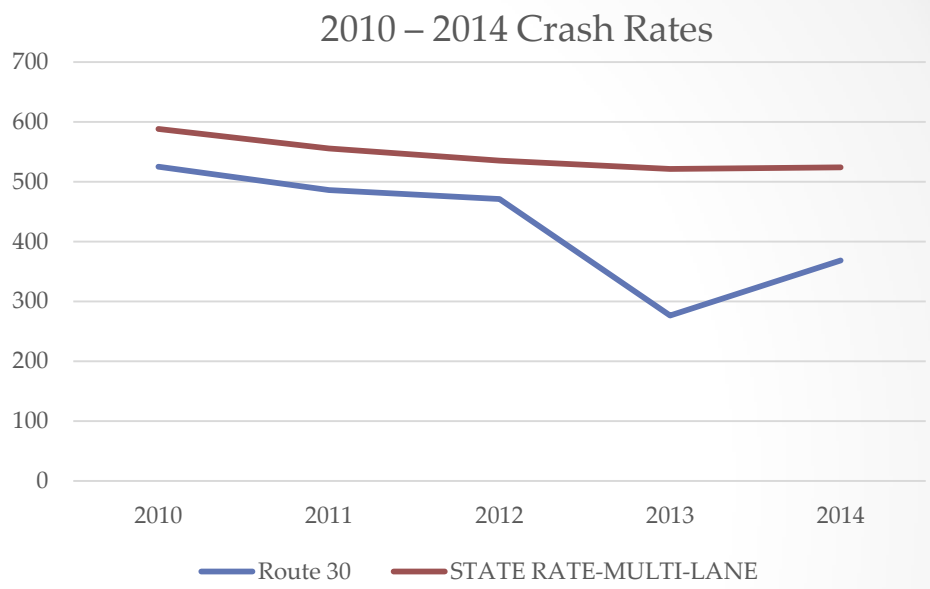
Safety Summary





By the numbers:

415 Total crashes

1 – Fatality
3 – Incapacitating injuries

2 - Pedestrian
3 – Bicycle

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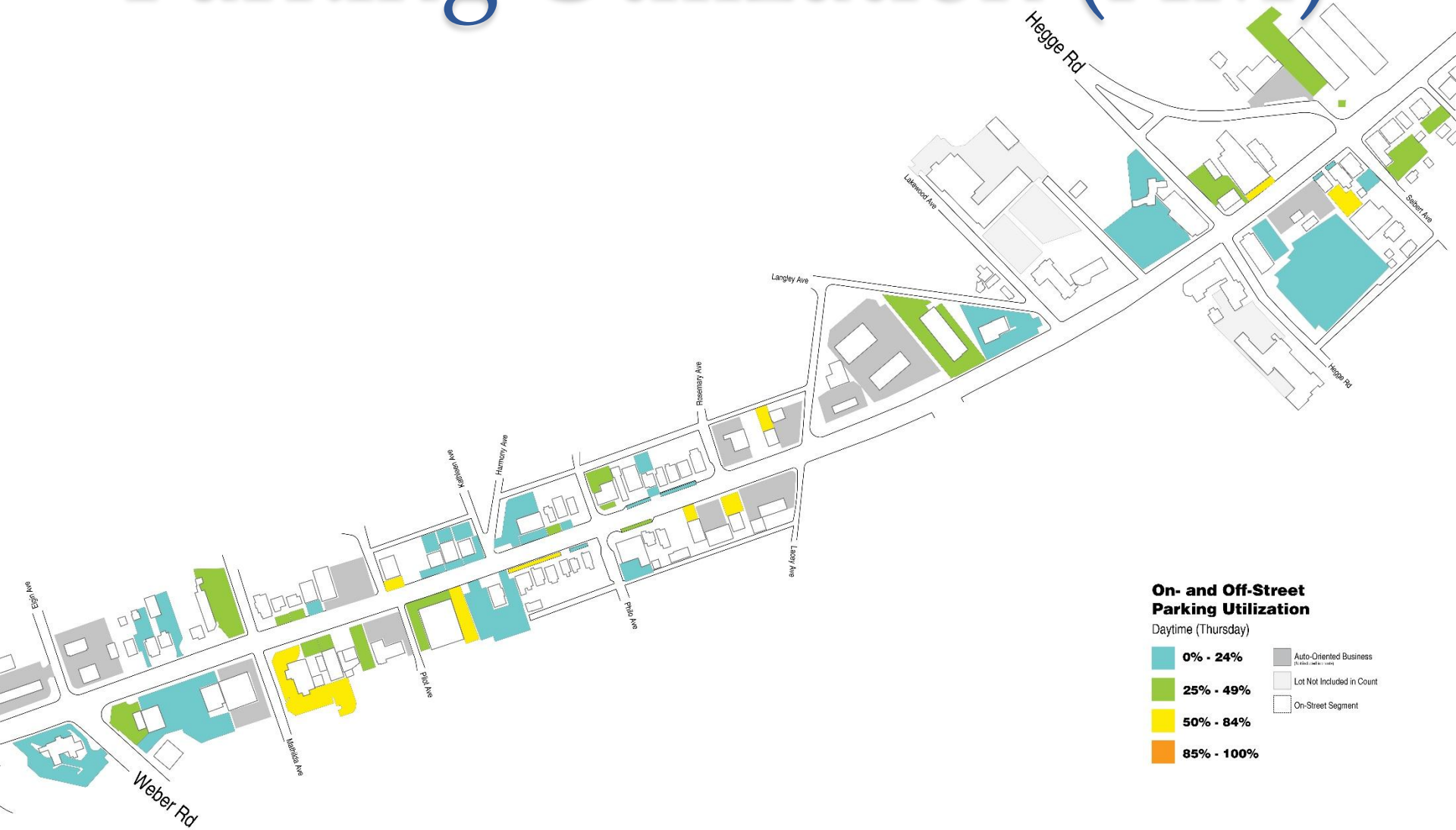
Parking Utilization (AM)



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Parking Utilization (PM)

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Sidewalk Survey

No Sidewalk
Segment observed has no distinguishable sidewalk, or cars are observed parked such that the sidewalk is unusable for pedestrians

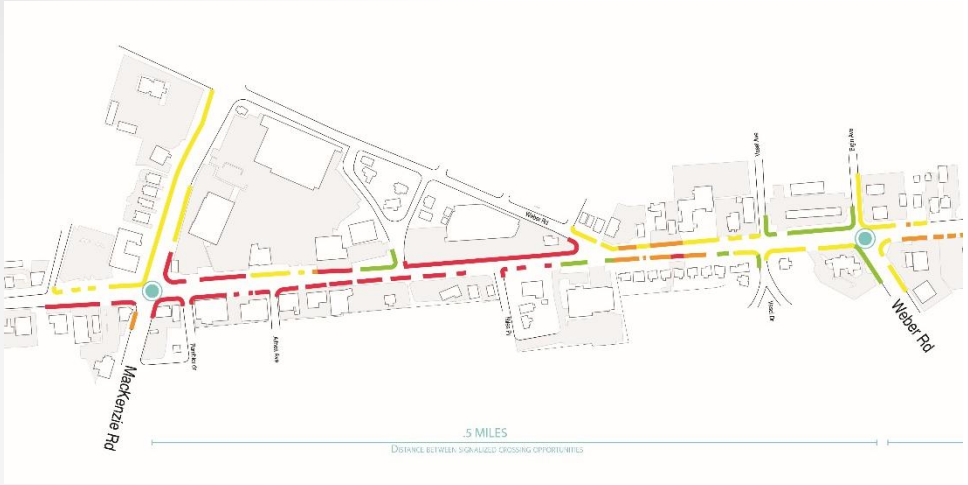
Potentially Hazardous Sidewalk
Sidewalk segment may be distinguishable by material. Vehicles must drive over sidewalk segment to reach designated parking area (outside designated parking lot access drive)

Low Quality Sidewalk
Sidewalk is distinguishable by material, and may have vertical separation from adjacent vehicular travel lane. Sidewalk may be in need of repair, of sub-standard width, or lacks buffer from vehicles on one or both sides.

High Quality Sidewalk
Newly constructed or improved sidewalks of sufficient width, with physical buffer (preferably planted or landscaped) on one or both sides.

Driveway
Intentional path for vehicular circulation in/out of parking lot

Crossing Opportunities



- Ideally safe crossings would be available every ¼-mile
- "safe" crossing of Gravois should have:
  - High-visibility crosswalk markings
  - Traffic signal OR
    - Pedestrian refuge island
    - Pedestrian Beacon
    - Warning signs

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Curbline Survey

Curb Edge
Edge has distinguishable curb, vertically separating adjacent parking or sidewalk from vehicular traffic

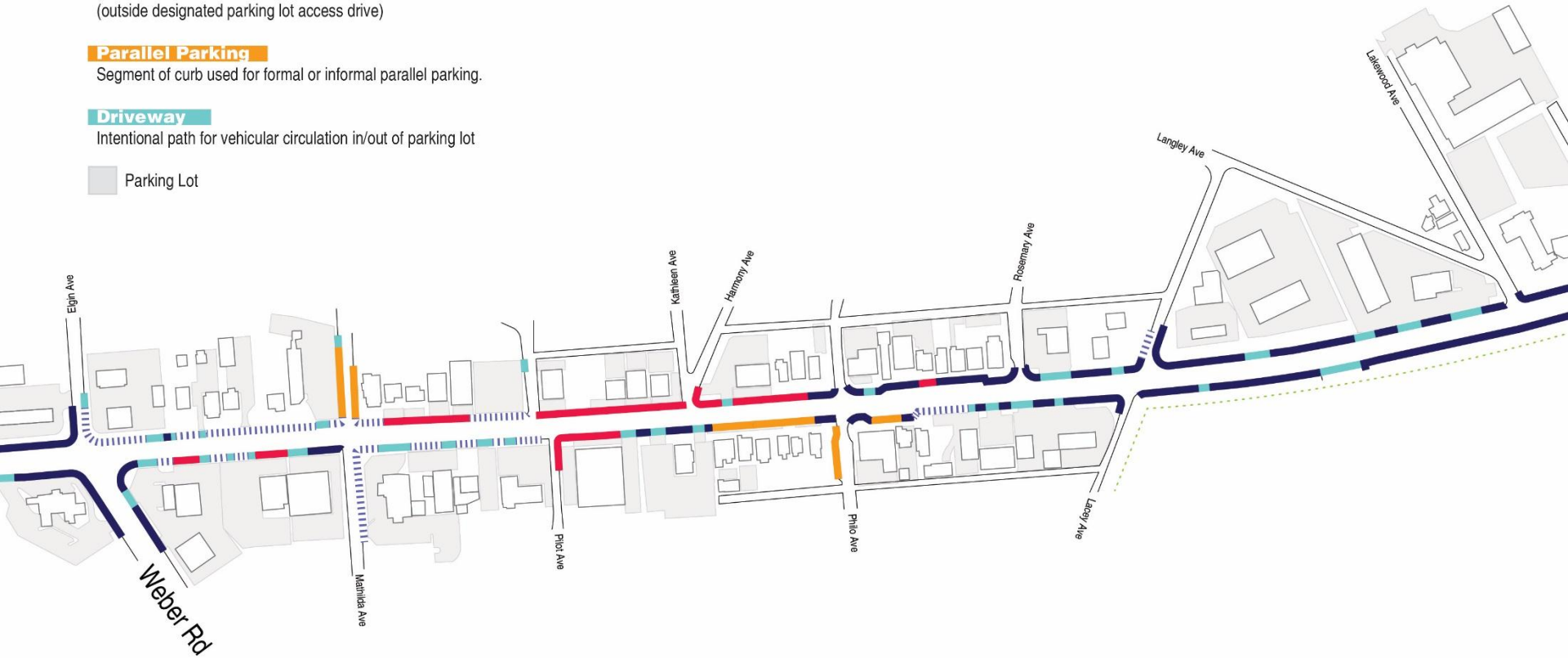
No Curb
Presence of material change or gutter may be present, but in many cases it is difficult to distinguish edge or right of way / shoulder from adjacent parcel edge.

Pull-in Perpendicular Parking
Edge of road may be distinguished by material or mountable curb (formal or informal). Vehicles must drive over sidewalk segment to reach designated parking area (outside designated parking lot access drive)

Parallel Parking
Segment of curb used for formal or informal parallel parking.

Driveway
Intentional path for vehicular circulation in/out of parking lot

Parking Lot



Environmental Infrastructure

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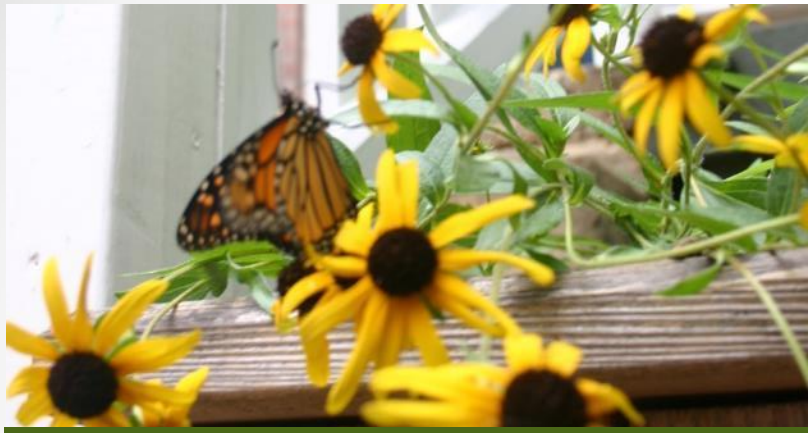
What is Environmental Infrastructure



Green Infrastructure

Stormwater

Human Health and Well-Being

Energy and Materials

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Green Infrastructure – Street Trees

Benefits of Street Trees:

- Traffic Calming
- Buffer for Pedestrians
- Increased Property Values
- Community Character
- Air Quality
- Carbon Sequestration
- Stormwater Infiltration
- Reduced Heat Island
- Reduced Energy Costs

"Biggest Bang for the Buck"

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Green Infrastructure – Street Trees

Existing Challenges

- Lack of available tree lawn and space.
- Utility lines.

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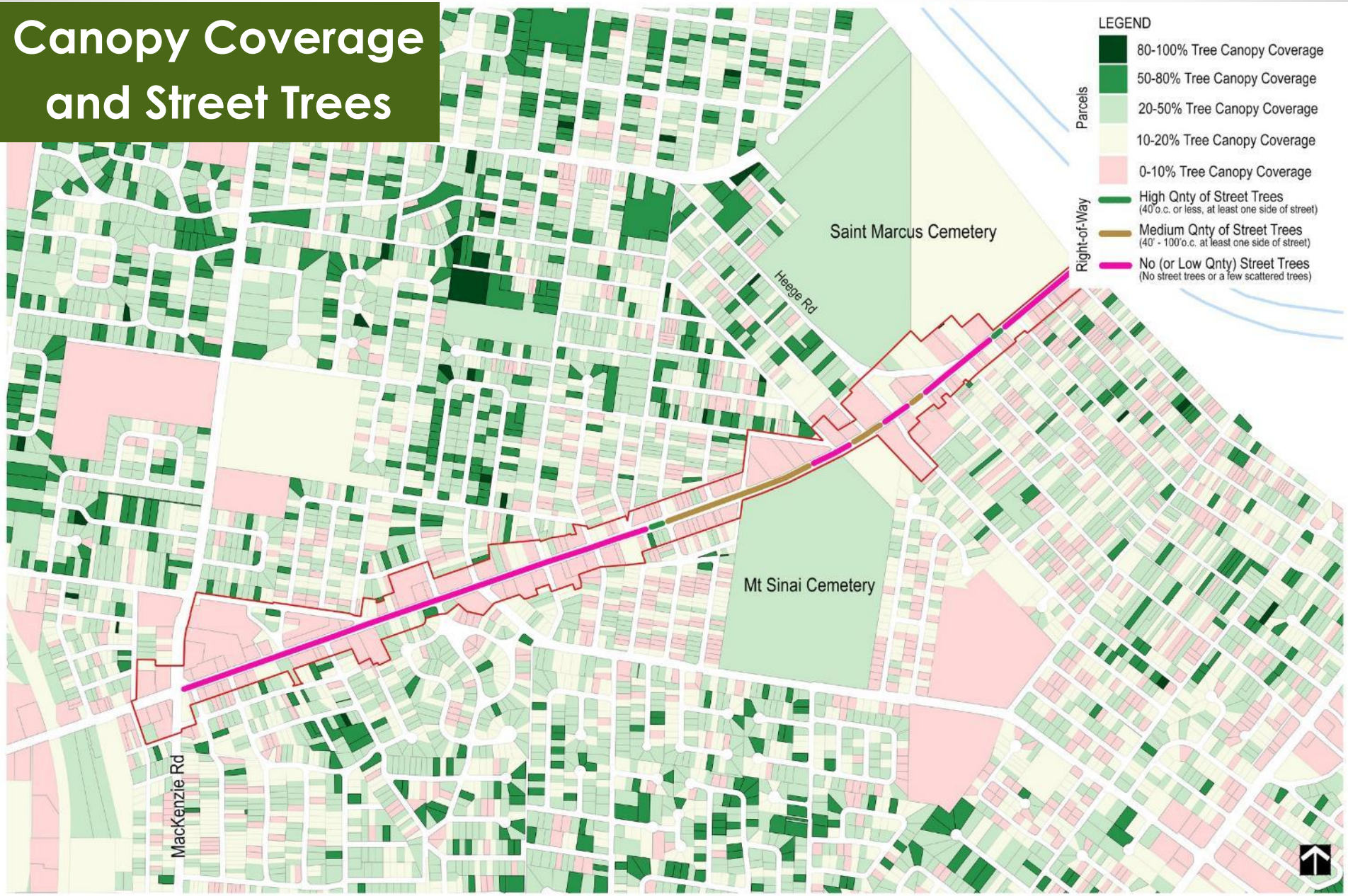
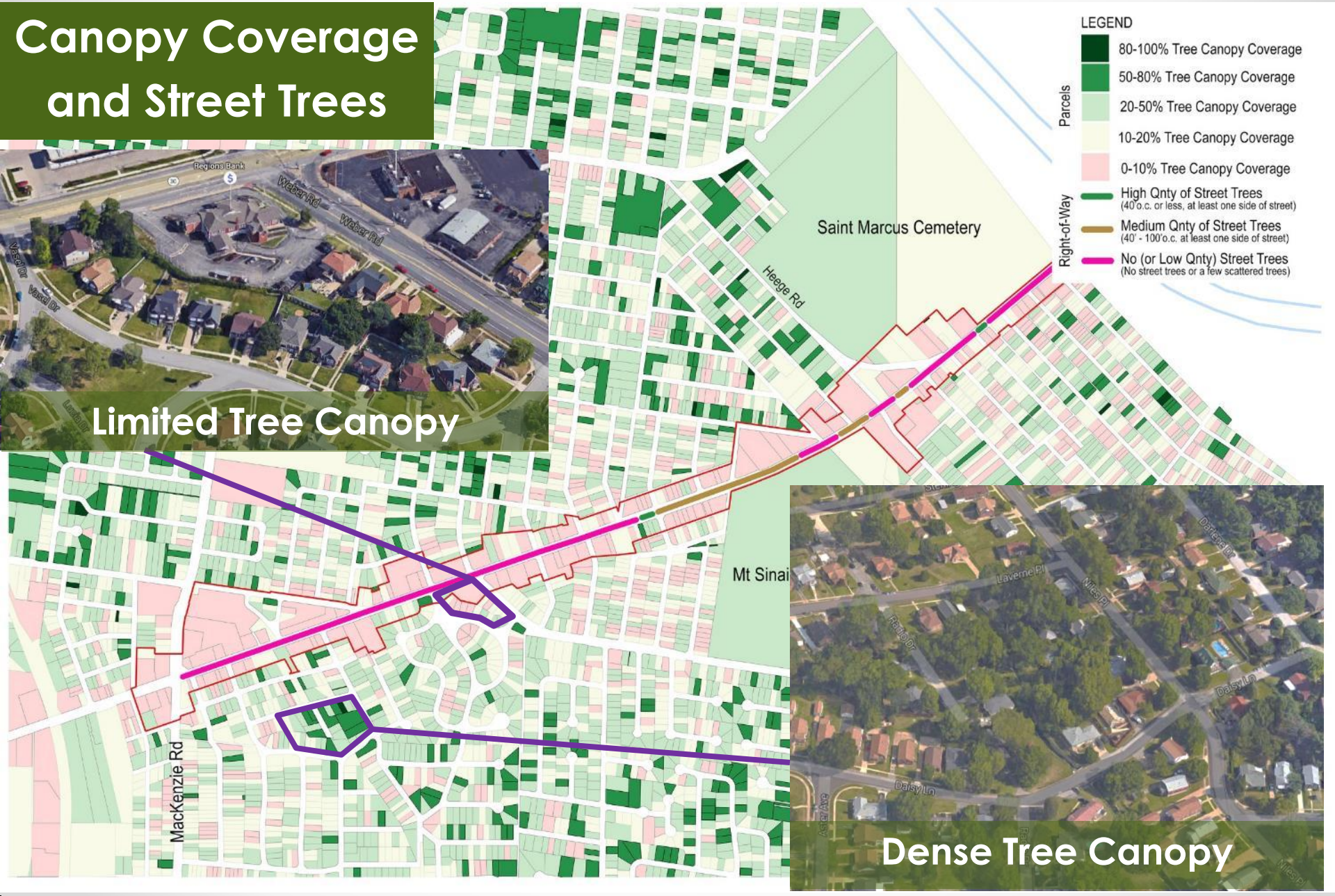
Green Infrastructure – Trees

Canopy Coverage and Street Trees

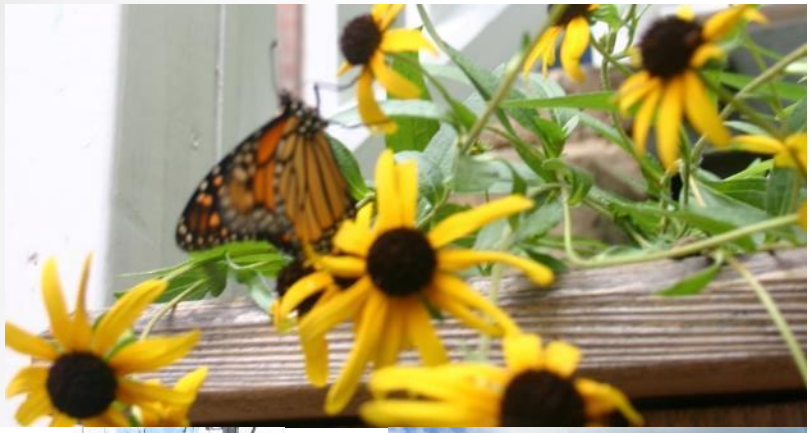


Green Infrastructure – Trees

Canopy Coverage and Street Trees



Green Infrastructure – Biodiversity



Biodiversity

- Variety of Plant and Animal Life

Urban Environments

- Reconnecting Habitats
  - Pollinators
- Micro-Habitats
- Use Native Plants

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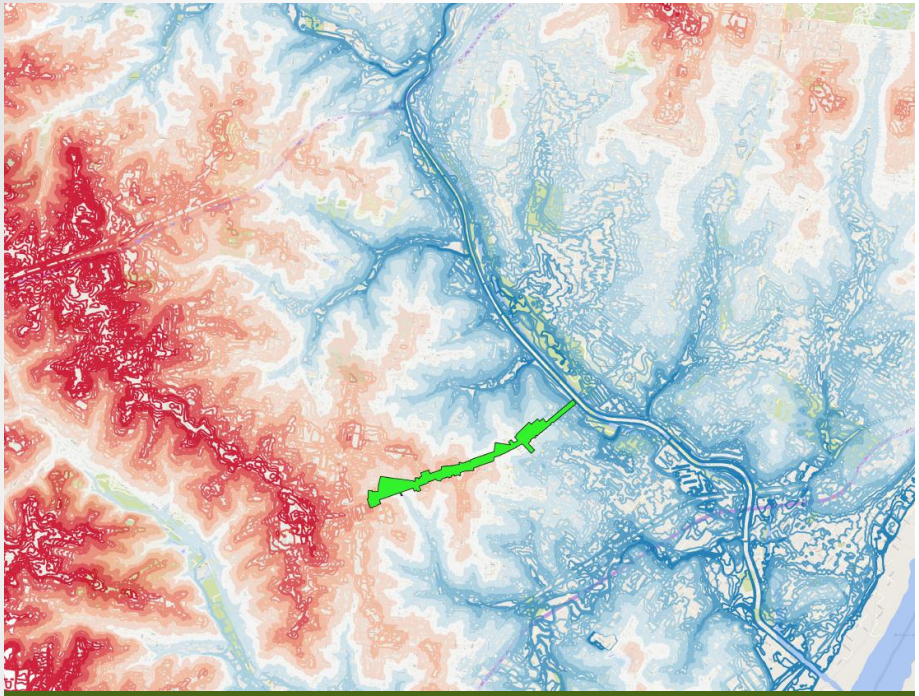
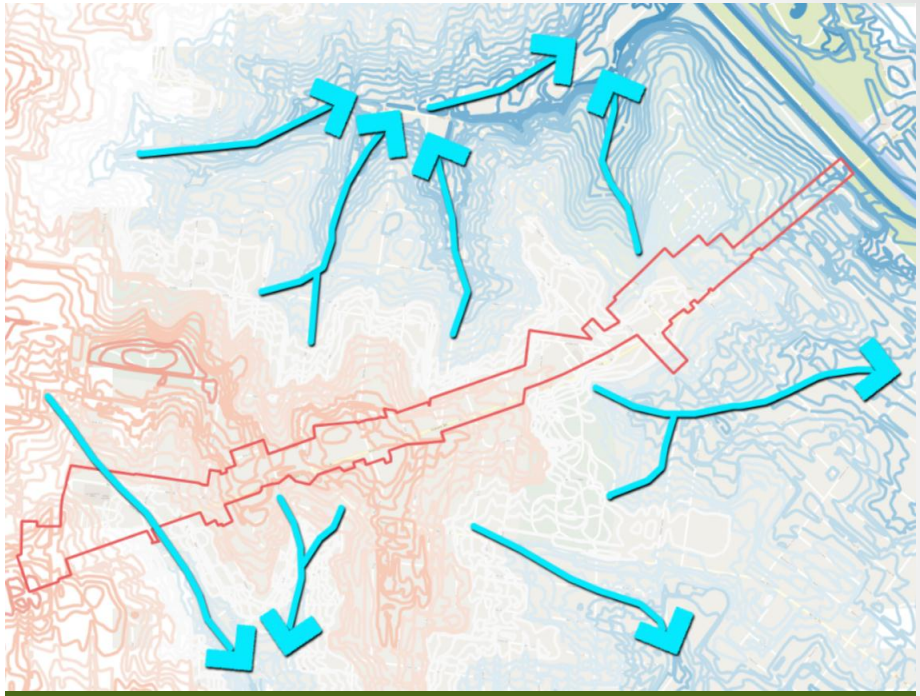
Stormwater



Regional Topography



Corridor Topography

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Stormwater

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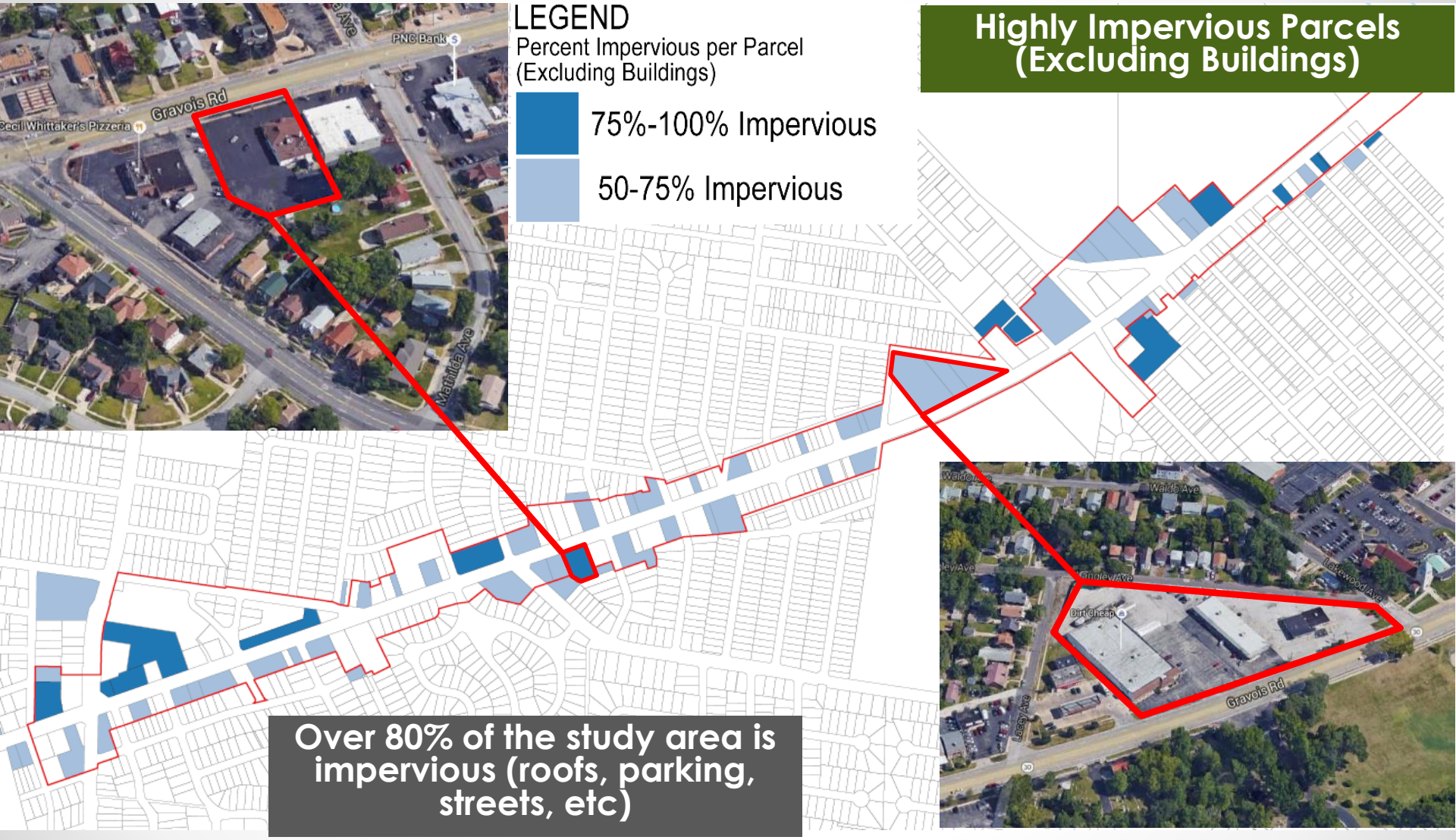
Stormwater



Over 80% of the study area is impervious (roofs, parking, streets, etc)

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Stormwater

Summary

- Roadway stormwater infrastructure is old and needs increasing maintenance.
- Some ponding an issue, but flooding in the corridor doesn't seem to be an issue.
- Extensive impervious surfaces. Lack of existing stormwater storage (detention) and infiltration.

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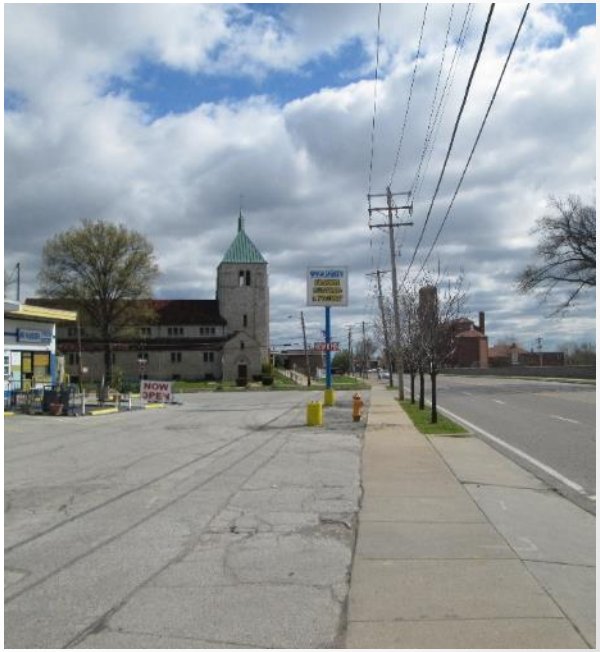
Human Health and Well-Being

Gathering Areas

Streets are the public "rooms" for the community.



Human Health and Well-Being

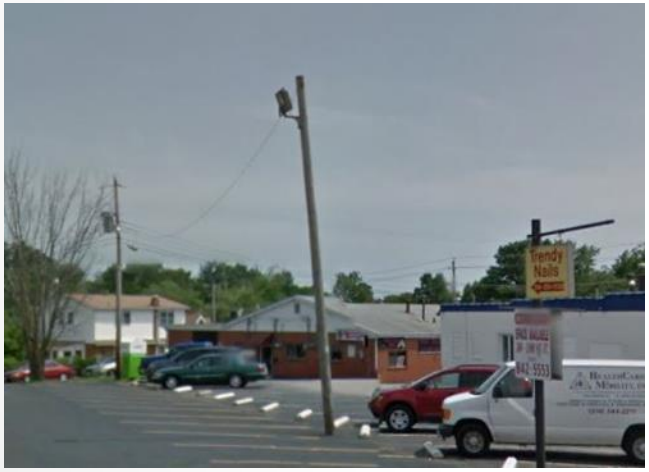
Human Health and Well-Being

Table 7-3. Typical noise levels for traffic volumes at a given speed.

Volume (vehicles/hour)	Sound Level (dBA L_{eq} (hour)) at 50 feet											
125	57.3	58.5	59.7	60.9	62.0	63.1	63.8	64.1	64.5	65.1	65.2	66.1
250	60.2	61.4	62.6	63.8	64.9	66.0	66.7	67.0	67.4	68.0	68.2	69.0
500	63.2	64.4	65.6	66.8	67.9	69.0	69.7	70.0	70.4	71.0	71.2	72.0
1,000	66.2	67.4	68.6	69.8	70.9	72.0	72.7	73.0	73.5	74.0	74.2	75.0
2,000	69.2	70.4	71.6	72.8	73.9	75.0	75.7	76.1	76.5	77.0	77.2	78.0
3,000	71.0	72.2	73.4	74.6	75.7	76.8	77.5	77.8	78.2	78.8	79.0	79.8
4,000	72.2	73.4	74.6	75.8	76.9	78.0	78.7	79.1	79.5	80.1	80.2	81.0
5,000	73.2	74.4	75.6	76.8	77.9	79.0	79.7	80.0	80.4	81.0	81.2	82.0
6,000	74.0	75.2	76.4	77.6	78.7	79.8	80.5	80.8	81.2	81.8	82.0	82.8
	35	40	45	50	55	60	65 / T60	65	70 / T60	70	75 / T60	75
Speed (miles/hour)												

70 Decibals
"Telephone Use Difficult"

Energy



Existing Lighting

- High Pressure Sodium
- Is there light spillage?

Material Re-Use

- Investing in the core of the region.

Community Character

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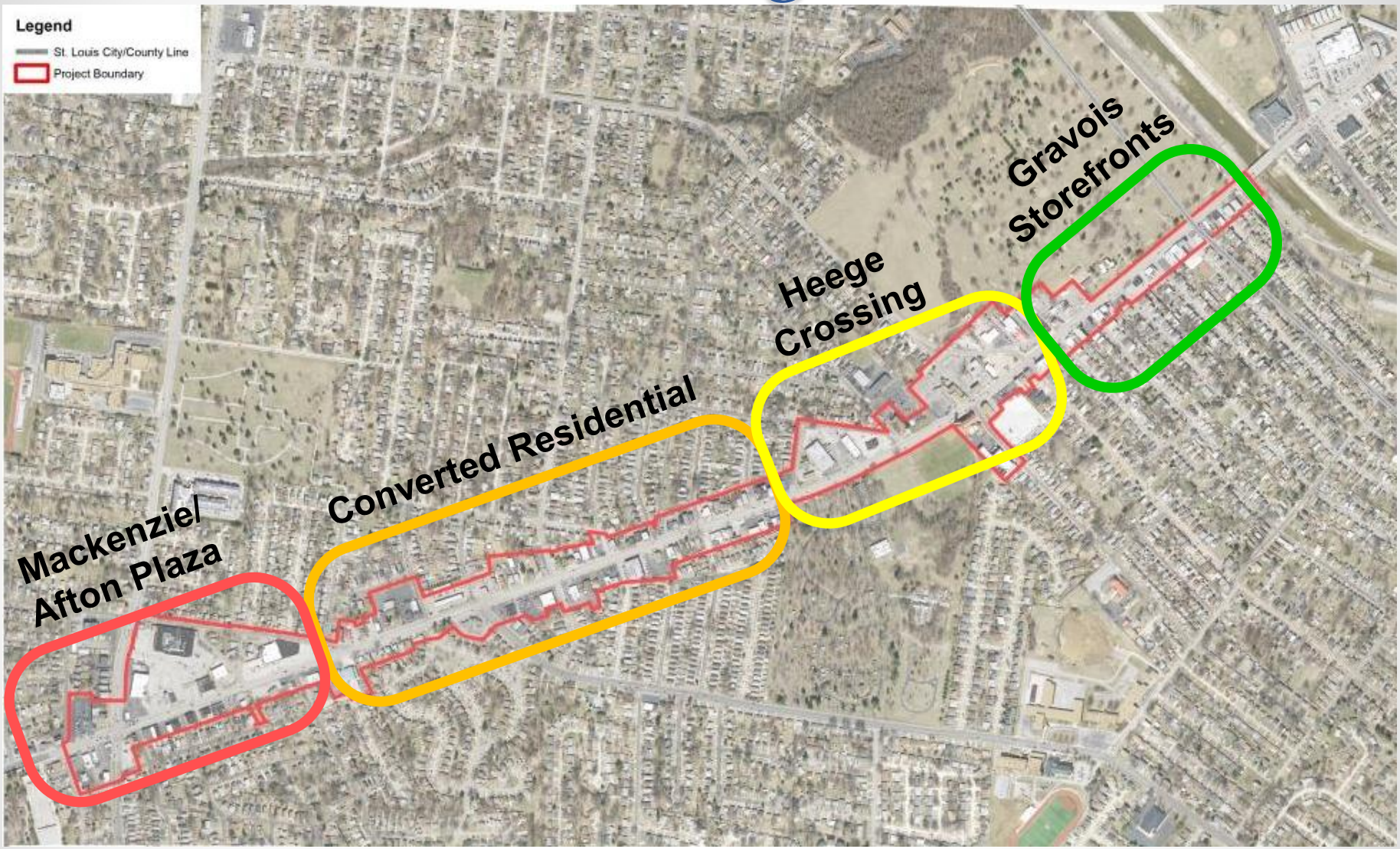
Corridor Segments



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