

Topic Spotlight: A Selection of St. Louis Architectural Housing Styles

St. Louis boasts an impressive array of architectural styles. Just about every major 19th, 20th, and 21st century trend is abundantly represented in the city. Land Use Plans don't directly regulate what styles can and can't be built where, but by guiding things like lot sizes, setbacks, building heights, and uses, Land Use Plans significantly influence the development of housing types. Here we name some of St. Louis's most prevalent styles, and show where (and when) they can be found.

Share Your Photos With Us

What are your favorite housing styles in St. Louis City? Please send us your photos to be featured in our next SLUP Newsletter.

Direct message us on our instagram page: @slup_stl



Or email us your photos: info@slup-stl.com



Viewing St. Louis Housing Styles Through The Lens of Richard Reilly

Instagram: @rrconstructor

Photographing the St. Louis built environment is, for me, a daily practice. To come anywhere close to an understanding of its meaning(s) remains a long work in progress. The process involves, among other things, listening to, and walking with a variety of people in many corners of the city. The photos for this small contribution to our land use planning work have been selected as evidence of the variety of our housing stock (though very incomplete) as well as evidence of the residue of previous policies and plans (systemic racism and homophobia) along with the disparate impacts they've had on a neighborhood-by-neighborhood basis. We need to acknowledge and demonstrate we see things as they have been, are now, and commit to improvements which start with, and for, our most marginalized and traditionally excluded community members.

Art deco buildings often feature simple, streamlined design.

Arched windows and dormer roofs are typical for row houses.

Residential units are often placed above commercial spaces on the ground floor.

Townhouses save space and increase density through shared walls between individual residences.

The covered porch is a common feature of the Craftsman house.

Often includes a decorative band of entablature as well as crenellated rooflines.

The boxy shape makes the most out of the building's lot size and provides maximum interior space.

The French colonial style often includes a full porch or balcony.

Steeply arched windows and rooflines utilize the forms of the Gothic Revival cottage.

Art Deco House

These buildings feature stylized and geometric forms, often with ornamental elements that reflect the Art Deco movement of the 1920s and 1930s.

Density	15-25 units per acre
Lot Dimension	40x150 ft
Lot Area	N/A sq ft
Example Neighborhoods	Downtown St. Louis and parts of Midtown

Brick Row House

Characterized by their red brick construction due to the availability of local materials.

Density	20-50 units per acre
Lot Dimension	20x100 ft
Lot Area	1,200 - 2,400 sq ft
Example Neighborhoods	Soulard, Lafayette Square

Contemporary Mixed-Use

These structures represent a modern urban trend, combining residential spaces with commercial and retail areas, often featuring contemporary design and amenities.

Density	N/A units per acre
Lot Dimension	Varies
Lot Area	N/A sq ft
Example Neighborhoods	The Grove, Soulard

Postwar Townhouse

Featuring multi-story layouts, contemporary materials, and shared amenities.

Density	10-20 units per acre
Lot Dimension	20x100 ft
Lot Area	1,500 - 3,000 sq ft
Example Neighborhoods	Central West End, Forest Park vicinity

Craftsman House

These homes are known for their low-pitched gable roofs, overhanging eaves, and hand-crafted stone or woodwork, reflecting the early 20th-century Arts and Crafts movement.

Density	5-10 units per acre
Lot Dimension	40x150 ft
Lot Area	4,000 - 8,000 sq ft
Example Neighborhoods	Dogtown and parts of South City

Flat Roof Bungalow

Compact and efficient, these homes often feature a single story, a low-pitched roof, and a front porch, reflecting early 20th-century residential design.

Density	10-20 units per acre
Lot Dimension	30x100 ft
Lot Area	2,000-4,000 sq ft
Example Neighborhoods	Dogtown and parts of South City

Four-Square Home

American Four-square homes are characterized by their boxy shape, two to two-and-a-half stories, large front porch, and simple, clean lines. They were a popular housing choice for the growing middle class in the early 20th century.

Density	5-10 units per acre
Lot Dimension	40x150 ft
Lot Area	4,000 - 7,999 sq ft
Example Neighborhoods	Common in residential neighborhoods developed in the early 1900s

French Colonial House

Inspired by French colonial architecture, these houses often feature steep roofs, tall, narrow windows, and the use of stone or brick. They reflect the early European influence in the region.

Density	5-10 units per acre
Lot Dimension	50x150 ft
Lot Area	3,000-8,000 sq ft
Example Neighborhoods	Found in some of the oldest parts of the city, like Carondelet

Gingerbread

These cottages are recognizable by their steeply pitched roofs, pointed arch windows, and ornate wooden trim, reflecting the Gothic Revival style.

Density	20-40 units per acre
Lot Dimension	30x130 ft
Lot Area	3,000 - 6,000 sq ft
Example Neighborhoods	Scattered in older neighborhoods developed in the 1910s, '20s, and '30s

Materials like concrete and steel replace brick in contemporary St. Louis apartment buildings.

Many of St. Louis's historic mansions use intricate, creative brick design.

These adaptive reuse structures often retain industrial architectural features.

These buildings often utilize setbacks on upper levels to balance height regulations.

A round or polygonal front corner tower with a conical roof is a common feature of these houses.

Often include open layouts and large picture windows along the front of the house.

The hipped-gambrel roof typical of this style is called a mansard roof.

Built with a range of details including semicircular arch windows and door openings.

Some of the more extravagant townhouses are faced with limestone.

High-Rise Apartment

Contemporary housing with high density.

Density	30-50 units per acre
Lot Dimension	Varies
Lot Area	N/A sq ft
Example Neighborhoods	Downtown, Central West End

Historic Mansion

Grand and ornate, these mansions showcase architectural styles ranging from Victorian to Beaux-Arts.

Density	<1 units per acre
Lot Dimension	100x400 ft
Lot Area	20,000 - 40,000 sq ft
Example Neighborhoods	Compton Heights, Central West End

Loft Apartments in Converted Warehouse

Industrial warehouse into housing often featuring high ceilings, exposed brick, and large windows.

Density	10-30 units per acre
Lot Dimension	Varies greatly
Lot Area	N/A sq ft
Example Neighborhoods	Downtown Loft District

Modern Multi-Family Apartment

Ranging from low-rise buildings to large complexes, these structures cater to diverse income levels and often feature communal amenities.

Density	30-50 units per acre
Lot Dimension	Varies
Lot Area	N/A sq ft
Example Neighborhoods	Spread across the city often near major transit routes or on major commercial corridors

Queen Anne Style House

These homes are elaborate and ornate, often featuring asymmetrical facades, decorative gables, and large porches. They are a symbol of the city's prosperity in the late 19th century.

Density	3-6 units per acre
Lot Dimension	50x150 ft
Lot Area	6,000-14,000 sq ft
Example Neighborhoods	Found in historic districts and older parts of the city

Ranch House

These single-story homes are known for their long, low-to-the-ground profile, and minimal exterior and interior decoration, reflecting post-WWII suburban development.

Density	2-5 units per acre
Lot Dimension	70x200 ft
Lot Area	10,000 - 25,000 sq ft
Example Neighborhoods	Suburban-style areas developed in the 1950s and 1960s

Second Empire Shotgun

These two story second empire style homes are composed of a shotgun style first floor with a mansard roof on top.

Density	10-30 units per acre
Lot Dimension	20x120 ft
Lot Area	1,500 - 3,000 sq ft
Example Neighborhoods	Found in older neighborhoods like Gravois Park

Shotgun House

A shotgun house is a narrow, rectangular dwelling, usually no more than 12 feet wide, with rooms arranged one behind the other and doors at each end. This style is common in many southern cities and is present in St. Louis due to historical migrations.

Density	10-30 units per acre
Lot Dimension	20x120 ft
Lot Area	1,500 - 3,000 sq ft
Example Neighborhoods	The Hill, Dogtown, The Ville

Victorian Townhouse

These townhouses are known for their ornate detailing, steeply pitched roofs, and bay windows, representing the city's Victorian-era growth.

Density	15-30 units per acre
Lot Dimension	20x125 ft
Lot Area	1,500 - 3,000 sq ft
Example Neighborhoods	Lafayette Square



Wells-Goodfellow, 2023
House as island in the city

The Hill, 2023
In our resilient Italian neighborhood - closer to the edge of big \$ these days

Old North, 2024
LEED platinum flounder by HH4STL

Mansion House, 2022
Our super block answer to mies' lake shore drive

Lindenwood Park, 2024
When we were young this was called 'the miami vice house'

JVL, 2024
Material variety amidst vacant lots

JVL, 2024
Fire escape in what became a boarding house

Bottle District, 2020
A community of unhoused folks shortly before they were evicted

Highlights From Our Existing Conditions Analysis

Key moments in the history of land use planning in St. Louis from the early 20th century to the present:

1907: The St. Louis Civic League created a City Plan for St. Louis, the first attempt at a comprehensive city plan in the United States. This was the first time the city was treated as an integrated whole rather than individual pieces to be planned separately. The plan aimed to attract investments with both civic and commercial improvements in order to maintain St. Louis's status as a major American city. It focused on the following issues: a group plan for municipal buildings, an inner and outer park system, civic centers, street improvements, a Municipal Art Commission, and legislation necessary to implement the proposed plans.

1918: The city's first zoning code was created. St. Louis was second only to New York among the major American cities to adopt industrial residential zoning. This plan attempted to isolate industrial uses outside residential areas.

1923: Harland Bartholomew makes major plans for St. Louis. With an \$2 million improvement package, city planner Harland Bartholomew implemented major changes in the city's infrastructure and open spaces, including the park that would eventually become the Gateway Mall. These plans designated funding for street improvements, sewer construction, river channeling, parks and playgrounds, public hospitals, firehouses and equipment, rail and auto bridges, public markets, waterworks, sewage powerplant, and the municipal auditorium and downtown plaza and memorial.

1947: The City Plan Commission created a new comprehensive city plan. Under Harland Bartholomew, a new city plan was adopted in an attempt to guide the city's expected growth for the next 50 years.

2005: The Strategic Land Use Plan was adopted. The 2005 Land Use Plan is intended to improve the quality of life for those who live and work in St. Louis by encouraging appropriate types of development and preservation in clearly defined locations. This remains the most recent Land Use Plan for St. Louis City.

Source: City of St. Louis Planning and Urban Design Agency, *Amendments to the Strategic Land Use Plan (SLUP), 2005-2023*

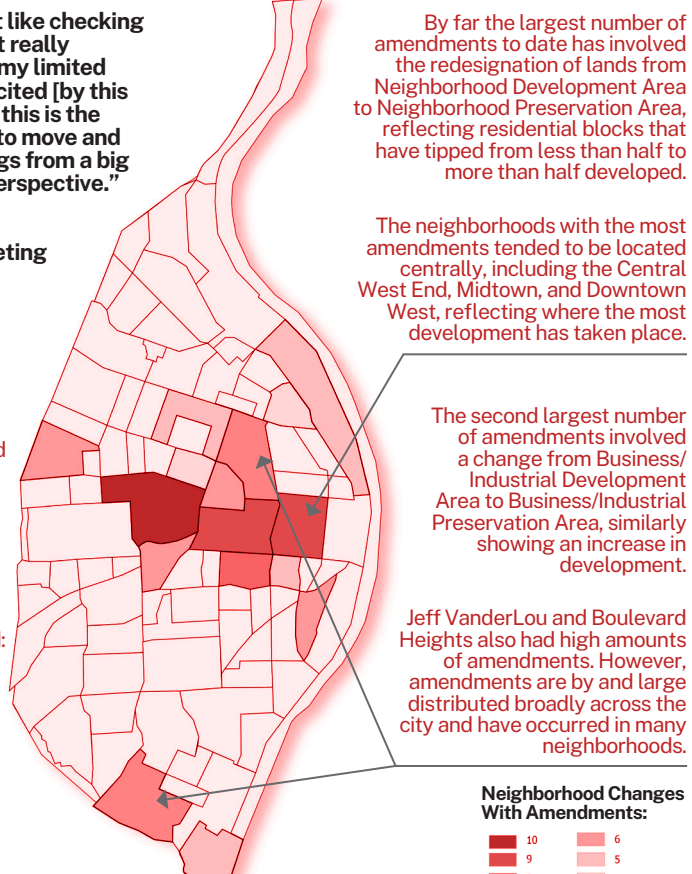
Since 2005, a series of 25 amendment packages to the SLUP have been approved. The SLUP should take these trends in account when determining future land use.

"The SLUP has felt like checking a legal box, but not really operationalized in my limited experience. I'm excited by this update process — this is the direction we need to move and be able to see things from a big picture planning perspective."

-City Resident at Information Meeting

With respect to true changes in land use, the most common amendments were Neighborhood Preservation Area Area to Neighborhood Commercial Area, reflecting portions of residential blocks that were turned to commercial use.

Other frequent land use changes included: Opportunity Area to Special Mixed Use Area; Institutional Preservation and Development Area to Neighborhood Preservation Area; and Opportunity Area to Neighborhood Preservation Area.



By far the largest number of amendments to date has involved the redesignation of lands from Neighborhood Development Area to Neighborhood Preservation Area, reflecting residential blocks that have tipped from less than half to more than half developed.

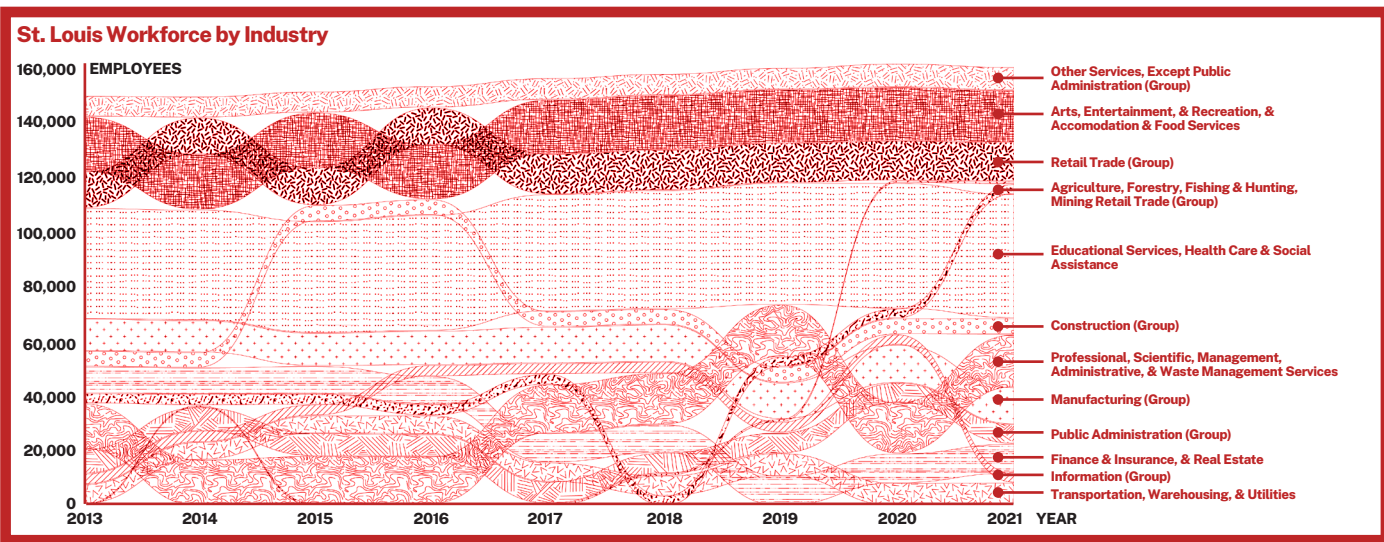
The neighborhoods with the most amendments tended to be located centrally, including the Central West End, Midtown, and Downtown West, reflecting where the most development has taken place.

The second largest number of amendments involved a change from Business/Industrial Development Area to Business/Industrial Preservation Area, similarly showing an increase in development.

Changes in Land Use Districts, 2005 - 2023

ORIGINAL LAND USE DISTRICT	NEW LAND USE DISTRICT	NUMBER OF CHANGES
Neighborhood Development Area	Neighborhood Preservation Area	47
Business/Industrial Development Area	Business/Industrial Preservation Area	12
Multiple*	Neighborhood Preservation Area	10
Neighborhood Preservation Area	Neighborhood Commercial Area	9
Opportunity Area	Specialty Mixed Use Area	9
Institutional Preservation & Dev. Area	Neighborhood Preservation Area	10
Opportunity Area	Neighborhood Preservation Area	9
Multiple*	Multiple*	6
Multiple*	Specialty Mixed Use Area	6
Opportunity Area	Institutional Preservation & Dev. Area	4
Opportunity Area	Business/Industrial Preservation Area	4
Neighborhood Commercial Area	Neighborhood Preservation Area	4
Opportunity Area	Multiple*	4
Business/Industrial Preservation Area	Specialty Mixed Use Area	4
Business/Industrial Preservation Area	Opportunity Area	3
Neighborhood Commercial Area	Specialty Mixed Use Area	2
Other Changes		7

*Multiple = Conditions where a block is split into multiple land use designations.



Source: DataUSA, St. Louis City, MO Data Viewer

One way the SLUP can help address the vacancy problem in St. Louis is by making recommendations about how the LRA and other owners and stewards of vacant property can repurpose vacant land. By providing strategies for managing vacant lots, the SLUP can encourage development that fits the needs and existing character of a neighborhood.

\$20M Accumulated costs due to vacancy including unpaid property taxes, forestry maintenance fees, and unpaid vacant building fees.

10% BLACK HOUSEHOLDS LEAVING ST. LOUIS (2000 - 2020)

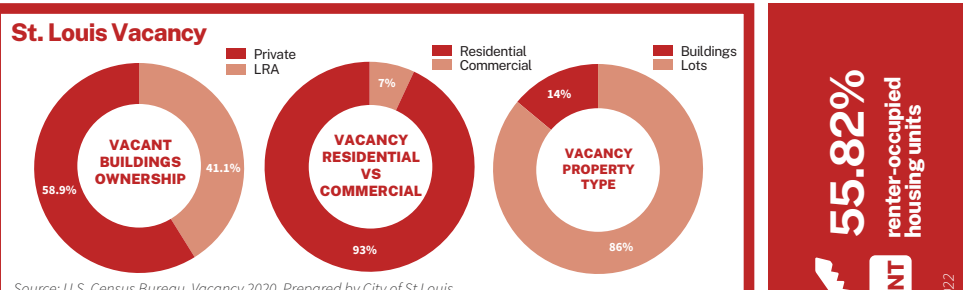
3/100 Vacancy Equity Score (with 100 being the most equitable distribution of vacancy between majority-White and majority-Black census tracts).

63% Decline in St. Louis's population from its peak of 850,000 in 1950.

3.4% Regional Unemployment Rate

The St. Louis Region economy employs 1.41 million people and grew at a rate of 0.52% from 1.4 million employees in 2020. The unemployment rate in the region is 3.4%, which is lower than the national average.

Source: DataUSA, St. Louis City, MO Data Viewer



Source: US Census Bureau, Vacancy 2020. Prepared by City of St. Louis

\$35k There are about 35,000 households in the lowest income bracket without adequate access to affordable housing.

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Walkability to Key Spots (15-min city)

One way to consider walkability in St. Louis is through the concept of the 15-minute city. This concept proposes that residents should have access to the essential services and amenities they need within a 15 minute walk from where they live. These services may include: grocery stores, restaurants, cafes, healthcare facilities, schools, transportation, places of worship, and entertainment venues. As a general rule, the walkability of a neighborhood is determined by the variety and density of various amenities and services that are within this walkable radius. The ability to move around the city by foot is especially important for people who do not have cars or are unable to drive for example: youth, and low-income residents. In this map we counted access to food, health services, educational facilities, public transit, and recreational facilities as essential services and amenities.

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The extent to which neighborhoods have walkable access to amenities and public facilities varies across the city.

"I've built event space, mixed use, 2-4 families - we're seeing people want to live in dense areas with local restaurants. Walkability is critical."

-Non-Profit Community Developer

The Central West End is one neighborhood with a high density of essential services and amenities.

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Certain neighborhoods have plenty of walkable access to amenities while others have very little access.

Walkable access to essential services and amenities is especially important in areas with low car ownership such as Hyde Park. (Also see car ownership map below).

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Year Built & Historic Designations

As one of the first cities in the United States to adopt a preservation ordinance after the National Historic Preservation Act was passed by Congress in 1966, St. Louis has many sites and areas that are designated as important to the history and character of the city. These locations include: 14 National Historic Landmarks, 97 National Register Historic Districts, 385 National Register Historic Sites, 132 City Landmarks, 10 Local Historic Districts, and 8 Certified Local Districts. Yet the areas that are currently designated as historically important in areas with low car ownership such as Hyde Park. (Also see car ownership map below).

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St. Louis is one of the oldest cities in the midwest with almost 260 years of history and a wide variety of historic neighborhoods and architecture.

"I think preservation in the US has been structured to focus on buildings when in African American communities that have important contributions to United States history, they are designated by the National Park Service."

-Planning Commission Member

Older buildings are located in the North and South of the city while newer development is concentrated in the center.

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National Historic Landmarks are associated with events, people, ideas, or architecture that have important contributions to United States history, they are designated by the National Park Service.

St. Louis was originally built in today's Downtown area along the river. Over time, the city expanded westward.

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St. Louis Population Change: 1970-2020

The population of St. Louis has shifted significantly over the past 50 years. The SLUP should take these trends in account when determining future land use.

Since the mid 20th century, the city of St. Louis has faced among the most dramatic population loss of any city in the United States. While the 2020 census reported the total population of the city of St. Louis to be 301,580, this population figure follows a seventy year trend of profound population change that has resulted in the over 64% decline in the city's population. Significantly, since 2010, trends of population decline have continued; in the last 14 years alone the population has decreased by over 32,000. Grappling with the reality of these demographic trends is a major consideration in updating the Strategic Land Use Plan.

increased over several decades with the arrival of many new immigrants from Germany and Ireland. In the first half of the 20th century, population growth through immigration continued and was further fueled by African Americans moving to the city as part of the Great Migration. As a result, the population of the city reached its peak in 1950 at around 856,000 people. However, since 1950, this population has declined by 64%, or about 554,420 residents. This profound decline has been primarily attributed to White residents leaving the city to settle in the surrounding suburbs.

Throughout the late 20th century, there was a significant increase in St. Louis's foreign-born population. This growth mainly consisted of refugees from Vietnam in the 1980s, followed by Bosnia in the 1990s, and Iraq in following years.

Through programs like The International Institute of St. Louis's "Local Resettlement Program", refugees have helped to slow the general population decline in St. Louis. Between 1979 and 2019, the program helped resettle 6,710 people from Bosnia, 4,100 people from Vietnam, and almost 14,000 other refugees from countries

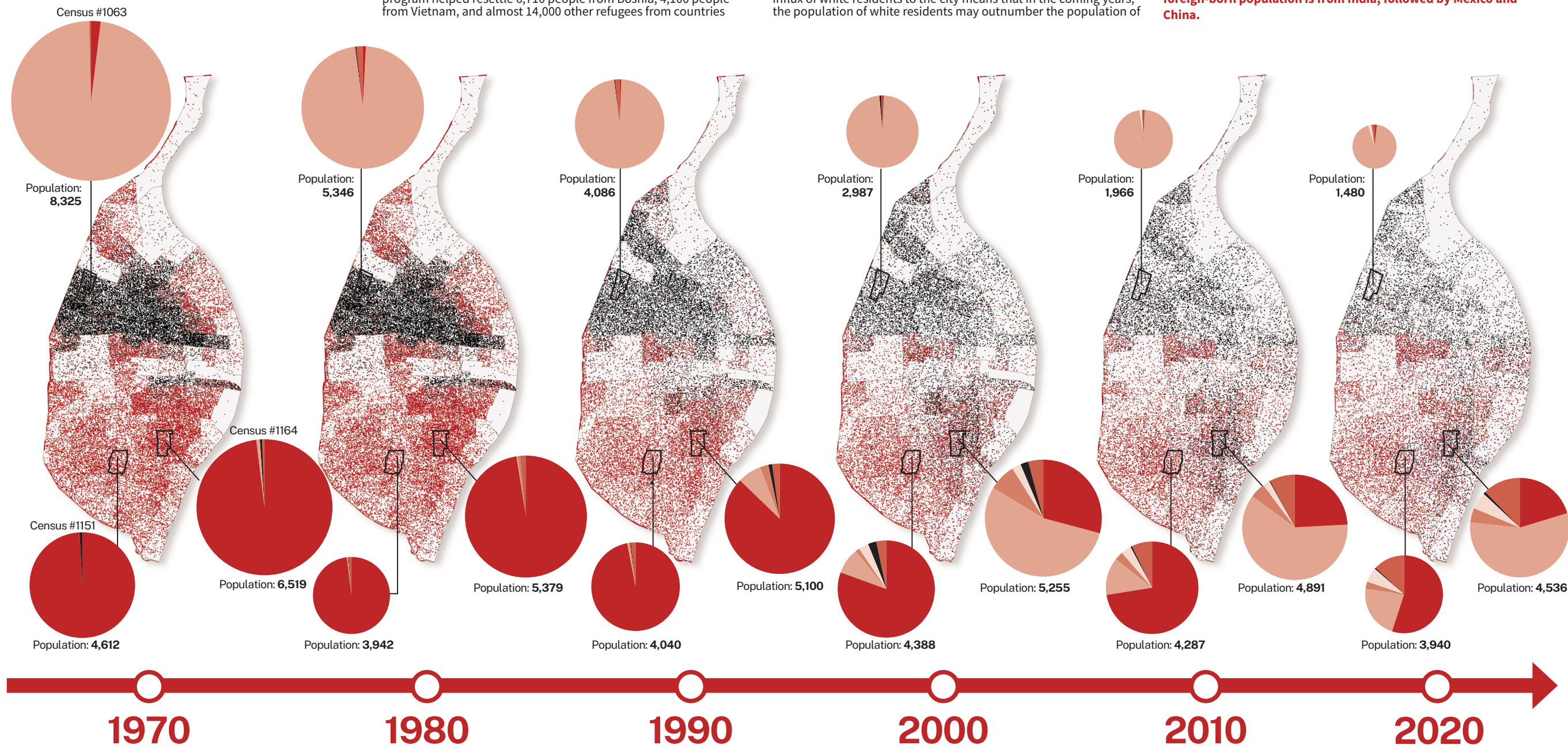
including Somalia, Afghanistan, Bhutan, and Iraq.

Recent Trends
Population change in recent years has been characterized by a slowing rate of population loss. Between 2000 and 2020, there was a net loss of 46,610 residents. However the rate at which residents are leaving the city is not proportional among demographic groups. Significantly, between 2010 and 2022 there has been a loss of 38,690 Black households and 4,320 white households across the city. Of the 38,690 Black households that left the city between 2010 and 2022, over 90% of them have been those with a female head of household with no spouse present.

There has been a continued trend of population growth among college educated young adults in St. Louis in recent years. The migration of this demographic group to the city is centralized in the south central portion of the city. Among larger demographic trends of the out migration of Black residents combined with the steady influx of white residents to the city means that in the coming years, the population of white residents may outnumber the population of Black residents.

Continued population loss is the primary demographic challenge facing the city. In order for the city to stabilize its population, it must address the issue of the out-migration of residents, especially young families with children. The racial disparities of who is leaving the city are such that reducing the number of Black residents who are leaving must be one of the city's priorities. Furthermore, to do this, the city must ensure that young people, and especially young parents, do not leave the city.

While the overall population has continued to decline, the St. Louis metropolitan area had one of the highest rates of foreign-born population growth between 2017 and 2018 with an increase of 5,640 or 4.1% of foreign-born residents. This population includes immigrants, refugees, and temporary migrants. Recent immigration in the City of St. Louis has been from Asia, Central and South America, the Middle East, and Africa. The greatest foreign-born population is from India, followed by Mexico and China.



Source: US Census Bureau, Population by Race, 1970-2020. Prepared by Social Explorer.

Renting vs. Owning Housing in St. Louis

St. Louis has around 168,350 housing units, 136,300 of which are currently occupied. Out of these units, 44% are owner-occupied while 56% are renter-occupied. In 2016, 17,710 households in the city were severely rent burdened, meaning that they spent more than half of their income on rent. This represents 24% of all renter-occupied households. Black households are more than twice as likely as White households to be severely rent-burdened. In 2016, there were 60,220 owner-occupied households, which comprises 43% of all households in St. Louis. White households are the most likely to be owner-occupied (56%). Hispanic households are least likely to be owner-occupied (30%), followed by Black households (31%). In 2016, there were 3,140 cases in which the Circuit Court ruled in favor of landlords filing for eviction. This means there were 40 evictions for every 1,000 renter-occupied households in St. Louis. Evictions are more than twice as prevalent among renters in majority-Black census tracts than among renters in majority-White census tracts.

-Resident in Interview

Homeownership is mostly concentrated in the south of the city.

Where black and hispanic residents own homes, those homes have a lower median home value.

"The city is building lots of housing, there's a lot of apartments going up. Lots of condos going up. But the question I always ask is: where's the housing for the mom and her kids that's affordable? Where is the affordable single family home?"

-Resident in Interview

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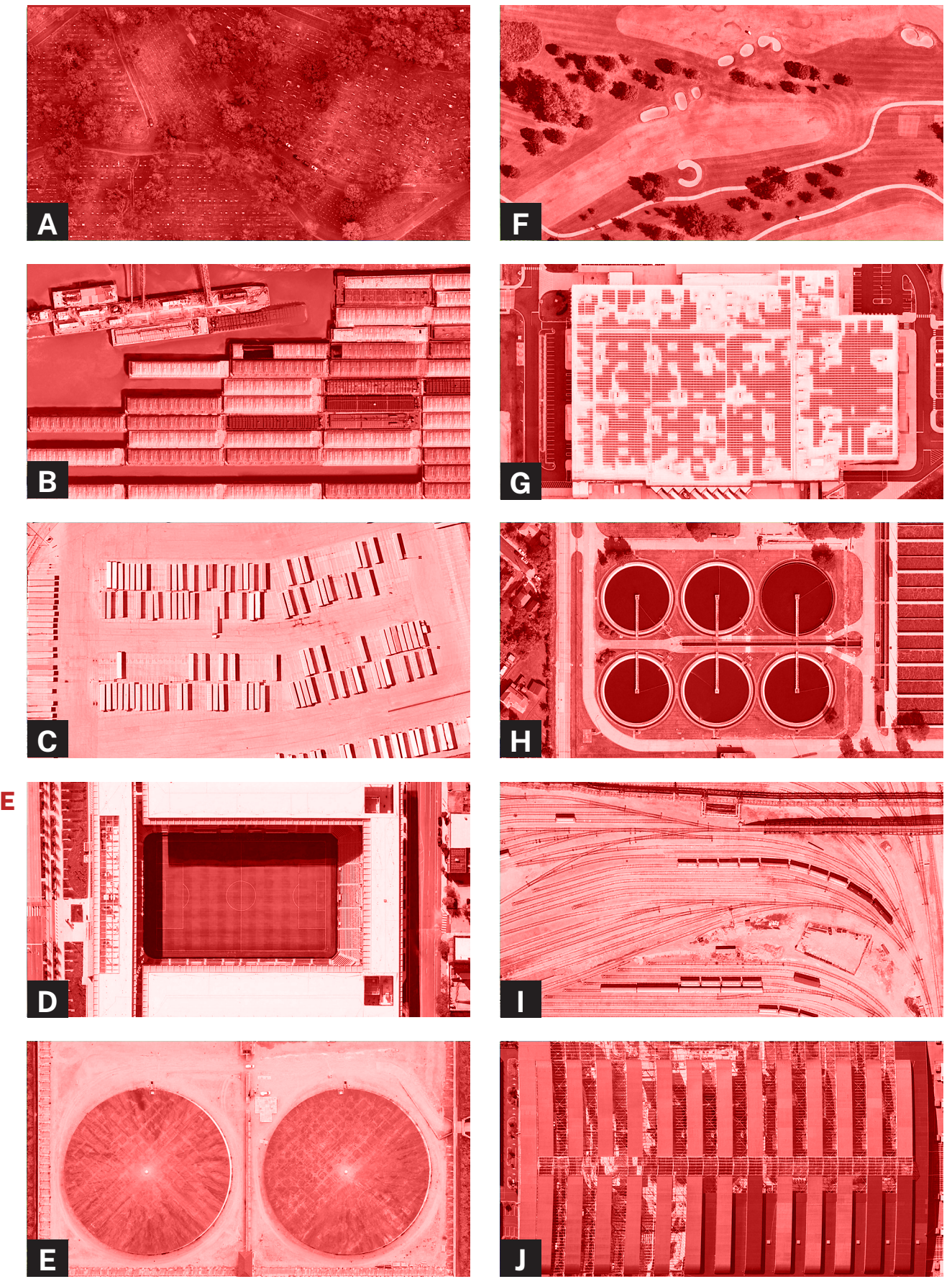
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Homeownership is mostly concentrated in the south of the city.

What on (Google) Earth is That?

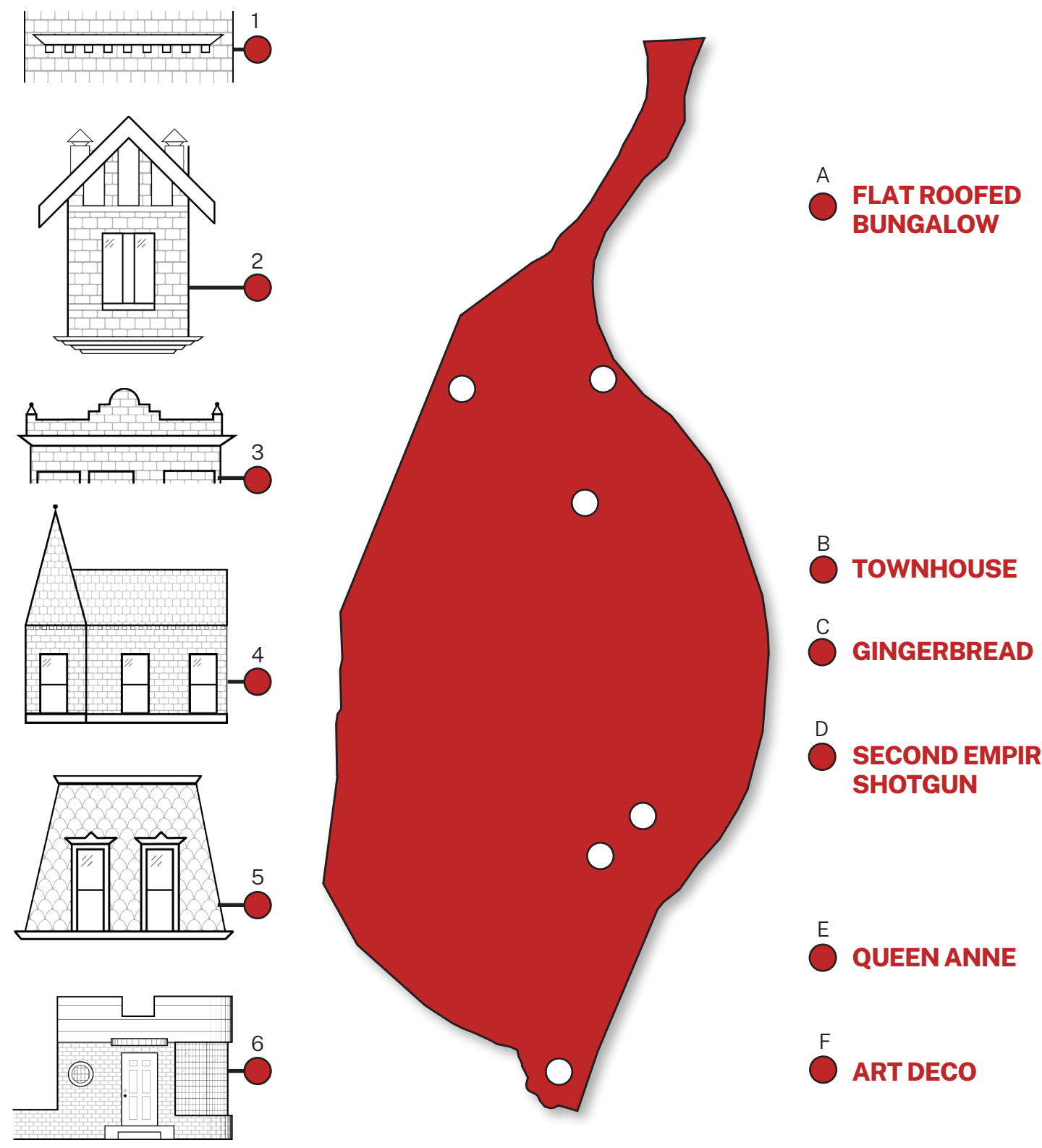
You've probably seen these places before, but from a different viewpoint. Can you identify the location of all 10 Google Earth aerials? Answers below.



Answers: A: Carver Cemetery; B: American River Transportation Company Shipping Stages; C: Winhouse; D: City Park; E: Cornpton Hill; F: Forest Park Golf Course; G: Hall of Manly Seaplane Plant; H: Assessor's Office; I: Warehouse Complex; J: The Train Shed at Union Station.

It's All in the Details!

Draw a line attaching the architectural detail drawing on the left to the St. Louis house it belongs to on the right. The line connecting the two dots will intersect with a location in the city where you're very likely to find this kind of architecture!

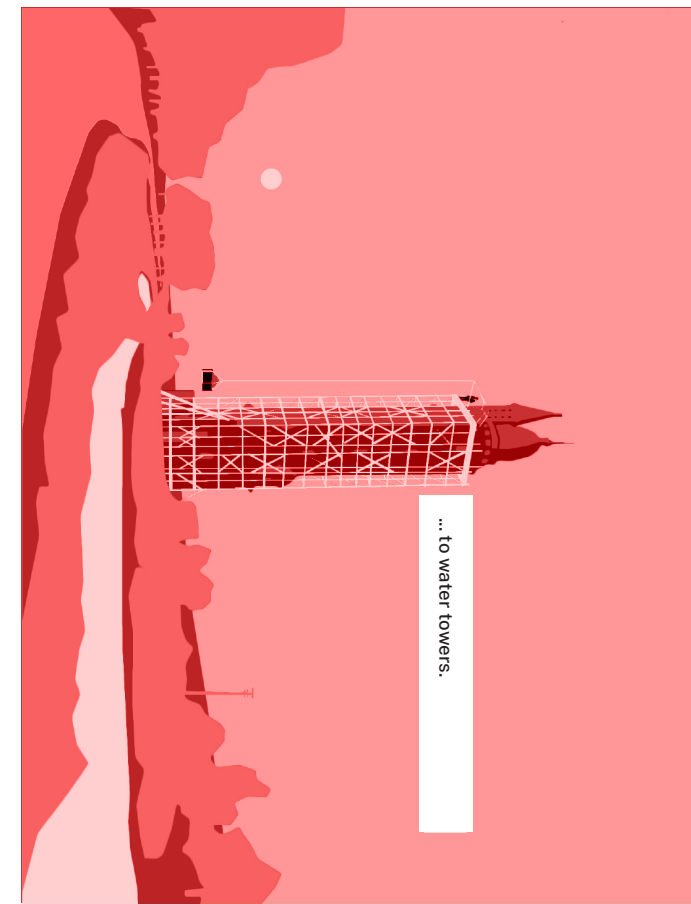
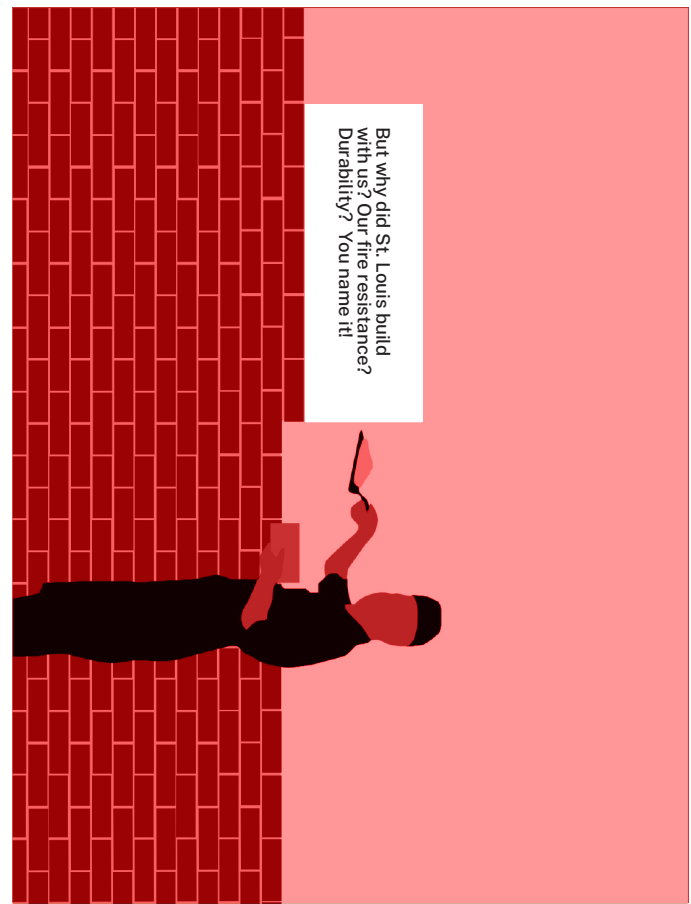
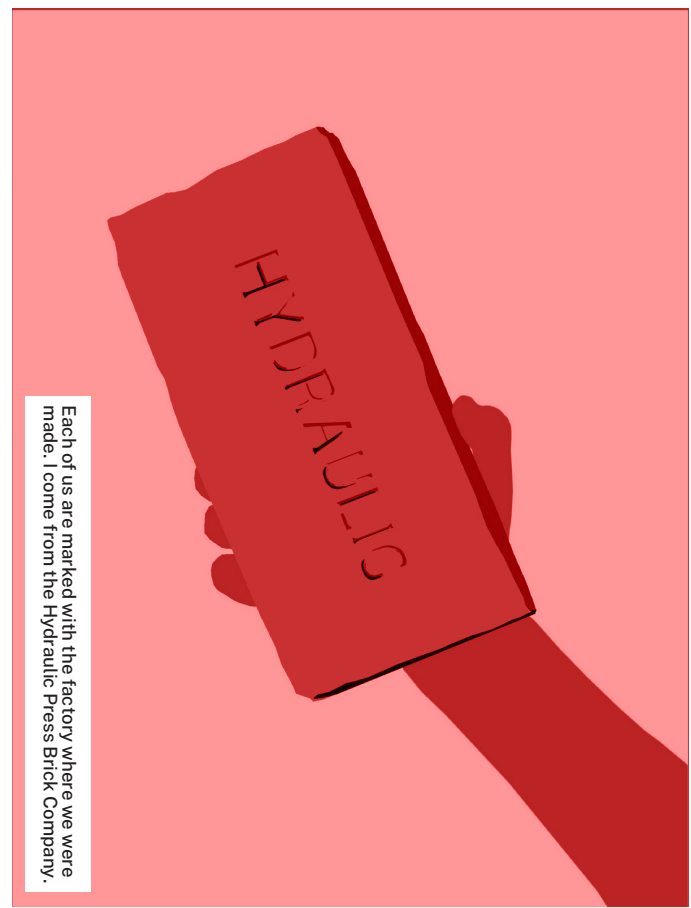
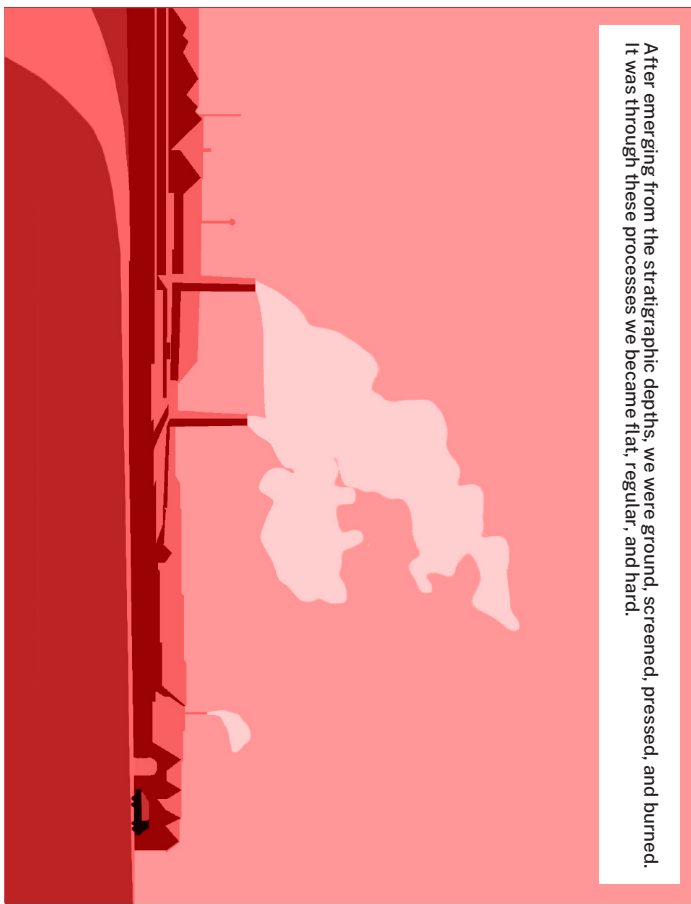


Answers: 1B, 2C, 3A, 4E, 5D, 6F

The Autobiography of a St. Louis Brick

Building Brick City

At the beginning of the 19th century the architecture of St. Louis consisted mostly of wooden buildings covered with whitewashed plaster. Following the 1849 White Cloud Steamer fire, much of the city was rebuilt using bricks produced at a newly industrial scale. St. Louis is located near some of the richest clay deposits in the US, along the Mississippi River. This clay was ideal for brick construction and helped St. Louis get its nickname as the "brick city." By the 1800s there were over 50 clay mines across the city and the first brickyard opened in 1813. Brick became essential to the economy of the city and by 1900 St. Louis was the largest brick-making city in the world, shipping bricks across the United States and overseas. By the end of the century Downtown St. Louis grew taller and denser with the increasing development of high rise buildings. The Wainwright building, built in 1891, was the city's first "skyscraper."



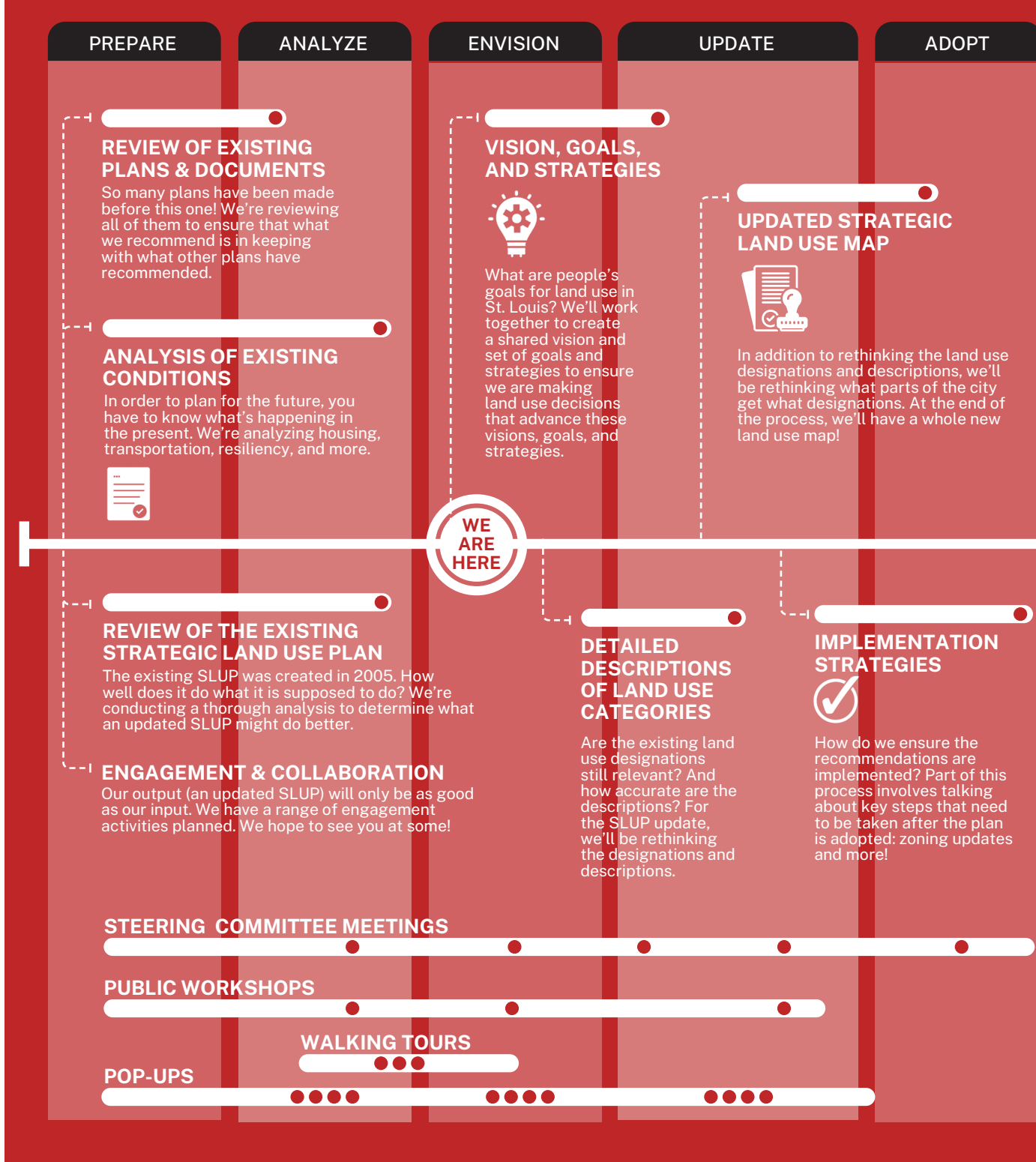
Land Use Aberration BINGO

Have you ever seen a 4-family home in an industrial area? A warehouse in a residential neighborhood? A small single-family house downtown? Land use "anomalies" are out there for sure. Some are "grandfathered," or existed before the SLUP or the zoning code. Others are the product of official variances. Others are just mysteries! To win "Land Use Aberration" BINGO, find and photograph the land uses in the boxes (be sure to pay attention to the frames). Some are aberrations, and others are very unique combinations! If you get 5 in a row, email your pictures to slup-stl@gmail.com. All BINGOs received before April 1 will have a shot at a \$50 gift card to a store of your choosing!



How Are We Updating The SLUP?

The SLUP update is part of an 18-month process that will conclude at the end of 2024.



A lot of us traveled all over the country.

We contributed progress where entire neighborhoods constructed from us bricks.

Today, developing isn't affordable like it used to be. So we do a few things, like our structural strength.

The most beautiful among us are shown today at

Some of us even arrived in big cities like Chicago and New York where we were used to conduct supervisors.

There have changed and many houses now. We are so fortunate in our life, or sometimes stress.

But people love our cities, so we end up as interior climbing in bars or living rooms all across the country.

But not, I am still here. Out in a field waiting. What will the future bring?

Residential Neighborhoods with Low Vacancy (NPA) Neighborhood Preservation Area

Things to Consider About Residential Neighborhoods

Many neighborhoods in St. Louis are thriving and full of residents. In our engagement, neighborhoods like the Central West End, Soulard, and Tower Grove South were routinely held up as precedents. That said, there are many ways these neighborhoods could be improved to better match the needs of the people who live or would like to live in them.

Some people we spoke to want to see greater diversity in the housing options within the city. This includes both smaller and larger housing options, from ADUs to higher-density housing. They also want to see a mix of different types of housing in the same area. The land use plan can recommend the development of diverse housing types in certain neighborhoods.

Some people we spoke to want to see more activated corners within residential neighborhoods, providing bars, restaurants, coffee shops, or basic amenities. In fact, frustration was expressed about the conversion of these spaces into residential.

What's Next for the Planning Team?

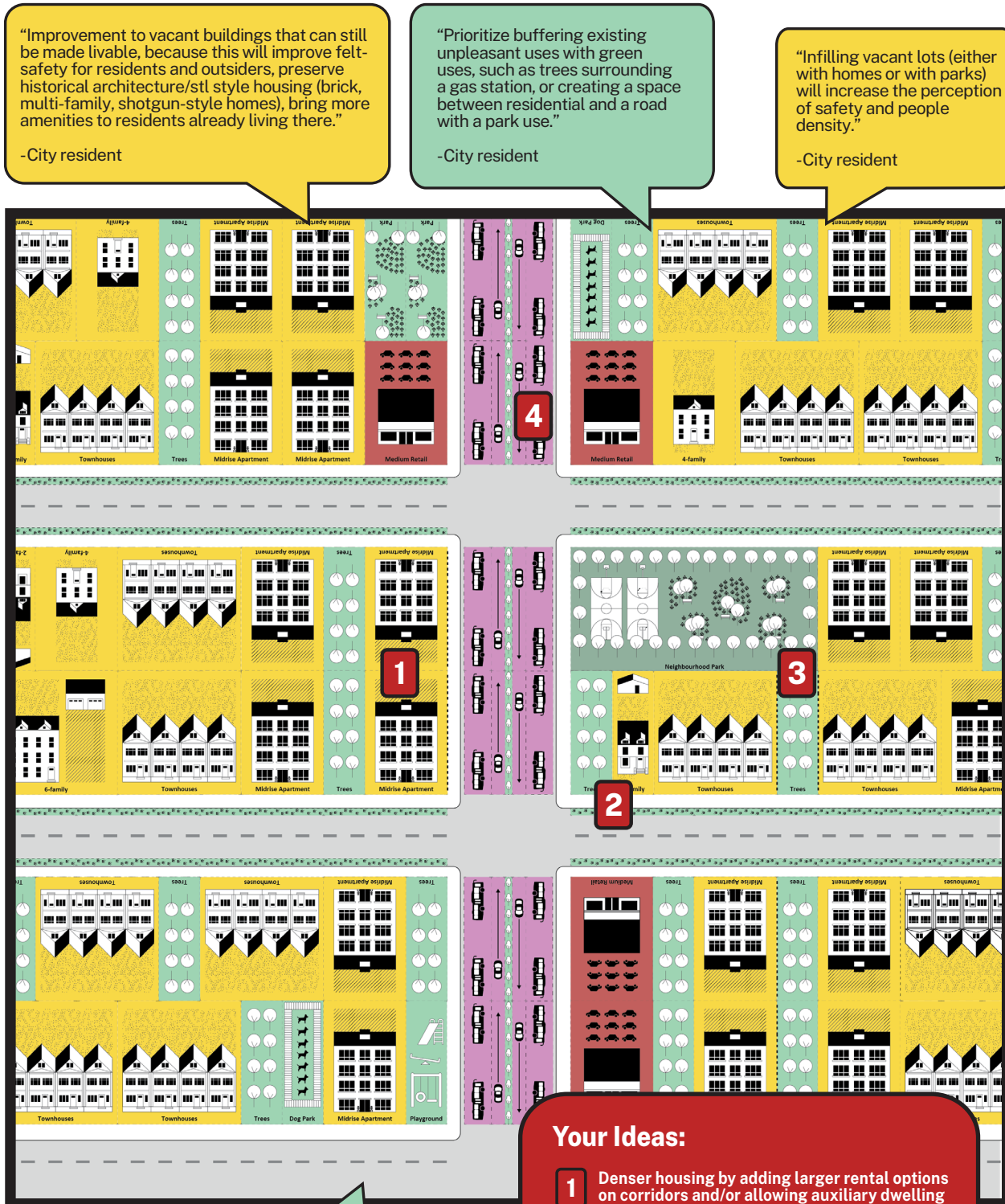
Get input about what types of housing are needed in the city.

Conduct an analysis to determine what types of housing are permissible where.

Analyze housing needs based on demographics and market trends.

Summary of What We've Heard:

- Desire for a wide range of housing types and greater visible diversity of housing.
- More activated corner retail and basic amenities accessible to the public in residential areas
- Micro-open spaces help people feel that they have a place they belong and can relax.
- Seniors and people with disabilities need highly accessible housing and activities of daily living.
- When neighborhoods change, people feel that residents are priced out and displaced if there aren't a range of housing types.
- Neighborhoods with a dense mix of different housing types feel more vibrant, active, and accessible.



"While this neighborhood is lucky to have a few great parks, several smaller parks would do a lot to build more community. A small park or playground within a thousand ft or so of every home would allow neighbors to meet and socialize more organically. The large green spaces on Reber for example would be a great place to locate a small park or playground."

-City resident

Your Ideas:

- Denser housing by adding larger rental options on corridors and/or allowing auxiliary dwelling units.
- Bioswales to vegetate sidewalks and create a more lively neighborhood.
- Reuse vacant lots as tree corridors connecting blocks to parks or creating pocket parks adjacent to the new housing structures (e.g., apartment/townhouse).
- Bus lanes for more efficient public transportation.



Retail / Commercial Corridors (NCA) Neighborhood Commercial Area

Things to Consider About Retail / Commercial Corridors

St. Louis has many small-scale retail corridors that can be accessed by foot from nearby residential blocks.

People we spoke to generally love these retail corridors, and want to preserve the small-scale storefronts, sidewalk cafes, and other elements that make these places so attractive.

Many people we spoke to said they would like to see St. Louis's commercial corridors be even greener, more pedestrian-friendly, and do more to calm traffic.

What's Next for the Planning Team?

Ideally, a corridor analysis would be performed to determine which corridors in the city should be prioritized for pedestrian improvements, traffic calming, and/or landscape planting. This will soon be underway as part of the citywide Transportation & Mobility Plan.

Coordinate with the citywide Mobility Plan to prioritize areas for future mixed-use development.

A corridor analysis could also be performed to determine which streets might be improved for bike and pedestrian safety.

Summary of What We've Heard:

- Having multi-use green spaces; having multi-use spaces to support vibrancy.
- Having attractive sensory experiences (sounds, smells, visuals).
- Increasing visibility around and through buildings to increase vibrancy.
- Increasing visible diversity of people and destinations, and types of spaces.
- Limiting how auto-oriented uses break up vibrant commercial spaces.
- Challenges with walk-ability on arterials and where the grid is broken.
- Public and shared space builds community connection.
- Desire for mixed use buildings to make places feel more vibrant.
- Increasing residential density along corridors' near amenities and assets
- Supporting small, local business and retail.
- Having basic amenities nearby.
- Having street trees and good landscaping to make places feel more walkable and to improve for bike and pedestrian connectivity.

Your Ideas:

- Retail/market spaces facing the commercial avenue adjacent to "open streets"
- Combining single family lots into denser housing allows for the creation of pocket parks on other public spaces that bring in a sense of vibrancy and activity.
- Road Diet to create safer and better experience for pedestrians on commercial avenues through bike lanes and a new concept labeled "open streets" - taking a portion of the road that is closed for the use of walking.



Campuses and Institutional Property (IPDA) Institutional Preservation & Development

Things to Consider About Campuses and Institutional Property

Most residential neighborhoods consist of small parcels. Blocks in residential neighborhoods can therefore have a lot of variety, with many different types and styles of buildings. What the current Strategic Land Use Plan calls "campuses and institutional properties" are different. Hospitals, universities, large office complexes, churches, and other collections of large buildings are often grouped together on a single large lot, sometimes taking up an entire block (or more). Our universities, hospitals, and other institutional areas are some of our city's largest employment centers.

People wanted smaller campuses such as neighborhood schools and churches integrated into the neighborhood fabric.

Some people we spoke to want to ensure that we identify ways to seamlessly transition between large campuses and smaller-scale residential neighborhoods. This is a good idea, and many land use plans and zoning codes offer guidance or regulations on transition zones.

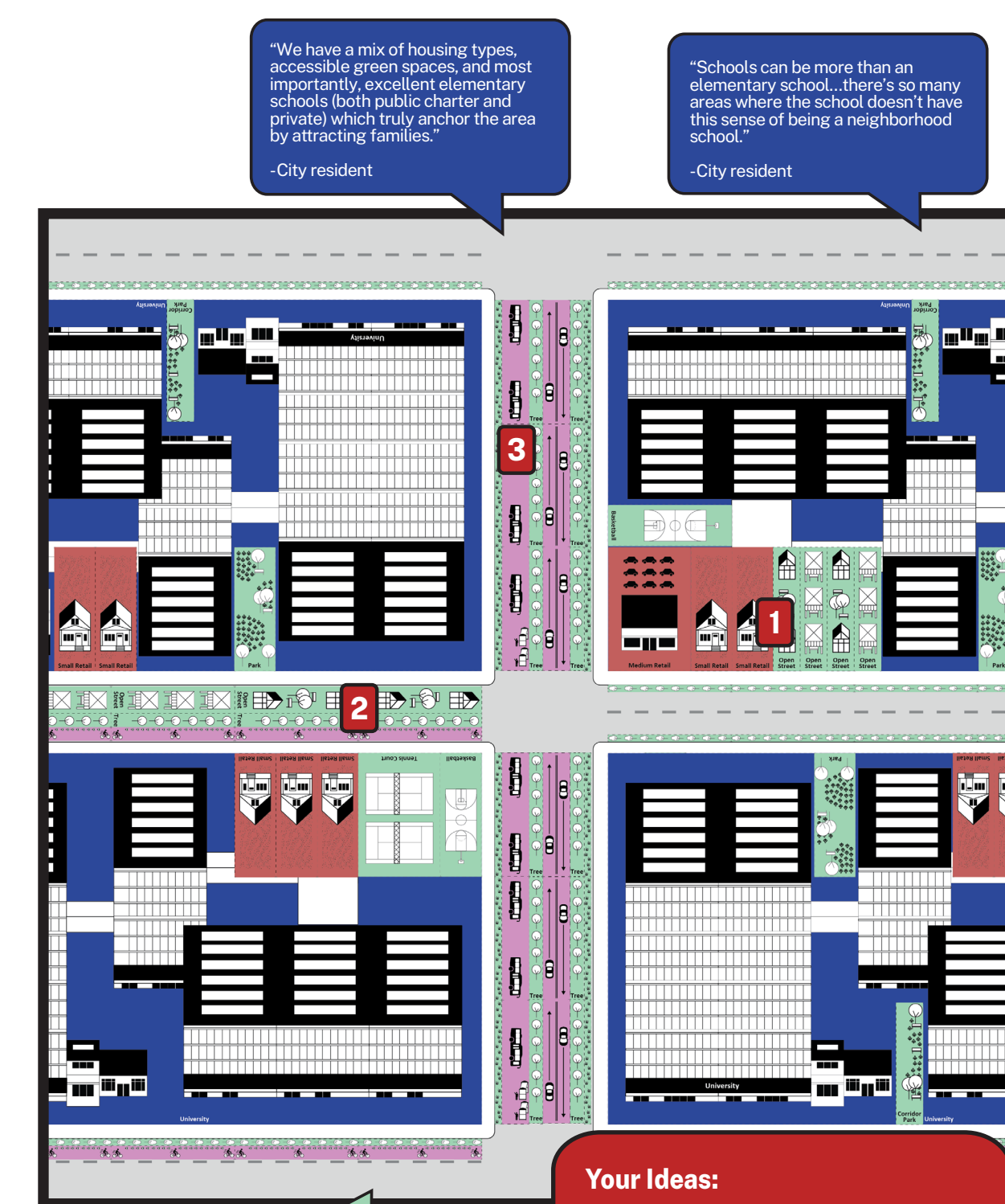
What's Next for the Planning Team?

Conduct interviews with owners and operators of campuses to better understand their needs. What campuses need to grow? Which ones have excess land that could maybe be put to better use?

Determine how it may be possible to encourage campuses to feel more "human-scale," as one person we spoke to put it or regulations on transition zones.

Summary of What We've Heard:

- Proactively connect to institutions to surrounding areas by walking and biking.
- Create human-scale spaces and street walls using set-backs, active first floors, etc.
- Reduce surface parking / disruptive parking experiences and ensure that there's sufficient wayfinding to find parking.
- Make it possible to walk, bike, take transit, AND drive to these destinations (some are only driving now).
- Having street trees and good landscaping to make places feel more walkable and to improve for bike and pedestrian connectivity.



"These areas have the most potential to become hubs for business, retail, entertainment... they're walkable places to go to that create live atmosphere with people being on the streets and [interacting] with each other more. A lot of these places pull from the urban neighborhoods that surround St. Louis but also some of these areas people can stay in them if there was more development of new and renovated buildings."

-City resident

Your Ideas:

- Activity spaces such as retail or sporting fields to engage students and local communities.
- Concept of "Open Streets" and closing off roads to create superblocks of pedestrian friendly spaces that can be engaging for student and local communities for organized events.
- Stricter road diet, creating sole bus lanes sides for university shuttles/school buses, to go back and forth from campus to campus.



Big Box Stores (RCA) Regional Commercial Area

Things to Consider About Big Box Stores

Big Box stores bring regional commerce to the city and can offer appealing shopping experiences to residents. While they are suburban in character, having them inside the city where there is public transportation makes accessing them easier, and captures much-needed tax revenue.

Nearly universally, people we spoke to disliked the giant parking lots in the front of big box stores. People identified set-backs as a challenge to human-scale walking, particularly very large set-backs that create big, empty, hot expanses.

Many people we spoke to want to see buildings sited close to the street as much as possible, with parking behind, underneath, or above activated first floor retail. People want to see active pedestrian connections, including sidewalks and trees, connecting from the street into the destination on site.

Many people we spoke to recommended that these destinations also be further connected to the rest of the city via improved bike and transit infrastructure.

In these areas people also wanted to see all components of the sidewalk be human-scaled, including more street trees, pedestrian scale lighting, and sidewalks that are smooth and continuous.

Design guidelines can be used in the SLUP to address some of these concerns and help build better boxes, but further analysis and engagement needs to be conducted to determine how which guidelines are feasible.

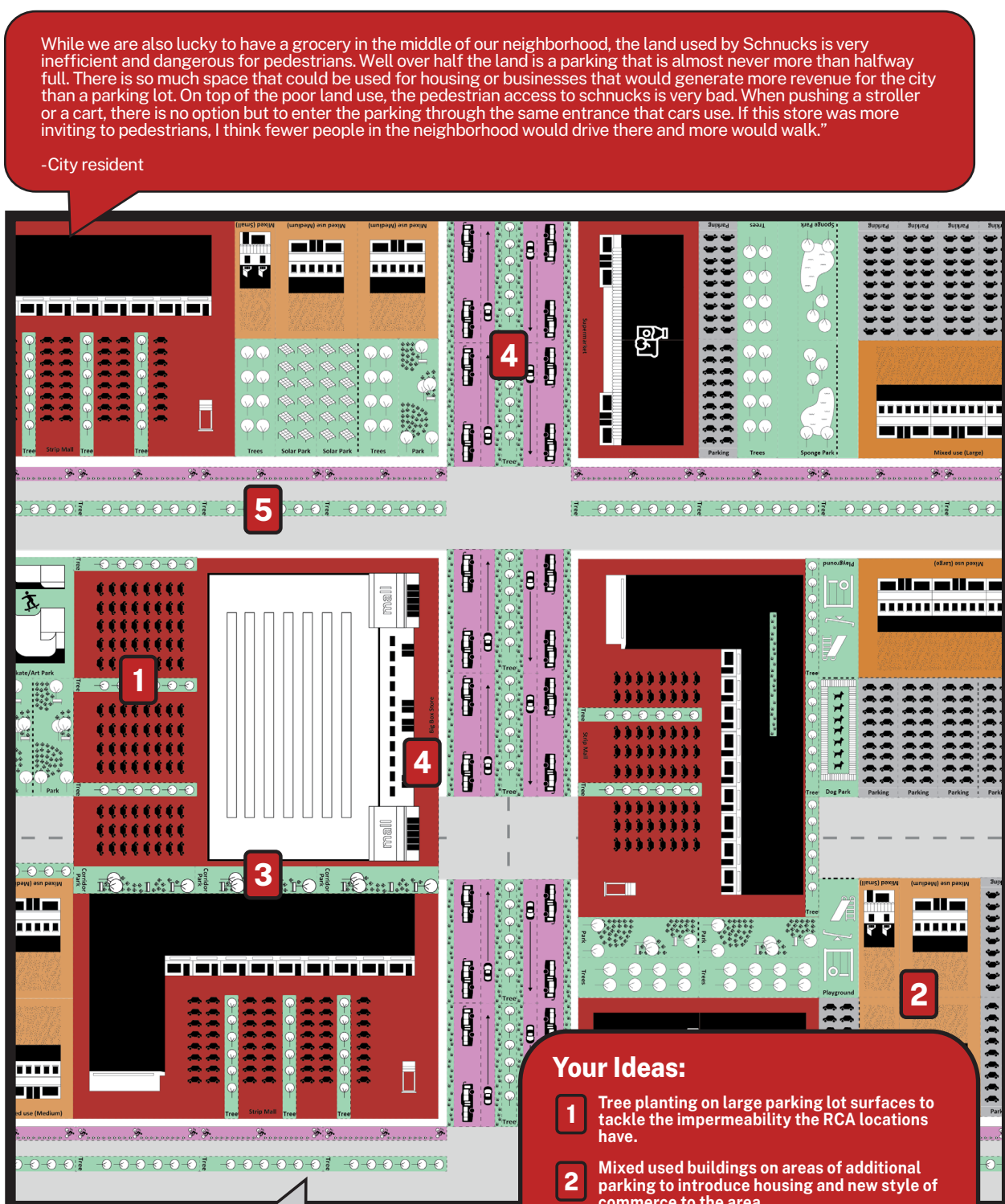
What's Next for the Planning Team?

Determine how it may be possible to encourage big box stores to reduce building setbacks or relocate significant street front parking.

Conduct interviews with owners and operators of big box stores to better understand how they would be impacted by the kinds of design guidelines shown here.

Summary of What We've Heard:

- Connect retail to surrounding areas.
- Create human-scale spaces and street walls using set-backs, active first floors, etc.
- Make it possible to walk, bike, take transit, AND drive to these destinations (most are only driving now).
- Create heat refuges for people trying to get to these destinations (street trees, shading, etc).



"Please remove all surface parking lots. Surface parking lots take away space that could be used for grocery stores, health facilities, affordable housing, parks, and more. Parking lots and car-oriented infrastructure destroys cities." They make me want to move away from Missouri, because we have a heavy reliance on cars compared to other areas."

-City resident

Your Ideas:

- Tree planting on large parking lot surfaces to tackle the impermeability the RCA locations have.
- Mixed used buildings on areas of additional parking to introduce housing and new style of commerce to the area.
- Corridor Parks to interconnect superblocks of retail spaces with greenery and safer passage for pedestrians whether coming by bike, bus or walking.
- Reduce large parking setbacks from regional retail corridors, and move behind building infrastructure destroys cities.
- Road diet to introduce bus lanes, bike lanes and green buffers for a revitalized/safer look to the area.



Residential Neighborhoods with High Vacancy (NDA) Neighborhood Development Area

Things to Consider About Residential Neighborhoods with High Vacancy

Some of St. Louis's residential neighborhoods are full. Some used to be full, but for complex reasons that we will talk about in the Land Use Plan, now have empty lots and buildings. What should become of these vacant lots and buildings? More importantly, what do people who live in neighborhoods with empty lots and buildings want these neighborhoods to become?

People want to see vacant buildings addressed - either through renovation, attractive mothballing, or demolition, and they see opportunities for vacant lots to become things other than housing - including green infrastructure, energy production, and public spaces. While a Land Use Plan can't force property owners to renovate or redevelop, it can encourage them to do so. This can happen on some parcels and not others, as a significant amount of land in these neighborhoods is owned and operated by the Metropolitan Sewer District.

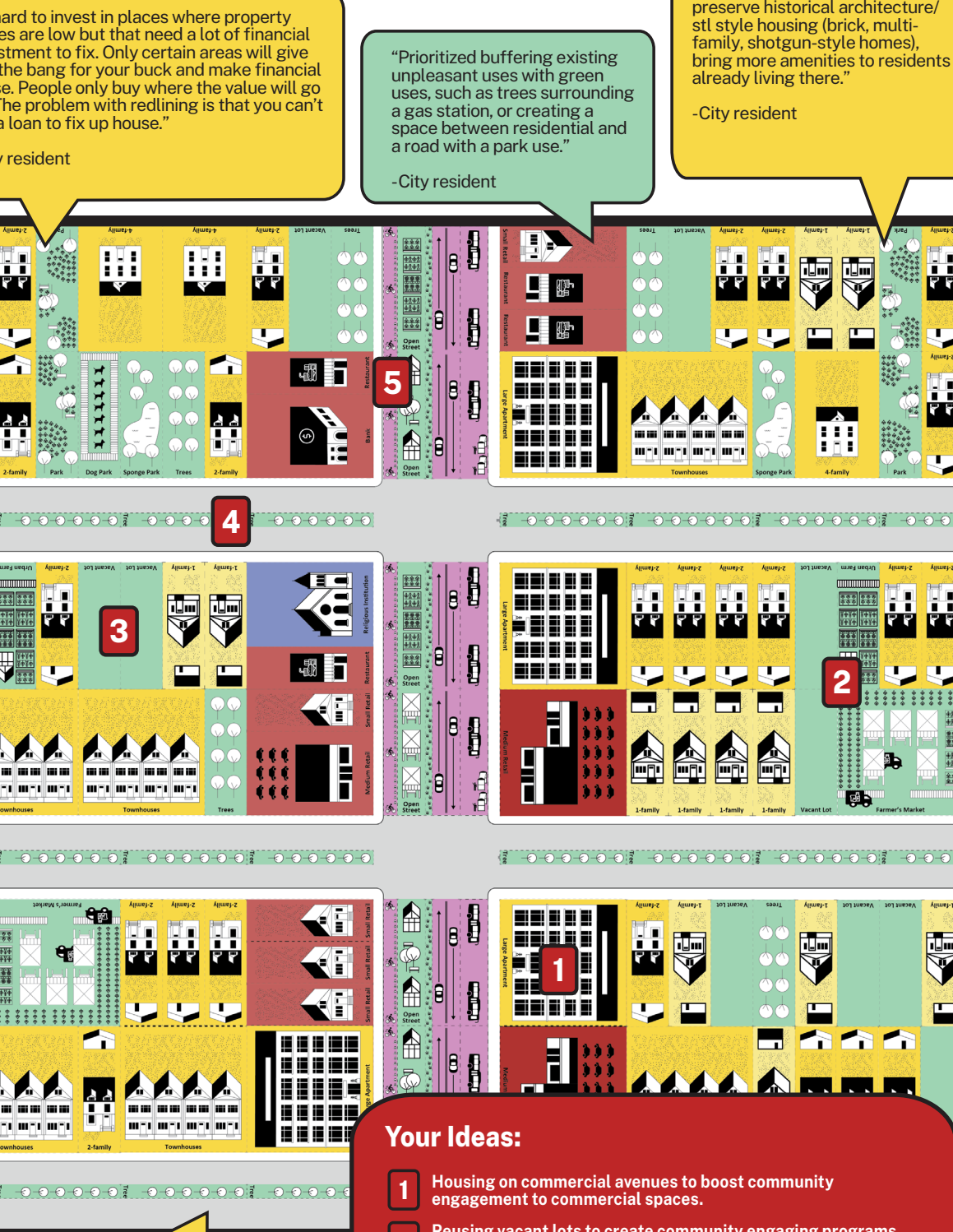
There has been less consensus about retail. Some we spoke to wanted to see the kinds of commercial corridors that we show in the "Retail Corridors" collage. Others expressed concerns about "corner stores" and expressed a more suburban vision with limited retail.

What's Next for the Planning Team?

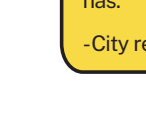
Conduct focus groups with people who live in neighborhoods with empty lots and buildings to better determine what residents aspire to in terms of land use.

Summary of What We've Heard:

- Wanting a time horizon for green uses if development is later possible.
- Needing a maintenance plan before green spaces go into a neighborhood to prevent further neglect.
- Desire to prioritize the sensory experience of existing residents first.
- Using complimentary green uses next to increased residential density.
- Using green uses to limit flooding/heat for nearby existing neighbors.
- Allowing green outdoor uses to flood and be multi-purpose.
- Supporting options for private ownership of green space.
- Prioritizing maintenance and support for existing historic homes and structures.
- Contemporary infill that feels aligned with the existing buildings and form.
- Offering intentional, specific green spaces.



"The architecture [in the City] is high quality with so much character. The value in these homes and buildings throughout the city is so underrated...it's too expensive to build a solid brick house these days. And even if a city did build a neighborhood of brick houses, I wouldn't have the old-fashion charm that St. Louis has."



Your Ideas:

- Housing on commercial avenues to boost community engagement to commercial spaces.
- Reusing vacant lots to create community engaging programs such as gardens, farmers markets or parks. Also acting as green corridors for the neighborhood to feel connected.
- Leaving some vacant lots untouched for planning from local community members based on needs/wants in the future.
- Tree buffers to introduce green/permeable space to the road that can revitalize the area.
- New version of road diet, having bike paths and open streets on the same side creating a half open and half closed approach.

Parks and Recreation Space (ROSPDA) Recreation/Open Space Preservation/Development Area

Things to Consider About Parks and Recreation Spaces

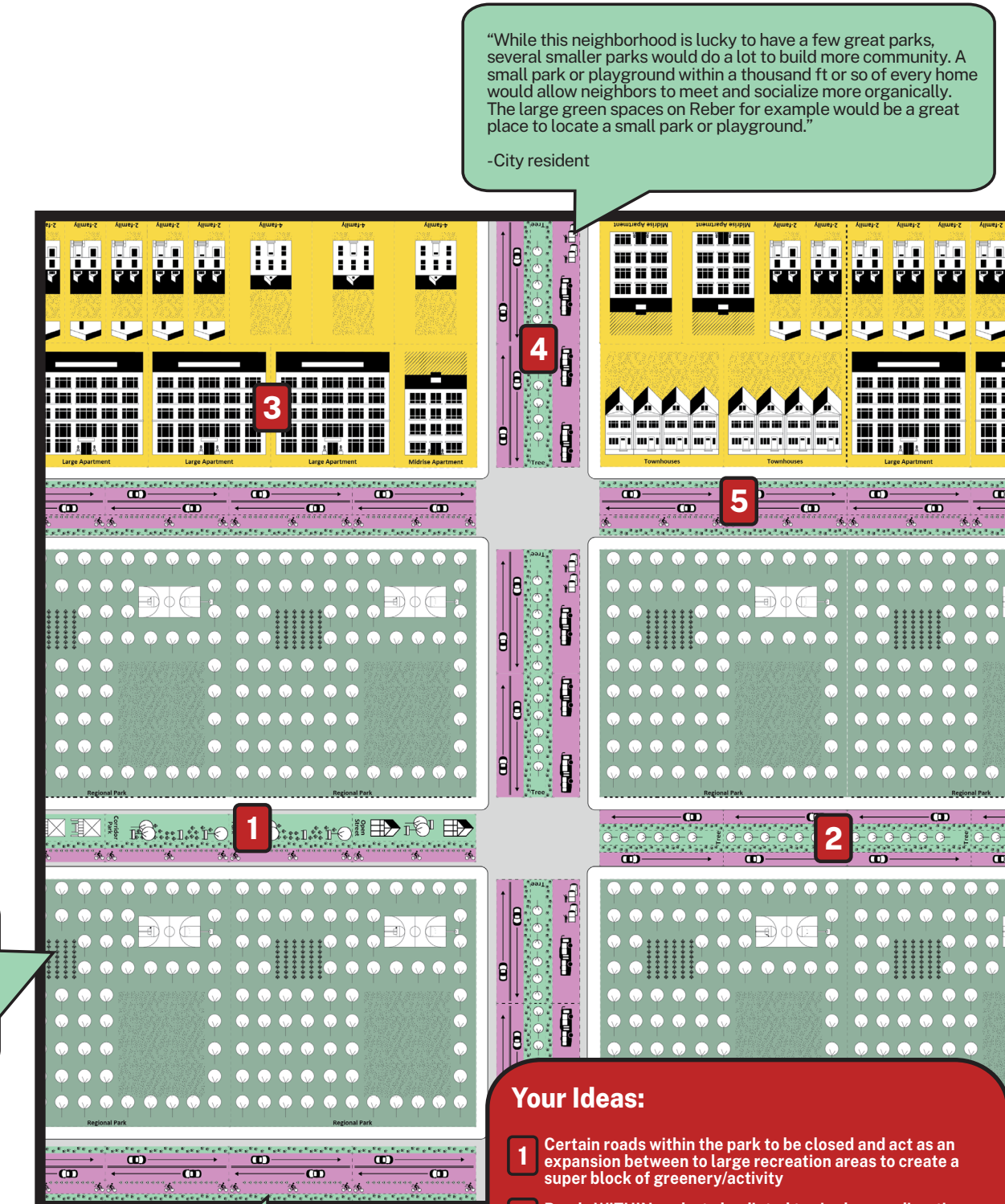
St. Louis has 108 parks spanning nearly 3,000 acres, offering many important amenities to residents across the city. People would like to see the existing parks maintained and activated for sustained public use.

People desire to see parks and the blocks around them activated so they are walkable areas. This includes things like activating the parks themselves with amenities as well as thoughtfully utilizing spaces around parks in ways that bring activity to the edges of parks, such as new businesses or dense residential with active outdoor spaces.

Some people mentioned the desire for parks and recreation spaces to feel higher quality, through certain amenities, maintenance, and measures to increase perceptions of safety. There may be ways to do this, but the planning team needs to determine how land use may advance these goals.

Summary of What We've Heard:

- Intentionally locate destinations next to parks as assets, including opportunities for local, walkable retail.
- Include amenities that make parks and outdoor spaces places that people want to go - including public art.
- Increase density near parks that can absorb more people.



"Manchester west of Hampton is a perfect place for a park or a natural community space, community garden, from the shopping center, this will bring more equity."

-City resident

Your Ideas:

- Certain roads within the park to be closed and act as an expansion between to large recreation areas to create a super block of greenery/activity
- Roads WITHIN parks to be dictated to single way direction with large green buffers to reduce impermeability.
- Converting single family homes into more housing which is accessible/affordable for families of all sizes with access to large green spaces.
- Bus lanes through parks for easier access to everyone using public transportation.
- Bike lanes adjacent to parks and limiting car lanes for a safer walking conditions entering/exiting the park.



SLUP Collage Summaries

Over the past few months, at workshops and pop-ups across the city, we've been asking people to envision an ideal future for different kinds of urban environments in St. Louis, including residential neighborhoods, industrial areas, commercial corridors, the downtown, and more. The activity consisted of a board representing these areas today, and close to 100 "parcel" stickers representing just about every conceivable land use that could be put on a St. Louis parcel. Hundreds of people across the city made hundreds of collages representing hundreds of visions! We took all of them and made the nine summary collages shown here. **Please note that these collages are summaries of what we've heard so far. They are not recommendations. Much more engagement and analysis needs to be conducted to determine the feasibility of the ideas hereby depicted.** Still, we're inspired by what we have heard!

Mixed-Use Areas (SMUA) Specialty Mixed-Use Area

Things to Consider About Mixed-Use Areas

In downtown, mixed-use areas combine a variety of retail, office, and housing uses to create areas with clustered activity.

Some people we spoke to noticed that event spaces with a lot of interaction between people, and places that are used in multiple ways, were perceived as being more vibrant, even if they had a high vacancy rate. People wanted to see more spaces that showed off vibrancy at specific times, like plazas that could serve multiple purposes.

Some people we spoke to stated transit made places feel more vibrant, as there were people coming and going as they transferred or got off buses or trains.

Like many downtowns, St. Louis's downtown office occupancy rates have plummeted as more people are able to work remotely. This is a major trend that shows few signs of abating. Residential conversions of office space could be incentivized, but further engagement and analysis needs to be conducted to determine how feasible this is with St. Louis's residential market and particular stock of office buildings.

What's Next for the Planning Team?

Conduct interviews with owners and operators of downtown office space to better understand the current office market.
Conduct an analysis of downtown office buildings to better understand the feasibility of conversion.

Summary of What We've Heard:

- Get rid of surface parking.
- Create human-scale spaces and street walls using set-backs, active first floors, etc.
- Have more multi-use and mixed-use spaces throughout.
- Increase residential density.
- More active first floors — even if active means just open windows that are nicely decorated.
- Connect Downtown to other neighborhoods more intentionally.

City resident: "I've always been attracted to mixed use spaces. Business is incorporated along with residential space... It's convenient and there's always been like a little something for everyone. It's how it is just something for everyone, everyone is considered."

County resident: "More buildings that blend residential, office and retail. Multiple mixed use buildings together put eyes on the street... crucial for safety. Critical mass fights crime."

County resident: "Removing most of the railroad tracks (south of Midtown) to encourage new development. Promoting new multi-use developments will attract both businesses and residents from out of state."

City resident: "The lot in the middle of the Ville serves a lot of purposes: parking for the church, set up for the Trap Run, and formerly basketball for neighborhood kids. The flexibility and visibility of the space makes it an active and important community space, although it would be better if it looked nicer."

Your Ideas:

- Creating continuous active land use in and out of Downtown so it feels connected.
- Large mixed use towers adjacent to open green spaces to create engaging activities for residents/visitors.
- Bus lanes for efficient commute in and out of dense SMUA zones.
- Bike lanes adjacent to new open green spaces.

Engagement Activity Highlights

07 CAMPUSES LIKE SCHOOLS, MUSEUMS, LIBRARIES, CHURCHES OR INSTITUTIONS LIKE SCHOOLS OR MUSEUMS
Current Land Use Designation: (B) Industrial Preservation & Development Area

05 WAREHOUSES, FACTORIES, OFFICE SPACES
Current Land Use Designation: (B) Industrial Preservation Area

02 RESIDENTIAL & OPEN SPACE
Current Land Use Designation: (B) Neighborhood Development Area

03 RESIDENTIAL & RETAIL
Current Land Use Designation: (B) Neighborhood Commercial Area

Heavy Industrial Preservation Areas (BIPA) Business / Industrial Preservation Area

Things to Consider About Industrial Areas

St. Louis wouldn't be what it is today without its waterfront industry. Some people understandably wish the entire waterfront was a giant park, but many critical (and thriving!) industries need riverfront access.

St. Louis needs spaces for industry: large spaces where manufacturers can make noise, load trucks, and do what they need to do to take care of business. Sometimes, this entails emitting pollutants that people arguably shouldn't live near. A lot of people we spoke to want to see residential conversions, and want to see parks and other neighborhood amenities in industrial areas. While this might be a good idea for some industrial areas, it isn't a good idea for others.

A lot of people we spoke to told us they'd at least like to see better bike and pedestrian connectivity through these industrial areas, especially since the industrial areas separate St. Louis's residential neighborhoods from the riverfront. This may be possible, but further study needs to be done to determine where this might be feasible, as well as how to effectively resolve potential conflict between big, loud, trucks and bikes and pedestrians.

What's Next for the Planning Team?

Conduct interviews with industrial property and business owners to better understand their needs.
Conduct a market study to better understand the market for industrial property.
Conduct a facilities analysis to better understand the city's industrial landscape.
Conduct a streets analysis to determine which east/west streets might be improved for bike and pedestrian connectivity.

Summary of What We've Heard: (BIPA)

- Require buffers on negative uses, even if they're in areas that people are just passing through.
- Have a gradient to get to high-intensity uses that people perceive as bad for health — such as manufacturing — from residential and places with kids.
- Have clear walking/biking paths through areas that are industrial or office so people can get through them safely.

City resident: "Have a gradient to get to high-intensity uses that people perceive as bad for health — such as manufacturing — from residential and places with kids"

City resident: "Require buffers on negative uses, even if they're in areas that people are just passing through."

City resident: "Have clear walking/biking paths through areas that are industrial or office so people can get through them safely."

Your Ideas:

- Tree corridors to revitalize large parking lots with greenery and a sense of refreshing conditions.
- Bus lanes to give workers efficient access to and from work via public bus or company shuttle.
- Bike lanes along long uninterrupted roads of warehouses for safer commute through these areas by passerby's.

Light Industrial Development Areas (BIDA) Business / Industrial Development Area

Things to Consider About Industrial Areas

Our riverfront is one of the city's most wasted resources. There needs to be investment in parkland along the river, perhaps a marina. Clean up all the dilapidated warehouses to the north of Laclede's Landing and improve the bike trail. Right now, there's too much vehicle access along the trail, including heavy trucks, which contribute to breaking up the trail surface, not to mention safety issues."

Rams settlement comments

"Have a gradient to get to high-intensity uses that people perceive as bad for health — such as manufacturing — from residential and places with kids."

What's Next for the Planning Team?

"Every time I'm by the river in Old North, I think 'what a beautiful spot'. We're an industrial city, which is important...but it's polluting. And it would be great if we could remove pollution from the river and help connect greenways."

Summary of What We've Heard: (BIDA)

- Require buffers on negative uses, even if they're in areas that people are just passing through.
- Have a gradient to get to high-intensity uses that people perceive as bad for health — such as manufacturing — from residential and places with kids.
- Have clear walking/biking paths through areas that are industrial or office so people can get through them safely.

City resident: "Have a gradient to get to high-intensity uses that people perceive as bad for health — such as manufacturing — from residential and places with kids."

City resident: "Require buffers on negative uses, even if they're in areas that people are just passing through."

City resident: "Have clear walking/biking paths through areas that are industrial or office so people can get through them safely."

Your Ideas:

- Repurposed vacant warehouses into housing of all sizes creating a new take of living for the city (industrial lofts).
- Road diet creating slightly higher focus on public transportation by introducing bus lanes on both sides whether for workers accessing warehouses or new families accessing their industrial styled home.
- Tree corridors to revitalize large parking lots with greenery and a sense of refreshing conditions.