



CREATE VIBRANT PUBLIC SPACES



Vibrant public spaces provide settings for the activities that enliven and strengthen a community. The master plan demonstrates the possibilities for creating these types of spaces, which are currently lacking.

Public space is where the community can gather, socialize, recreate, or find a quiet place outside. For public space to be vibrant, it must be safe, properly-maintained, conveniently located, and well-used. Housing that has a view into the public space is important for the space's safety. It provides eyes to monitor it and help keep it safe by reporting any suspicious or dangerous activity. A park that is conveniently located, ideally near the center of a neighborhood, encourages more use that brings the public space to life and also helps make it safe. Finally, public space that is well located and well used, has more people to help maintain the public space, report maintenance issues, and hold accountable those responsible for maintenance.

The East of Broadway neighborhood does not necessarily suffer from a lack of public space, but it does lack safe, well-maintained, and conveniently located public space. The only public space in the neighborhood, Black Forest Park, suffers from a bad safety reputation, low usage, and poor maintenance. This is due in large part to its weak location at the edge of the neighborhood, and its ill-suited size. It is undersized for a community park, yet too large to be a neighborhood park. This is particularly true when we note that there are better large parks nearby, namely Jefferson Barracks Park and Lemay Park. In addition, it is one of the smallest county parks in the system.

Its location creates two major problems. It is not convenient for a majority of residents and it has very few houses adjacent to it to monitor the park. Its size is an issue in that it might better serve the community as several smaller public spaces and that the larger size requires more resources to maintain.



▲ OPTION B: MOVE THE PARK

Positives

- **Location:** Makes the park more centrally located, thus convenient to a greater number of residents
- **Safety:** Surrounds the park with housing that can naturally monitor its safety
- **Catalyst Project:** Makes land available for a catalyst project that is contiguous other large vacant parcels
- **Scale:** Creates an appropriately scaled neighborhood park
- **Funding:** Could be incorporated into a new infill housing development, which could help absorb some of the costs

Negatives

- **Funding:** Contingent on attracting new infill housing developer willing to help fund its construction, or finding other sources of funding
- **Location:** Still not nearby all residents
- **Implementation:** Would require construction all at once



▲ OPTION C: POCKET PARKS

Positives

- **Location & Numbers:** A small park would be nearby to all residents
- **Safety:** Surrounds the park with housing that can naturally monitor its safety; can be fenced or locked when not in use
- **Scale:** Relatively small size would create a comfortable scale for the typical small numbers of park users
- **Identity:** Parks could be designed with distinctive identities, such as ones designed with a community garden, playground, partial basketball court, picnic area, etc.
- **Implementation:** Could be constructed incrementally, as private development supports their funding, or as other funding becomes available

Negatives

- **Maintenance:** Would not be practical for maintenance by the County
- **Funding:** Contingent on attracting new infill housing developer(s) willing to help fund construction or finding other funding sources



▲ **ALTERNATIVE A:** The new public space is an ideal size for a neighborhood park, and is surrounded by new homes that will bring life to its edges and provide people to monitor its safety. It consists of unprogrammed open space, a community garden, and a commons building for use by the community. In addition, it has slow-speed streets along its edges that make it easily accessible and visible for all residents of the neighborhood. The unprogrammed open space is ideal for active recreation, relaxation, or social gathering. The community garden contains shared plots for small-scale gardening.



▲ **ALTERNATIVE B:** The new public space is a more intimately scaled common green with houses accessed from it directly. This relatively long and narrow space is well-suited to walking through or for passive recreational activities, such as picnics or relaxation.

PS-2 Create a new public space and pedestrian connection from Joplin to Broadway and a pedestrian connect to new park at the corner of Broadway and Ripa Avenue.

Location: Between Joplin Avenue and Broadway

Level of Funding Required: \$\$\$

Type of Funding: Public & Private

Time Period: Year 1- 5

Part of the proposed new development on Joplin Avenue is a new public space. Toward the goal of improving the ability of pedestrians and bicyclists to move through the neighborhood, this new public space should connect to the community's main thoroughfare, Broadway, and other public spaces wherever possible. This proposed pedestrian path would occur at the north end of the Lemay Child and Family Center (LCFC) property. In addition, a new pedestrian path would be located at the southern end of the LCFC property.

PS-3 Seek opportunities with the Lemay Child and Family Center to open its new Outdoor Learning Center to the public.

Location: Lemay Child & Family Center

Level of Funding Required: \$

Type of Funding: Private

Time Period: Year 1- 5

The Child and Family Center is planning a new Outdoor Learning Center behind its existing building. It has expressed a willingness to discuss the possibility of connecting this with new proposed public spaces and opening the Outdoor Learning Center to the public during non-business hours.



▲ EXISTING CONDITIONS



▲ ALTERNATIVE A: NEW PUBLIC SPACE AND PEDESTRIAN CONNECTIONS FROM JOPLIN TO BROADWAY



▲ **ALTERNATIVE A:** A large rain garden, a naturalistic park space, a community garden, and an open area for use for a farmers market or parking



▲ **ALTERNATIVE B:** A large rain garden, a formal park space, a community garden, and a pavilion for use for a farmers market or other community events



▲ **ALTERNATIVE C:** A small rain garden, a children's playground, a community garden, a pavilion, a naturalistic park, and a basketball court



▲ **ALTERNATIVE D:** Duplexes and a single family house facing a park with a community garden and unprogrammed space for recreation

PS-4 Create a community garden and park space on the former junk yard property, either independently or in conjunction with remediation and new housing development.

Location: 264 East Arlee Avenue

Level of Funding Required: \$\$

Type of Funding: Public & Private

Time Period: Year 1- 5

Some residents suggested a community garden as something they would like to see incorporated in the recommendations and other residents have expressed overwhelming support for the idea. The site of the former junk yard, at the corner of Perrin and Arlee Avenues, is well-suited to a new community garden. Due to the previous junk yard activities, the site would need to be remediated of potentially contaminated soil before it could be redeveloped for housing. Remediation may be very cost prohibitive. However, it would not be necessary for a community garden. A community garden could be constructed with garden boxes full of clean top soil separated from the underlying soil by a barrier. Several designs were created for a community garden on this site, as shown in the drawings on this page. In addition, due to the site's low-lying location, it is well-suited for a rain garden to manage the neighborhood's storm water run-off.



▲ **EXISTING CONDITIONS**

This Page Intentionally Left Blank



IMPROVE STREETS FOR CARS & PEOPLE



Great streets facilitate mobility, set the tone for a neighborhood's character, and are the largest portion of a community's public space. The master plan illustrates improvements that would transform a liability into an asset.

Streets are where people interact with members of their community beyond their normal family and social circles. It is where the bonds and sense of collective ownership of the community are formed. Great neighborhood streets serve not only automobiles, but pedestrians and bicyclists, who must feel safe and welcomed. In addition, it is important that residents of all ages have safe routes through the neighborhood to access all the resources of the community. Streets and other routes that are safe for pedestrians, especially children and the elderly, ensure that people have the freedom of mobility. Streets or more accurately the right-of-way – the publicly owned zone between property lines – should be divided up to serve all these purposes, creating what are known as “complete streets.”

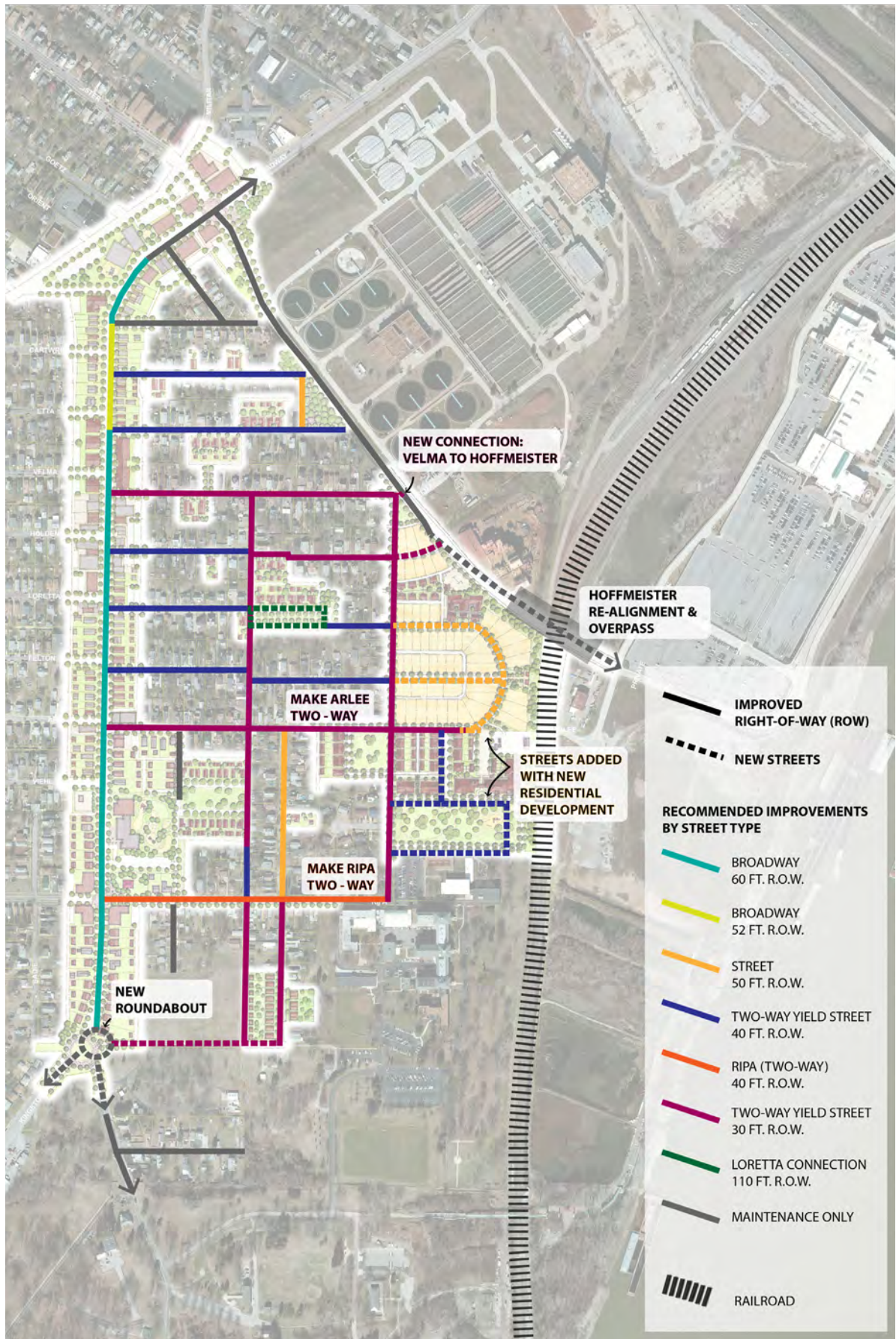
Streets are by far the largest portion of public space in any neighborhood, and therefore have a huge impact on a neighborhood's character. Unfortunately, the streets in Lemay's East of Broadway neighborhood have long been neglected. Drainage problems and maintenance issues have been dealt with in the cheapest way possible: pave over problems with asphalt. There used to be streets with sidewalks, street trees, and curbs that had the same simple, but high quality character of great traditional neighborhoods all over the country.

Other streets had only street trees and grass swales, a more cost effective, yet attractive streetscape. Over time, curbs and sidewalks crumbled and

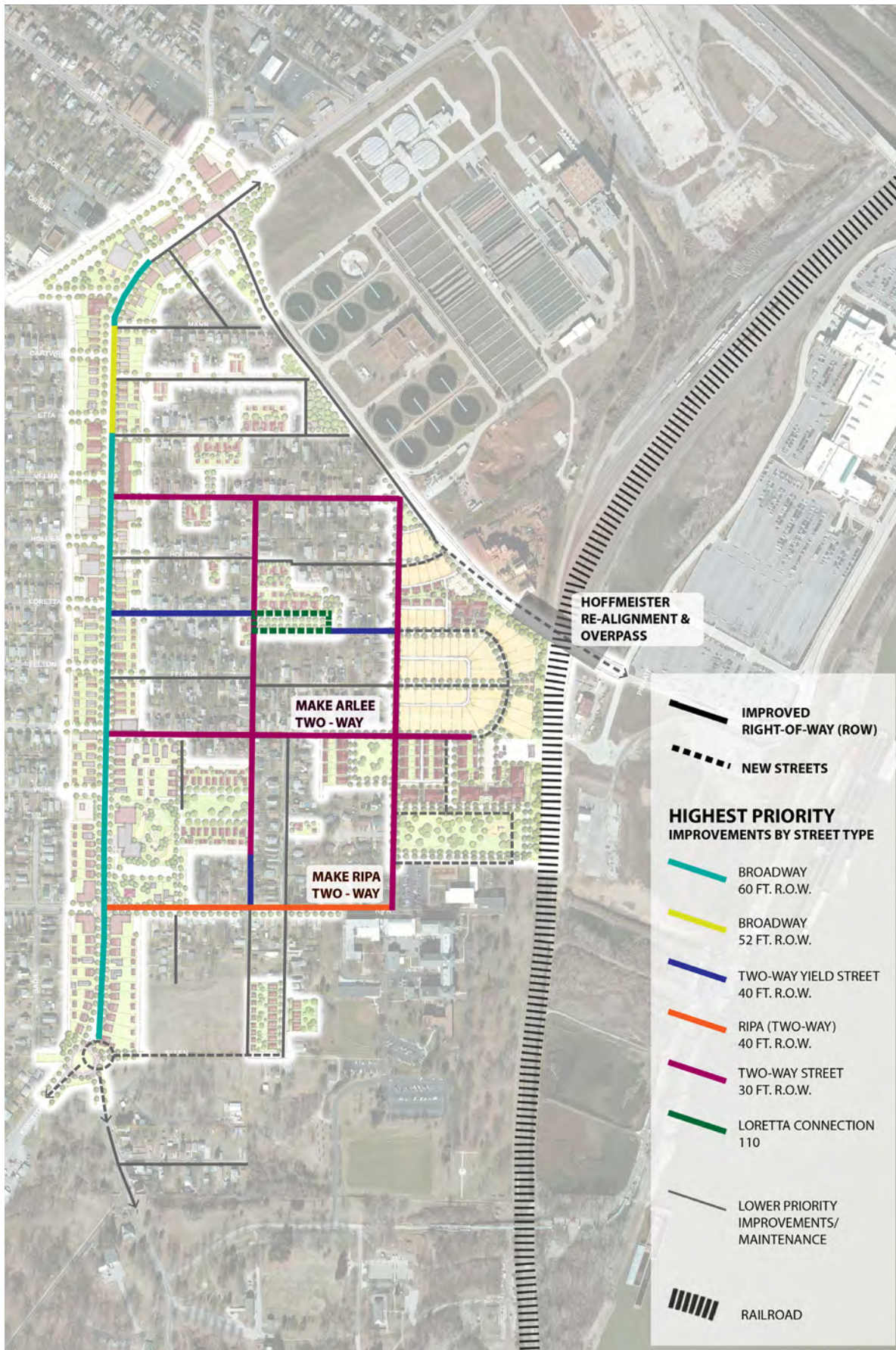
were removed. Trees died and were not replaced. Driveways were built on swales, creating drainage problems that were supposedly solved by paving over areas prone to flooding.

Once the majority of the rights-of-way had been paved over, automobiles began parking as close to the edges of the rights-of-way as possible to presumably get out of the way of traffic. However, they occupied the space previously designated for pedestrians. With automobiles parked as close to the edges of the rights-of-way as possible, travel lanes are effectively much wider than necessary, thereby inadvertently promoting speeding. This is especially true on streets with wide rights-of-way. With nearly the entire right-of-way paved, the streets in this neighborhood feel like disorganized, poorly maintained parking lots, where pedestrians are forced to risk their safety by walking in the middle of the street.

In addition, the general character of the neighborhood and its curb appeal to potential new residents suffer greatly from these very unattractive streets.



▲ STREET IMPROVEMENTS PLAN



▲ STREET IMPROVEMENTS PLAN - PRIORITIZED

S-1 Re-direct the flow of Notre Dame High School drop-off traffic away from the one-way flow pattern of Ripa to Perrin to Arlee.

Location: School Sisters of Notre Dame campus, and Ripa, Perrin, and Arlee Avenues

Level of Funding Required: \$\$\$\$

Type of Funding: Public & Private

Time Period: Year 1-5

The main traffic issue in the neighborhood is related to the peak morning and afternoon high school and pre-school traffic. Yet, a majority of students drive and access the school parking lot from an access road off of Gark Road, via Broadway and Grant Road, to the south. Therefore, the traffic is generated from the minority of students who are dropped off and picked up before and after school. Access for these students is via the one-way loop of Ripa, Perrin, and Arlee Avenues. This one-way loop is designed to facilitate traffic flow and thus encourages speeding through the neighborhood, particularly during off-peak times. This loop is also problematic due to the horrible visibility at the intersection of Arlee Avenue and Broadway, especially for left turns. Ironically, the one traffic signal in the neighborhood, at Ripa Avenue and Broadway, does very little to help the worst intersection issue at Arlee Avenue and Broadway.

Considering these issues, Notre Dame High School should consider alternatives for re-directing their drop-off traffic so that it minimizes any impact on the neighborhood. In doing so, the one-way loop of Ripa, Perrin, and Arlee Avenues should all become two-way streets again, to the extent possible. Two-way traffic on Ripa would allow traffic flowing out of the neighborhood to benefit from the stop light at Ripa and Broadway. Ripa Avenue has plenty of right-of-way to accommodate two-way traffic. Arlee and Perrin Avenues would also benefit from conversion to two-way traffic.

Two-way streets allow for more dispersed traffic flow through the neighborhood so that some

streets are not over-utilized while others are under-utilized. They also are safer than one-way streets because the increased awareness induced by traffic in the opposite direction encourages greater caution by drivers and thus safer streets. See drawings and descriptions of Ripa Avenue, and 30 foot right-of-way streets (for Arlee and Perrin Avenues) for more information.

Three of the four alternatives for re-directing the school traffic include a drop-off and turn around area on the western edge of the Notre Dame High School property. The two preferred alternatives for re-directing the high school drop-off traffic route the traffic to the south so that it does not have to enter the neighborhood. This traffic could enter via the same route that serves the school parking lots (via Gark Road) or by creating a new section of road on what is now the “paper street” of Ellen. Ellen does not currently connect through to Broadway. However, the right-of-way exists, and could be utilized for a new road or driveway.

The other two alternatives route traffic on Ripa Avenue. One of these would utilize the proposed turn-around, while the other would direct traffic around to the east side of the school and out via Gark Road.

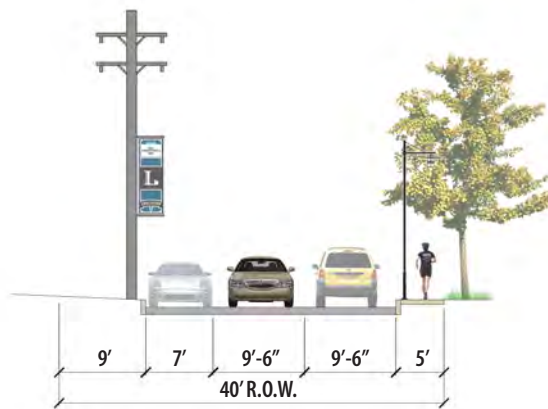
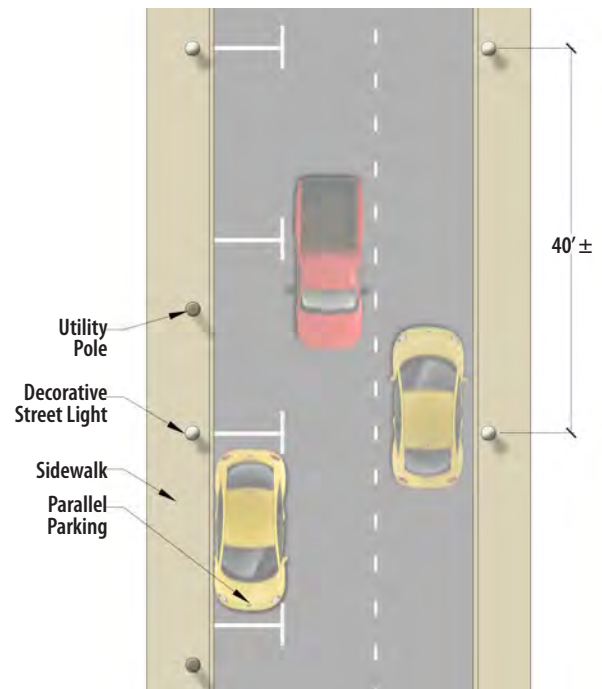
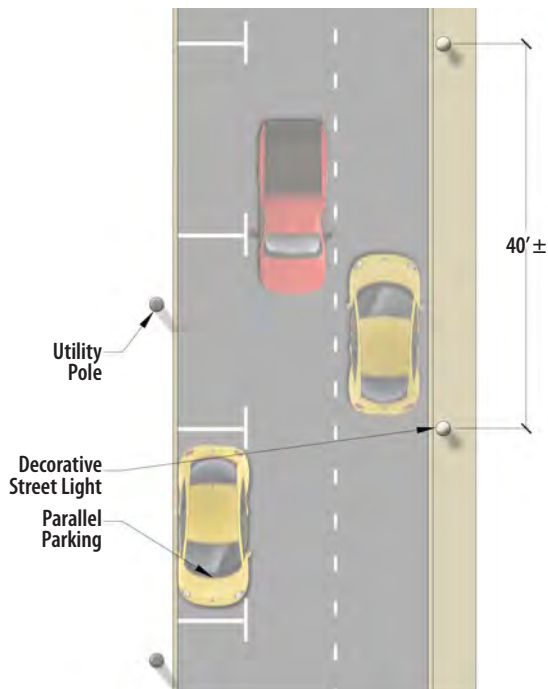
In support of this action, the following may also need to be completed:

- Construction of a drop off turn around on the western side of the Notre Dame High School
- Conversion of Ripa Avenue to two-way traffic flow; see Ripa street sections
- Conversion of Arlee Avenue to two-way traffic flow; see 30 foot right-of-way street section
- Conversion of Perrin Avenue to two-way traffic flow; see 30 foot right-of-way street section
- Connection of Ellen Avenue to Broadway

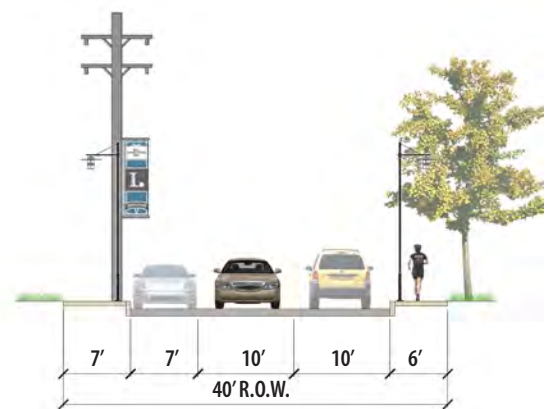


▲ HIGH SCHOOL TRAFFIC FLOW ALTERNATIVES

STREETSCAPE IMPROVEMENTS: RIPA AVENUE



▲ LOW INVESTMENT ALTERNATIVE:
Converts Ripa Avenue to two-way traffic flow, with new on-street parking on the north side and new curbs, sidewalks, street lights, and trees on the south side, yet it maintains the existing condition with no sidewalks on the north side of the street



▲ HIGH INVESTMENT ALTERNATIVE:
Converts Ripa Avenue to two-way traffic flow, with new on-street parking on the north side, new curbs, sidewalks, and street lights on both sides, and new trees on the south side



▲ EXISTING VIEW OF RIPA AVENUE LOOKING EAST



▲ CONCEPTUAL VIEW OF RIPA AVENUE LOOKING EAST, SHOWING TWO-WAY TRAFFIC

S-2

Improve streets to better organize on-street parking, create safe, comfortable sidewalks, and improve stormwater conditions.

Location: All streets not otherwise specified.

Level of Funding Required: \$\$\$\$

Type of Funding: Public

Time Period: Year 6-10

management - they should all be converted to complete streets over time. These improvements should take place on priority streets first (see prioritized street improvements plan), then follow in coordination with investments in substantial infill development and facade improvements. In addition, improvements should be coordinated with scheduled county maintenance, so improvement funding can be utilized most effectively.

Complete streets are streets that safely and efficiently meet the mobility needs of its users- pedestrians, bicyclists, and automobiles; serve as attractive public space; and handle storm water. All types of users should be planned for, so that people have safe options for moving through throughout the neighborhood. This is especially important for the young and the elderly, who may not be able to drive, or who might prefer to walk or bike.

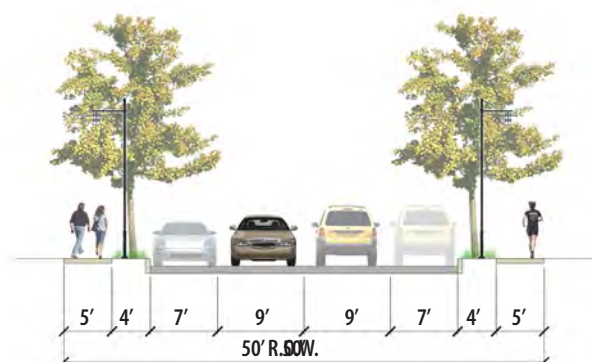
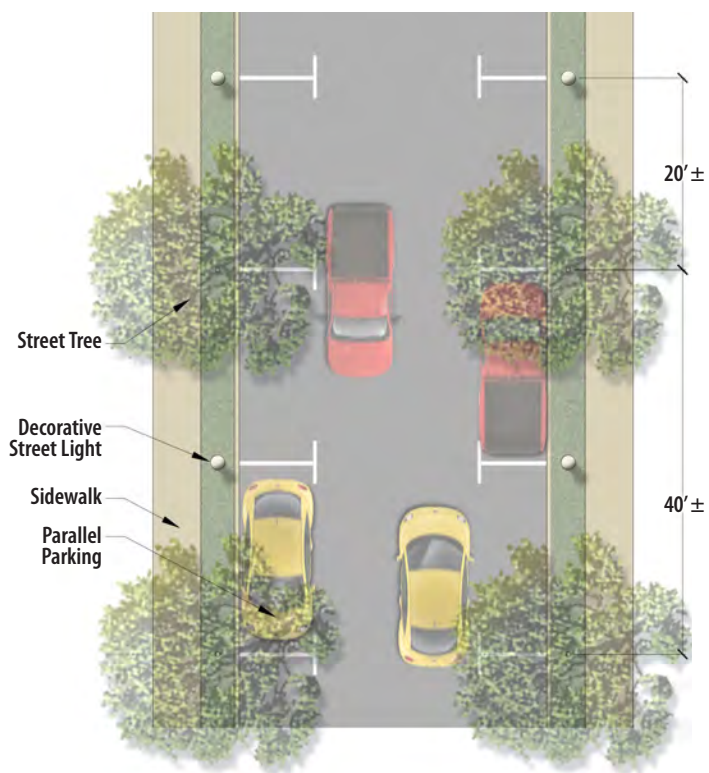
Complete streets provide travel lanes for automobiles that are properly sized to the desired speeds. Lanes too wide encourage speeding. Organized on-street parking efficiently manages parking needs and also provides a buffer between automobiles and pedestrians, who feel safest on an ample sidewalk sufficiently protected from traffic. Bicycle lanes can help cyclists feel safe, yet they may also feel safe in normal travel lanes, provided that automobile speeds are relatively low. Street trees and planting strips or tree wells help soften the streetscape, provide shade, buffer pedestrians from automobiles, and can help create a desirable sense of enclosure, as a street can feel like an outdoor room. Planting strips can be used as rain gardens or swales to help manage storm water run-off. Curbs and gutters ensure that automobiles do not intrude on the pedestrian realm of the sidewalk and planting strip, and they also direct storm water run-off to where it can be managed - in storm drains, rain gardens, swales, etc.

Since the East of Broadway neighborhood's streets serve none of their primary purposes - mobility and parking, public space, and storm water

STREETSCAPE IMPROVEMENTS: 50 FOOT RIGHTS-OF-WAY



▲ LINN AVENUE, A TYPICAL 50 FOOT RIGHT-OF-WAY

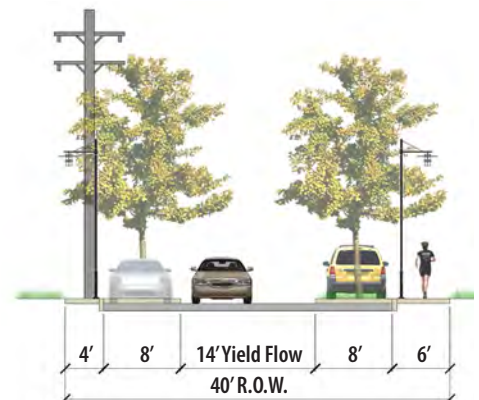
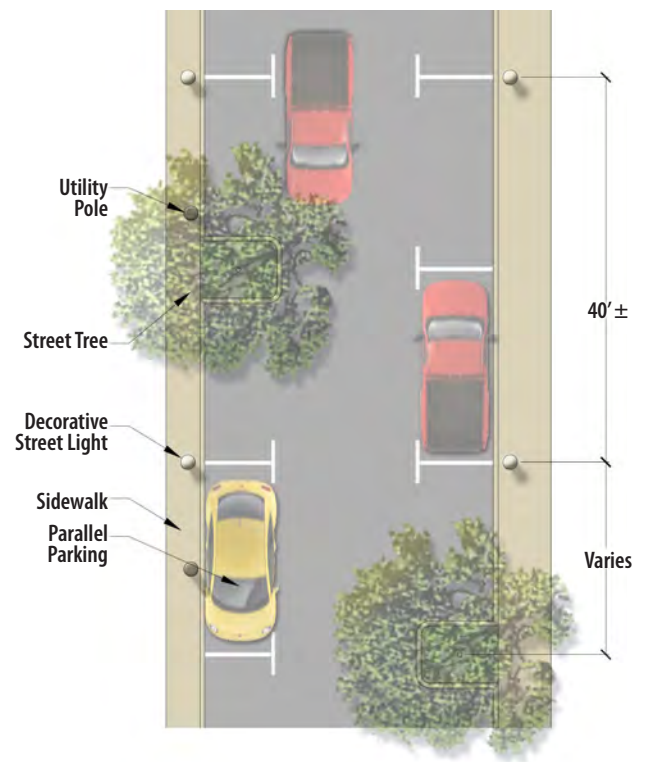


▲ PROPOSED 50 FOOT R.O.W. STREET

STREETSCAPE IMPROVEMENTS: 40 FOOT RIGHTS-OF-WAY



▲ ETТА AVENUE, A TYPICAL 40 FOOT RIGHT-OF-WAY

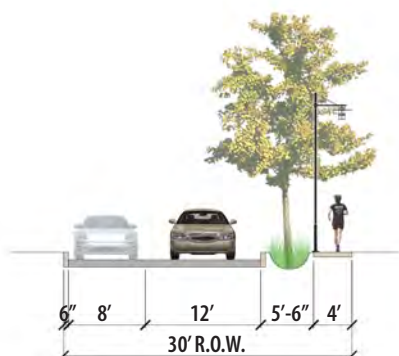
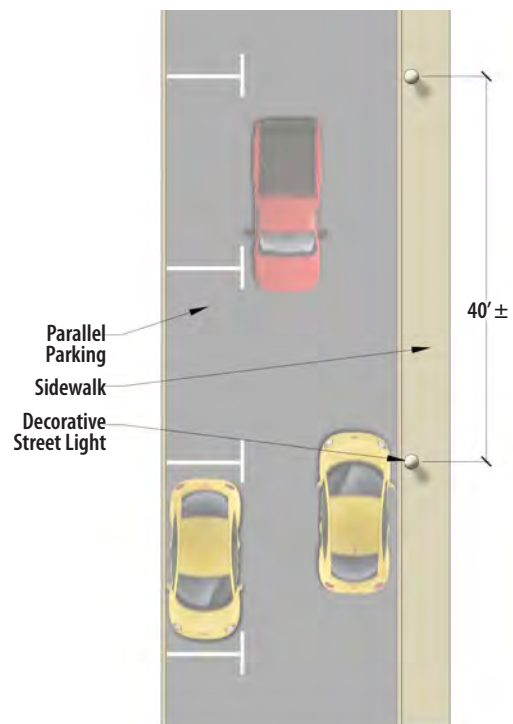
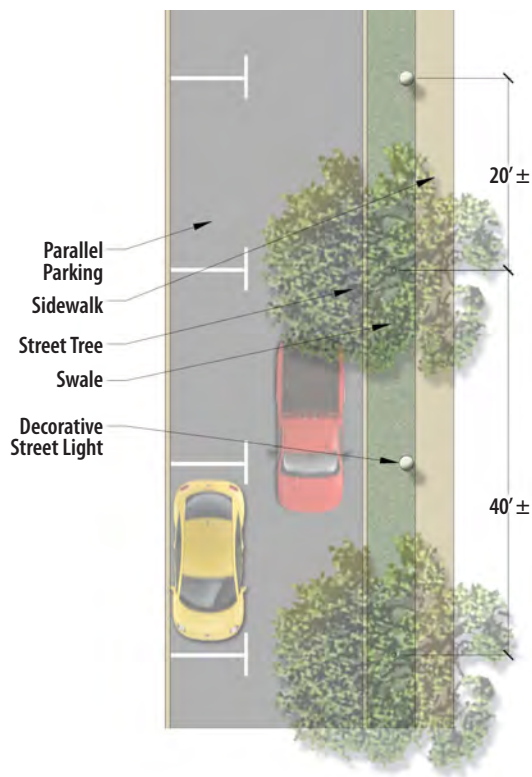


▲ PROPOSED 40 FOOT R.O.W. STREET

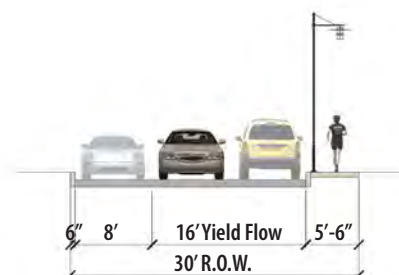


▲ VELMA AVENUE, A TYPICAL 30 FOOT RIGHT-OF-WAY

STREETSCAPE IMPROVEMENTS: 30 FOOT RIGHTS-OF-WAY



▲ ALTERNATE 30 FOOT R.O.W. STREET



▲ PREFERRED 30 FOOT R.O.W. STREET



▲ EXISTING CONDITIONS AT LORETTA



▲ PROPOSED LORETTA ROTARY SQUARE



▲ ALTERNATIVE PLAN: NEIGHBORHOOD PARK

S-3 Create a rotary square along Loretta Avenue at Joplin in conjunction with new development.

Location: Loretta Avenue at Joplin Avenue

Level of Funding Required: \$\$\$

Type of Funding: Public

Time Period: Year 6-10

Connecting the western portion of Loretta Avenue with the eastern portion provides a strong link between Broadway and Perrin Avenue. This would serve as a critical neighborhood gateway and be especially important to access a large new development on the lots east of Perrin. The new traffic generated from this development would be best managed by dispersing it throughout the neighborhood rather than focusing it along one or two main streets. Therefore, a Loretta connection would be very valuable for overall neighborhood circulation.

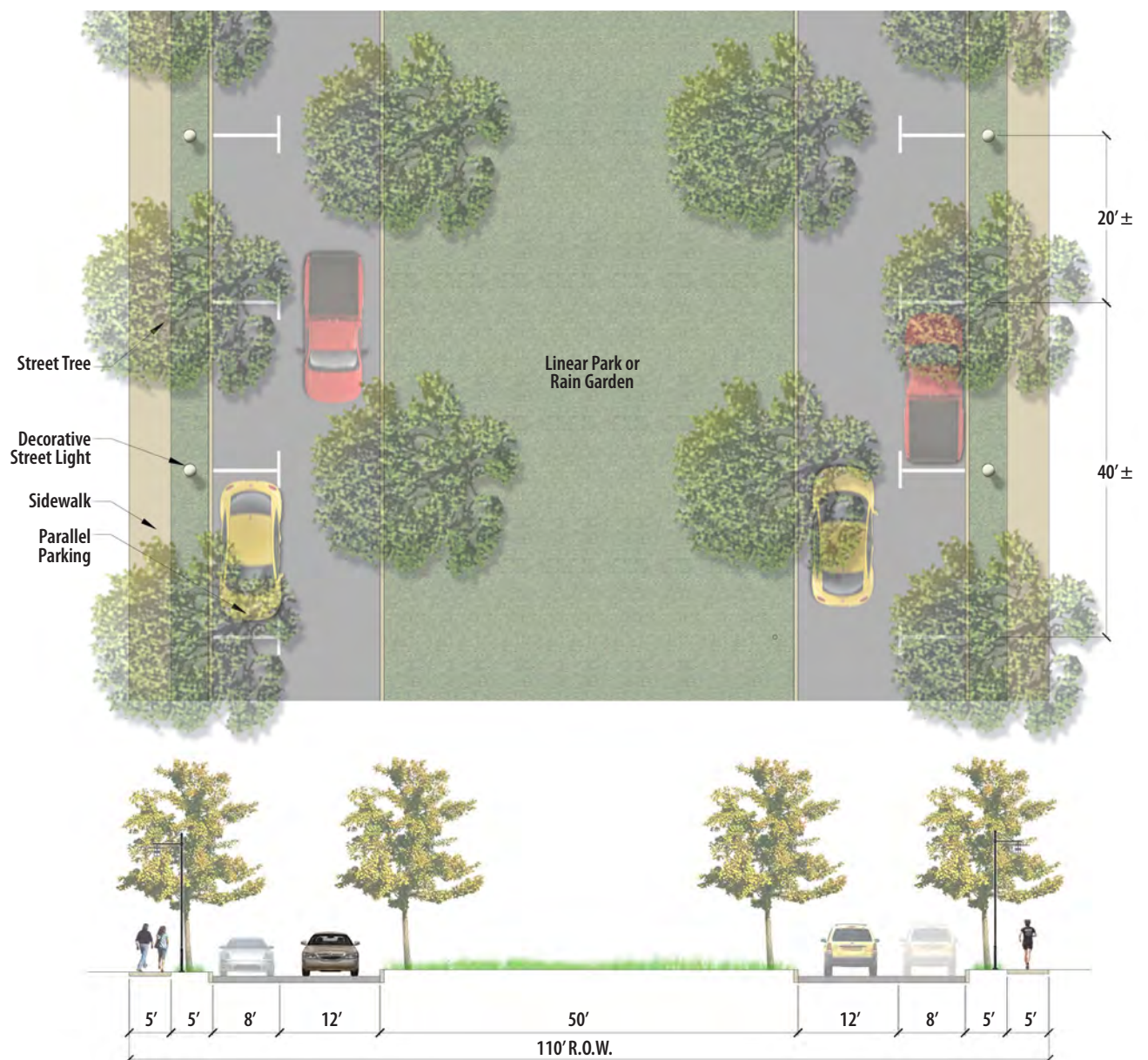
These sparsely covered parcels present a good opportunity for a new block-scaled infill development, as well as for a small park or rain garden for storm water management, created in the middle of the rotary square.

In addition, this site could be used as an alternative location for the neighborhood park if Black Forest Park is relocated.

STREETSCAPE IMPROVEMENTS: LORETTA AVENUE



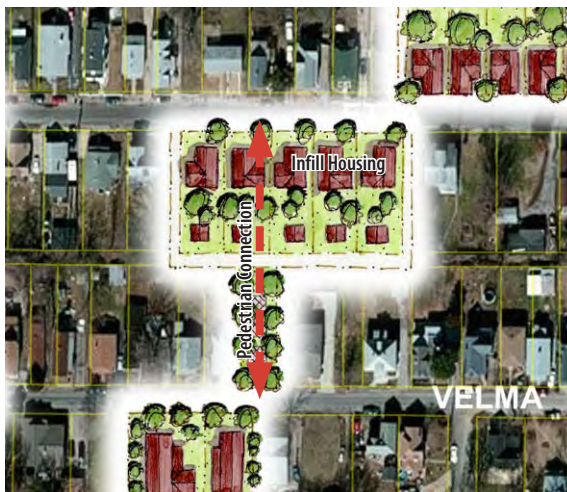
▲ LORETTA AVENUE EXISTING CONDITIONS



▲ PROPOSED LORETTA ROTARY SQUARE SECTION AND PLAN



▲ EXISTING CONDITIONS AT VELMA & ETTA



▲ PROPOSED PEDESTRIAN CONNECTION

S-4 Create a new pedestrian connection between Velma and Etta Avenues.

Location: Parcels between Velma and Etta Avenues

Level of Funding Required: \$\$

Type of Funding: Public

Time Period: Year 11-15

Currently, there are no pedestrian connections between these two streets. Therefore, one has to use Broadway or the poorly maintained alley that's in-line with Ruby Avenue. This creates a divide between the northern and southern parts of the neighborhood and deters any north-south pedestrian or bike access. The small sidewalk would ideally be 10 feet in paved width to accommodate bicyclists, but may be as narrow as 5 feet depending on the available width.

This Page Intentionally Left Blank



INFILL AT A NEIGHBORHOOD SCALE

A consistent fabric of quality housing is a sign of a prosperous community. Dilapidated and empty buildings, and vacant lots perpetuate the neighborhood's negative image. Infill development can reverse this trajectory and encourage improvements to existing buildings.

Infill housing is a key ingredient to improve the quality of the neighborhood. It is important that new housing be at the same or similar scale of the existing homes so that new homes blend in with the existing homes. New homes and residents would bring a variety of benefits to the community.

that things will not deteriorate to the point that their property will be bought for large scale clearance and redevelopment. It is a sign that the neighborhood is here to stay and that it is moving in the right direction.

- New residents typically bring enthusiasm and motivation to make their neighborhood great by taking care of it, and being active in the community. Therefore, they often not only help maintain their own homes, but commit a lot of energy in maintaining and policing the shared public spaces of streets and parks.
- New residents help support local businesses, specifically those that this plan intends to cultivate in the neighborhood center.
- New residents might send their children to the Notre Dame High School or the Lemay Child and Family Center, thus supporting those institutions.
- New homes would raise the value of existing properties, directly benefitting existing residents' assets.
- Finally, new homes are a sign that the neighborhood is growing and improving rather than declining. This knowledge of positive change is important for existing residents so that they know their efforts to maintain and improve their property are not wasted. It is a sign that they are not on a sinking ship and



▲ EDGE YARD HOUSE - LEMAY



▲ EDGE YARD HOUSE - LEMAY



▲ SIDE YARD HOUSE - LEMAY



▲ SIDE YARD HOUSE - LEMAY

I-1 Encourage a variety of new housing types in order to attract residents of different ages, incomes, and family structures.

A variety of housing choices provide opportunities for people to transition through different phases of life while staying in the community. People can upgrade or downsize their homes without having to leave the neighborhood. This creates a more stable and balanced community. In particular, seniors can age in place by moving to housing options that better suits their needs (e.g., from single family homes, to condos, to senior housing or assisted living). However, new housing in the neighborhood should fit well with the existing housing. That is not to say that they must be exactly like existing houses, but they should be similar in scale and character.

So, how do you provide a range of housing choices that are compatible with the predominantly single family houses and duplexes? There are a variety of housing types that can blend well together, usually when the transitions between less dense and more dense types is relatively gradual. The neighborhood's larger single family houses are quite compatible with multi-family types that take the form of large houses, such as duplexes, triplexes, quadruplexes, and mansion apartments. These "large house" multi-family types also blend well with medium-scaled attached building types such as rowhouses and apartment buildings (including courtyard apartments or two to four story garden apartment buildings). By being sensitive to these transitions, it is possible to blend densities and housing types in a very natural and aesthetically-pleasing way.

For lot-scaled infill and other new single family houses, house types should reflect the existing houses. Using a typical 50 foot lot as a prototype, three sample types have been designed that demonstrate how new homes should seek to fit in with the neighborhood.

- The edge yard house with a front-accessed garage has its entrance via a front porch facing

a front yard and street. The garage is at the rear of the lot and is accessed by a narrow driveway with as little pavement as possible. Additional parking outside of the garage may be located on a parking pad just in front of the garage.

- The side yard house with front-accessed garage has the entrance on the side of the main volume of the house or along a smaller L-shaped portion near the back of the house. Parking can be placed at the back of the lot, similar to the front yard house type above.
- Edge yard or side yard houses can be designed with rear-accessed garages accessed from an alley. The key feature here is that the garage or parking pad at the back of the lot is accessed from a rear alley, freeing the lot and streetscape from a driveway and curb cut.

Several multi-family housing types are proposed in various locations.

- Duplexes are two residential units that share a common wall and appear as one large house, typically one or two stories.
- Triplexes and quadruplexes are similar to duplexes, but with three and four units each, respectively.
- Mansion apartments are several apartments that appear as a very large house and share common access, and are typically two stories.
- Courtyard apartments are attached apartments that are oriented around and accessed through a common courtyard. They typically take up more of the lot depth, but may appear as individual houses along the street due to the courtyard void. Also, they are typically between one and three stories.
- Bungalow courts are detached houses or apartments oriented toward a common green. They are served by rear alleys.
- Garden apartment buildings are apartments accessed via a shared lobby and corridor. Garden apartments may be oriented along a street or face a courtyard. In Lemay, they should be two to four stories. This type is well suited to senior housing as it provides easy access via hallways and elevators, with maintenance provided by the building owner or a home owners association.
- Mixed-use buildings are appropriate for Broadway. Apartments (or offices) are located



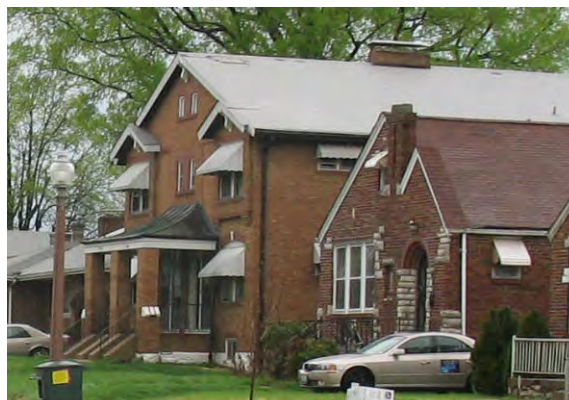
▲ REAR-ACCESSED GARAGE HOUSE - LEMAY



▲ REAR-ACCESSED GARAGE HOUSE - LEMAY



▲ DUPLEX - LEMAY



▲ QUADRUPLX - ST. LOUIS



▲ MANSION APARTMENT - ST. LOUIS



▲ MIXED-USE BUILDING - LEMAY



▲ MANSION APARTMENT - ST. LOUIS



▲ MIXED-USE BUILDING - ST. LOUIS



▲ COURTYARD APARTMENTS - ST. LOUIS



▲ MIXED-USE BUILDING - ST. LOUIS

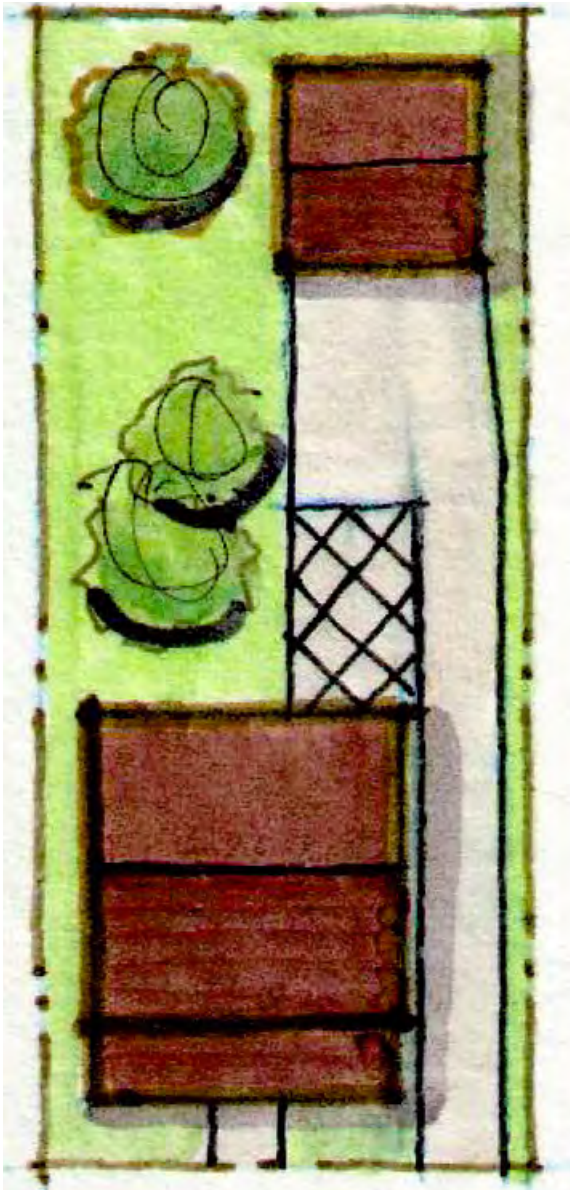


▲ STACKED APARTMENT BUILDING - ST. LOUIS



▲ MIXED-USE BUILDING - ST. LOUIS

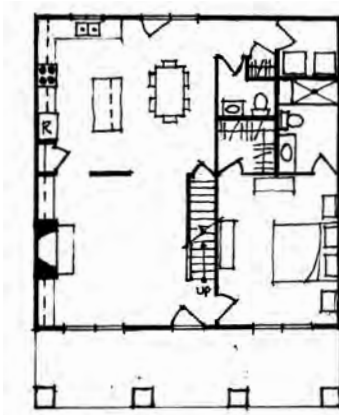
EDGE YARD HOUSE WITH FRONT-ACCESSED GARAGE



▲ EXAMPLE SITE PLAN



▲ TYPICAL BLOCK CONFIGURATION



▲ EXAMPLE FLOOR PLAN

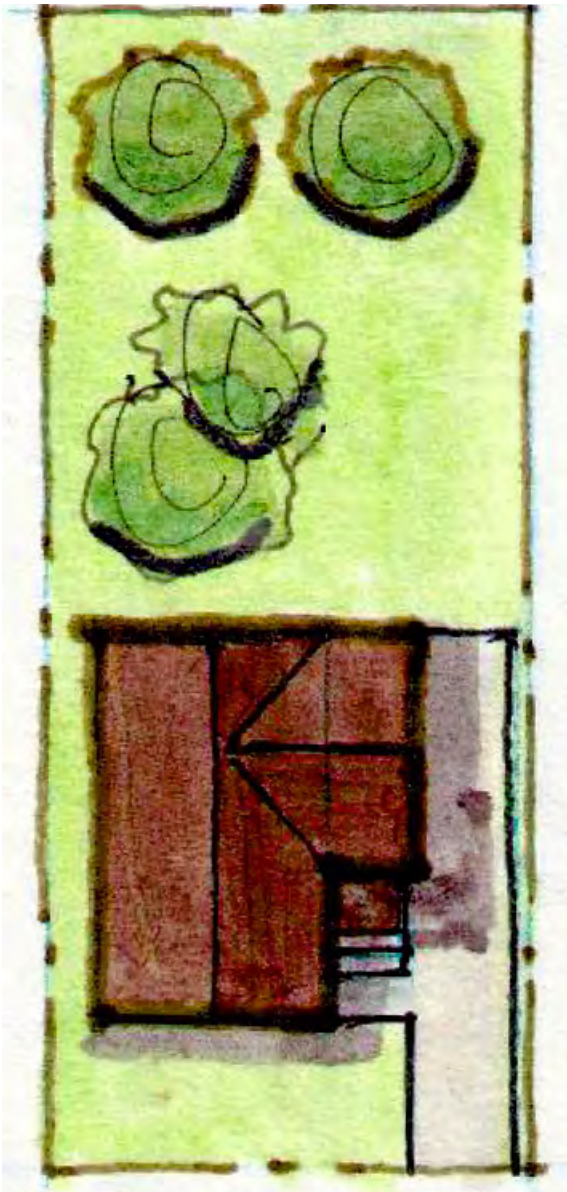


▲ ELEVATION IN BUNGALOW STYLE



▲ EDGE YARD HOUSE IN LEMAY

SIDE YARD HOUSE WITH FRONT-ACCESSED OR NO GARAGE



▲ EXAMPLE SITE PLAN



▲ TYPICAL BLOCK CONFIGURATION

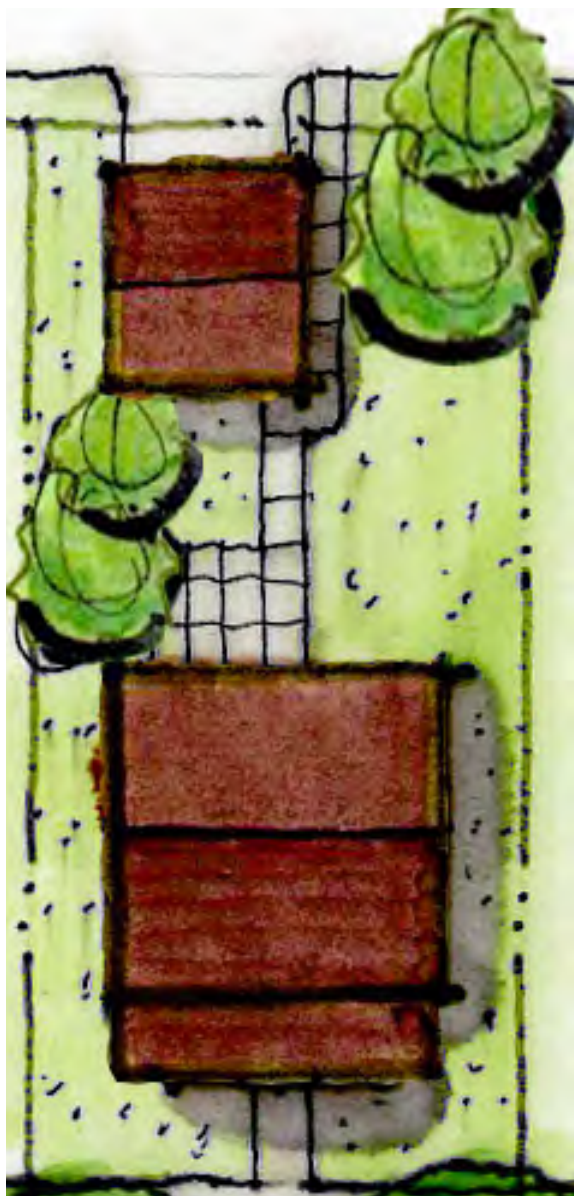


▲ EXAMPLE 2-1/2 STORY ELEVATION



▲ SIDE YARD HOUSE IN LEMAY

HOUSE WITH REAR-ACCESSED GARAGE



▲ EXAMPLE SITE PLAN



▲ TYPICAL BLOCK CONFIGURATION



▲ REAR-ACCESSED GARAGE HOUSE IN LEMAY



▲ REAR-ACCESSED GARAGE HOUSE IN LEMAY

above the ground floor and are accessed from a stairway directly from the sidewalk or from a shared corridor. The ground floor is intended for retail or other commercial uses.

I-2 Attract a senior housing development to the neighborhood.

Level of Funding Required: \$\$\$\$

Type of Funding: Private

Time Period: Year 1-5

As described above, a senior housing development would be valuable to those who want to age in place, or those seeking a real, quality neighborhood that is affordable.

I-3 Encourage multi-family housing types that resemble single family homes in areas that currently consist of predominantly single family homes.

New development should be similar in scale as its existing context in order to maintain the character of the neighborhood. In areas where multi-family housing is desirable, types that contain multiple units but appear as large homes are appropriate.



▲ SINGLE & MULTI-FAMILY HOMES BLENDING WELL TOGETHER

I-4 Encourage new block scale or larger development to utilize rear alleys to minimize the impact of garages & driveways along streets.

The character of streets suffer when too much priority is given to automobiles. Negative examples include too much building frontage devoted to garages, large portions of front yards paved for driveways, and numerous automobiles parked in the front yard. As the most prevalent type of public space in any community, streets significantly impact the image of the neighborhood. Therefore, they should be inviting to people and have curb appeal. Rear alleys help minimize negative impacts of parked cars. They give the buildings more frontage to create pleasant facades facing the street, relegate parked automobiles to the backs of lots, permit more on-street parking, and create more space for street landscaping and sidewalks.



▲ REAR ALLEY IN LEMAY



▲ STREET WITHOUT IMPACT FROM DRIVEWAYS OR VISIBLE GARAGES

I-5 Incentivize home owners throughout the neighborhood to make façade improvements and remain engaged in the community.

Level of Funding Required: \$

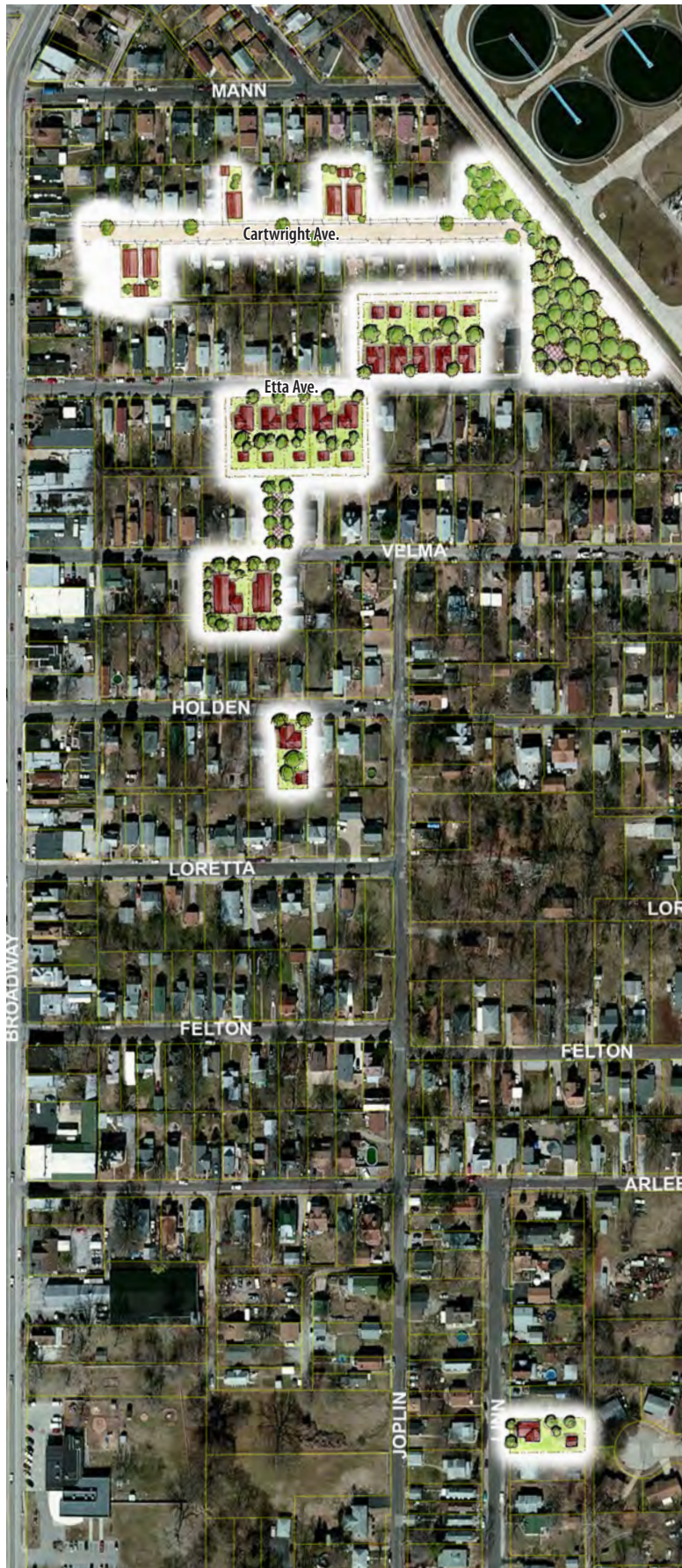
Type of Funding: Public & Private

Time Period: Year 1- 5

In addition to bringing new homes to the neighborhood, it is essential for existing homeowners to maintain their houses well and take an active role in monitoring and improving their neighborhood. Maintenance greatly impacts the perception of any community. Poorly maintained houses can be a sign of apathy, disinvestment, deterioration, and absentee owners, among other things. Well maintained houses not only increase the value of those individual houses, but collectively, the level of maintenance within a neighborhood is a major factor in assessing home values. In this case, a few bad apples can indeed spoil the bunch.

There are several key actions that homeowners and neighborhood stakeholders should pursue:

- Residents should continue the existing Neighborhood Watch,
- Residents and neighborhood stakeholders should work with the St. Louis County Department of Public Works to enforce code violations and find ways for owners who are not able to afford the required home maintenance to receive assistance.
- Homeowners should seek financial assistance to fix and improve their homes, for example, with the help of the Lemay Housing Partnership.
- Homeowners should organize to help each other on home improvements, in order to save on labor costs and empower themselves to improve their neighborhood.



▲ SINGLE LOT RESIDENTIAL INFILL OPPORTUNITIES

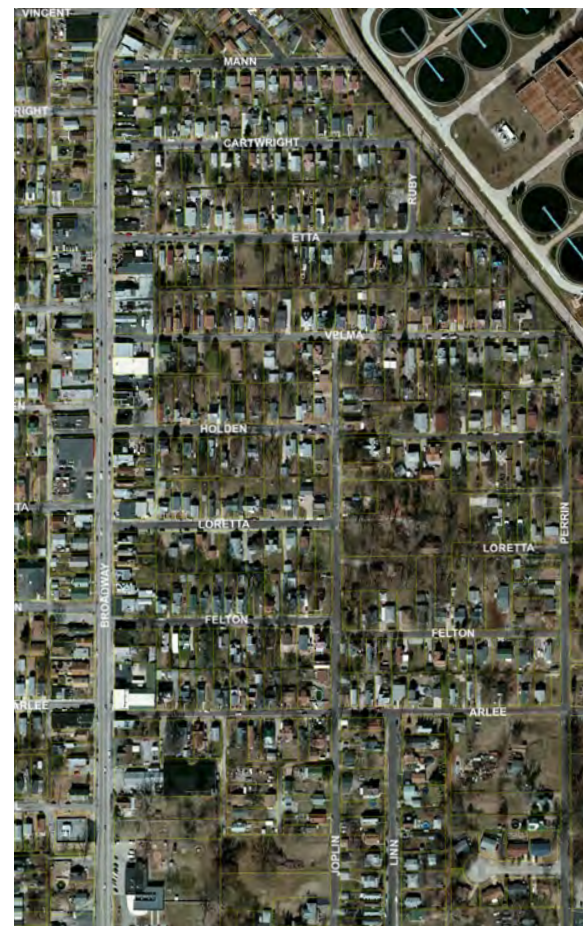
I-6 Encourage single lot residential infill development throughout the neighborhood.

Level of Funding Required: \$\$

Type of Funding: Private

Time Period: Year 1-5

Throughout the neighborhood there are empty lots, vacant homes, and homes in disrepair. Each one of these potentially has a negative effect on the neighborhood. Empty lots are often poorly maintained and tend to be used for undesirable uses such as storage or parking and, as described above, create “missing teeth” that are often detrimental to the visual appeal of the street. Vacant homes can become eye-sores, health hazards, and emotional burdens on the neighborhood. Homes in disrepair can also bring down the spirit of the neighborhood.



▲ EXISTING CONDITIONS

I-7

Encourage infill housing redevelopment on the large lot at the corner of Loretta Avenue and Joplin Avenue.

Location: Loretta Avenue at Joplin

Level of Funding Required: \$\$\$\$

Type of Funding: Public & Private

Time Period: Year 1-5

This site provides an opportunity to connect the eastern and the western segments of Loretta Avenue, create a small new public space or rain garden, and add new houses to the neighborhood. Connecting Loretta all the way from Broadway to the eastern edge of the neighborhood facilitates access to the large new catalytic development east of Perrin Avenue and would be a primary entry point to that area. It is important to create as many routes to the new development so traffic can be dispersed throughout neighborhood streets in order to minimize the impact to any particular streets. The new public space is a rotary square - a linear park with a one-way loop of traffic circulating around it.



▲ EXISTING CONDITIONS AT LORETTA



▲ PROPOSED LORETTA ROTARY SQUARE



▲ **ALTERNATIVE A:** Eighteen new houses facing a neighborhood park, with new small scale streets along its perimeter replaces seven existing houses that either face garages or the existing industrial warehouse.



▲ **ALTERNATIVE B:** Eleven new houses face an intimately-scaled common green, on the site of a vacant lot, and several new houses replace an industrial building and warehouse.

1-8 Construct new housing facing a park on Joplin Avenue.

Location: Joplin Avenue between Arlee & Ripa

Level of Funding Required: \$\$\$\$

Type of Funding: Public & Private

Time Period: Year 1-5

There is large parcel on Joplin, just to the east of the Lemay Child and Family Center that is ideal for a new housing development. It has the potential to provide new housing, a centrally located open space, and a new pedestrian connection between Broadway and Joplin Avenue that would improve neighborhood connectivity. Since Joplin is more of an alley – with garages fronting it – the new housing would be most appealing facing toward the new public space.

The houses would face a rectangular park oriented with its long dimension perpendicular to Joplin Avenue and would be served by rear alleys that would access garages at the back of the lots. The alleys connect to an existing north-south alley. Pedestrian greenways connect Broadway (to the north of the Child and Family Center), and the planned park at Ripa and Broadway, to the proposed new park along Joplin. The north-south alley connects to Ripa to the south and Arlee to the north. New houses face Broadway and the north-south alley, replacing the industrial warehouse on the property just north of the Child and Family Center.



▲ EXISTING CONDITIONS



▲ ALTERNATIVE A: PARK AND COMMUNITY GARDENS SURROUNDED BY 18 NEW HOUSES