UPTOWN
DARDENNE PRAIRIE
MISSOURI

DARDENNE PRAIRIE CITY PLAN
(Uptown Sector)

SUBMITTAL DATE

JULY 14, 2007

CHARRETTE DATE

APRIL 17 - 26, 2007

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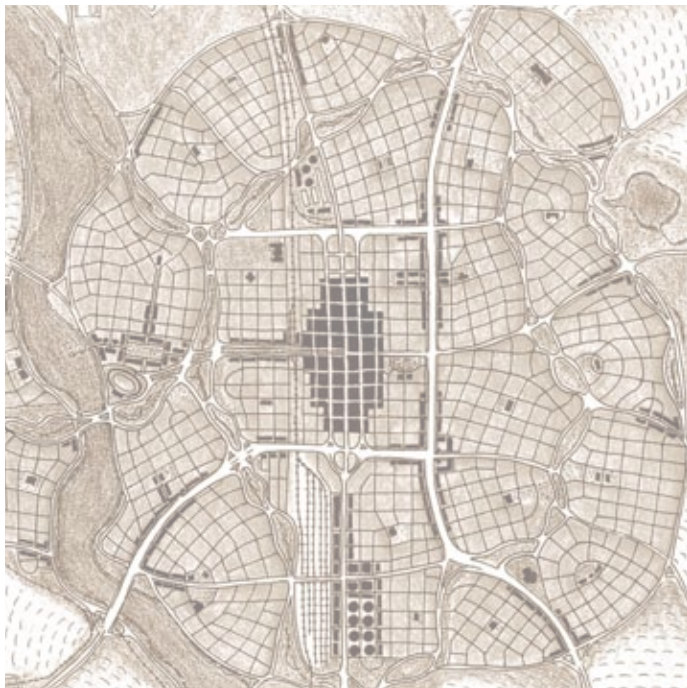
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GENERAL

DARDENNE PRAIRIE MAYOR PAMELA FOGARTY DISCUSSES THE PLAN WITH THE CHARRETTE TEAM, INCLUDING CHARRETTE DIRECTOR GALINA TAHCHIEVA.

THE CHARRETTE TEAM PREPARES PLANS WHILE MEMBERS OF THE PUBLIC ATTEND A PRESENTATION IN THE FRONT PORTION OF THE STUDIO.

Uptown Dardenne Prairie is proposed to be mixed-use community center for Dardenne Prairie, which is located thirty miles west of St. Louis. The development master plan, which comprises four distinct sectors, will offer the region an example of compact, mixed-use town planning and an alternative to the sparse, single-use, suburbanized development which is prevalent throughout the region. The new city core will also provide the existing community with a civic center and a gathering place, featuring a variety of amenities and services in close proximity to housing of many sizes and types.

The Uptown master plan was designed during a ten-day charrette, which is an interactive process during which designers, architects and planners collaborate and work with public officials, business owners and the general public. The Dardenne Prairie charrette was well-attended by the City residents and City officials. The Mayor, the City Administrator and the Board of Aldermen were a constant presence, offering continuous feedback as the plan evolved and reached its final iteration.

The final plan offers a development vision for three infill sites, as well as a retrofit plan for a nearby single-use shopping center. These four sectors, each of which will have its own specific character and specialized function, will be woven together to create a cohesive and well-connected urban core. This plan provides Dardenne Prairie with a concrete and viable vision for the future; however, designers also aimed to make it practical and easily-implemented. In this vein, the design team's final product includes a master plan as well as a code which will serve as a regulatory document, encouraging mixed-use development and effectively activating the plan.

Although there will certainly be challenges on the road to implementation, Dardenne Prairie also enjoys tremendous impetus on account of its well-positioned geographic location, effective leadership and relative prosperity. The town is located within St. Charles County, which is the fastest growing county in Missouri, and which has gained population swiftly in line with the expansion of the St. Louis metropolitan area. The median family income is far above the national average at $80,000, and the area is fourth in the nation for percentage of owner-occupied housing. The County also has a relatively young population, with a County median age of 35. In addition, despite its enviable market segment, the City of Dardenne Prairie is currently an extremely underserved market for commer-

cial real estate development. Residents currently spend more than $390 million annually outside the limits of their trade area, and there is a demand for 1.5 million square feet of retail space. The new Uptown's retail will meet a portion of this demand and will keep more tax dollars within Dardenne Prairie city limits.

Changing national trends also indicate that there is a growing market for traditional neighborhood development and pedestrian-oriented town center design. There is an increased demand for smaller housing types, particularly houses on lots less than 7,000 square feet, and mall development is reaching a saturation point. Dardenne Prairie's Uptown – which will feature residential offerings of many sizes and types, all in close proximity to civic space and retail – will provide this attractive alternative for those interested in relocating within St. Charles County.

The biggest challenge of implementation will involve breaking away from the region's current development pattern, which has generally followed the conventional suburban development model. Adjacent towns' agricultural land has been developed with ad hoc residential and commercial uses, all occurring without the context of a greater regional plan. Much of Dardenne Prairie's rural land was developed in this manner, and the City lacks neighborhood structure and a system of open space as a result. The town's suburban style residential development has also led to a disjointed road network, featuring a significant percentage of cul-de-sacs and dendretic patterns. This has resulted in a fragmented regional network and led to the overloading of arterials and collectors.

Ultimately, the citizens of Dardenne Prairie have two choices. They can allow growth to continue in the conventional, suburban pattern prevalent across the country and state; or, they can look to traditional neighborhood development as a change from business as usual. The Uptown Dardenne Prairie plan will provide the population with much-needed civic and community space and will offer residents an alternative to the single-use sprawl development which has overtaken most of the area's landscape. With strong leadership and perseverance, the town's population can carry out this vision, and the downtown will become both a community center for residents and a draw for visitors from the region at large.

The fundamental elements of a true urbanism are the neighborhood, the district, and the corridor. Neighborhoods are urbanized areas having a balanced range of human activity. Districts are urbanized areas organized around a predominant activity. Corridors are linear systems of transportation or green space which connect or isolate the neighborhoods and districts.

Neighborhoods, districts, and corridors are complex urban elements. Suburbia, in contrast, is the result of simplified "zoning" concepts that segregate activities into enclaves. It is composed of "residential subdivisions," "shopping centers," "office parks," and "open space."
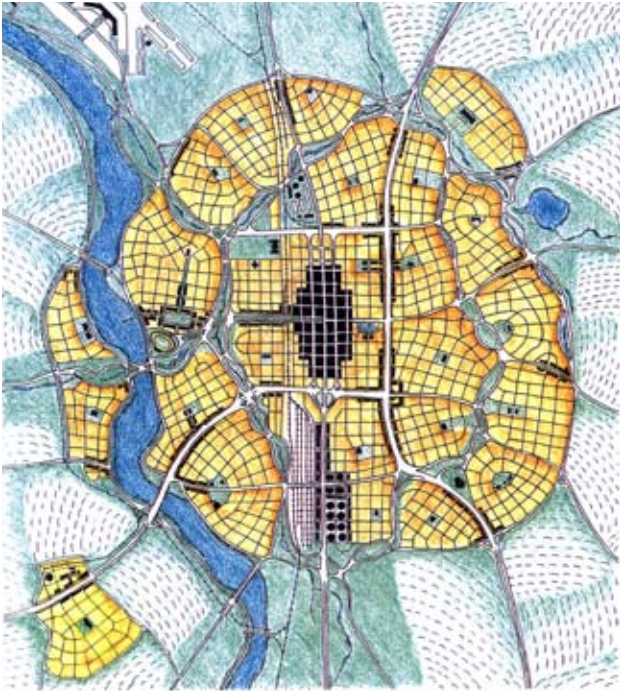
THE NEIGHBORHOOD:

The neighborhood can aggregate with other neighborhoods to form cities and towns, while a single Neighborhood, isolated in the landscape, is a village. The nomenclature may vary, but there is a general agreement regarding the composition of the neighborhood. The Neighborhood Unit of the 1929 New York Regional Plan, the Quartier identified by Leon Krier, the Traditional Neighborhood Development (TND), and the Transit Orientated Development (TOD) all share similar attributes:

The neighborhood has a center and an edge. The combination of a focus and a limit contribute to the social identity of the community. Both are important, but the center is essential. It is usually a public space, which may be a square, a green, or an important street intersection. It is located near the geographic center of the urbanized area unless compelled by a geographic circumstance to be elsewhere. Eccentric locations may be justified by a shoreline, a transportation corridor, or a promontory creating a view.

The center is the locus of the civic buildings. Commercial buildings such as shops and workplaces are usually associated with the center of the village. However, in the aggregations of neighborhoods which create towns and cities, commercial buildings are often at the edge, where they can intensify by combining with those of other neighborhoods.

The edge of a neighborhood varies in character. In villages, the edge is usually defined by land reserved for cultivation or conservation in a natural state. In urban areas, the neighborhood edge is often defined by boulevards or parkways.

The neighborhood has a balanced mix of activities: shopping, work, schooling, recreation, and dwelling of all types. This arrangement is particularly useful for people, young and old, who cannot depend on the automobile for mobility. The housing stock of the neighborhood serves a range of incomes. Affordable housing types include backyard cottages, apartments above shops, and rowhouses. There should also be expensive houses to attract those most able to contribute time and wealth to civic causes.

THE CITY OF
NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

The optimal size of a neighborhood is a quarter-mile from center to edge. This distance is the equivalent of a five-minute walk at an easy pace. The limited area gathers the residents within walking distance of many daily needs, including transit, which is ideally placed at a central node in conjunction with convenience retail.

The location of a transit stop within walking distance of a predictable population substantially increases the likelihood of its use. Transit-oriented neighborhoods create a regional network of villages, towns, and cities accessible to a population without singular reliance on cars. Such an aggregation can provide major cultural and social institutions, a variety of shopping, and the kind of broad job base that can only be supported by the substantial population of many neighborhoods.

Neighborhood streets of varying types are detailed to provide equitability for the pedestrian, the bicycle, and the automobile. The concurrent provision of sidewalks, street trees, and on-street parking slows the automobile and increases pedestrian activity, encouraging the casual meetings that form the bonds of community. Neighborhood streets are laid out to create efficient blocks for building sites and to shorten pedestrian routes. A fine network of streets and roads provides multiple routes that diffuse traffic. This pattern keeps the local traffic away from the long-range corridors.

The neighborhood gives priority to the creation of public space and to the appropriate location of civic buildings. Private buildings form a disciplined edge delineating the public spaces and the private block interior. Useful public spaces such as formal squares, informal parks, and small playgrounds provide places for gathering and recreation. Honorific sites are reserved for

public buildings which reinforce the civic spirit of the community and provide places of assembly for educational, social, cultural, and religious activities.

THE DISTRICT:

The district is an urbanized area that is functionally specialized. Typical examples are theater districts, capitol areas, and college and sports campuses. Other districts accommodate large scale transportation or manufacturing uses, such as airports, container terminals, and refineries. Although districts preclude the full range of activities of a neighborhood, they are not always the single-activity zones of suburbia. A district allows multiple activities to support its primary identity.

The structure of the district parallels that of its neighborhood: an identifiable focus encourages orientation and identity, and clear boundaries facilitate the formation of special taxing or management organizations. Like the neighborhood, attention to the character of the public space reinforces the community of recurrent users, which encourages the pedestrian, supports transit viability, and ensures security. Districts benefit from transit systems, and should be located within a regional network.

THE CORRIDOR:

The corridor is the connector or the isolator of neighborhoods and districts. Corridors are composed of natural and technical components ranging from wildlife trails to rail lines. The corridor is not the haphazard residual "open space" buffering the enclaves of suburbia, but a proactive civic element characterized by its continuity. It is defined by the boundaries of neighborhoods and districts and provides entry to them.

NEIGHBORHOODS

DISTRICTS

CAMPUS (GOVERNMENTAL, EDUCATIONAL, CULTURAL, SPORTS)   BUSINESS   INDUSTRIAL   PUBLIC WORKS   AIRPORT

CORRIDORS

NATURAL   PARKWAY   RAIL   BOULEVARD   HIGHWAY

The trajectory of a transportation corridor is determined by its intensity. Highways and heavy rail corridors should remain tangent to towns and cities and enter only the industrial districts. Light rail corridors and buses may be incorporated into the boulevards at the edges of neighborhoods. As such, they are detailed for pedestrian use and accommodate building sites. Bus corridors may pass into neighborhood centers on small conventional streets.

Green corridors or greenways can be formed by the systematic accretion of recreational open spaces, such as parks, playing fields, schoolyards, and golf courses. These continuous natural spaces should gradually flow to the rural edges, connecting the regional ecosystem. The transportation lines may be located within continuous parkways, combining both types of corridor and providing long-distance walking and biking trails.

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TRADITIONAL NEIGHBORHOOD PRINCIPLES:

There are two patterns of urbanism in North America: the Traditional Neighborhood, which was the model from the first settlements to World War II, and Suburban Sprawl, which has been the model since then. They are similar in their initial capacity to accommodate people and their activities; the principal difference is that Suburban Sprawl contains environmental, social, and economic deficiencies which inevitably choke sustained growth. The Traditional Neighborhood has many physical, social and economic attributes that do not exist in suburbia.

The Neighborhood is a comprehensive planning increment: when clustered with others, it becomes a town; when standing free in the landscape, it becomes a village. The Neighborhood varies in population and density to accommodate localized conditions.

The Traditional Neighborhood has several positive consequences:

By bringing most of the activities of daily living into walking distance, everyone (especially the elderly and the young) gains independence of movement.

By reducing the number and length of automobile trips, traffic congestion is minimized, the expenses of road construction are limited, and air pollution is reduced.

By providing walkable streets and squares of comfortable scale with defined spatial quality, neighbors can come to know each other and to watch over their collective security.

By providing appropriate building concentrations at easy walking

TRADITIONAL NEIGHBORHOOD

SUBURBAN SPRAWL

distances from bus stops, public transit becomes a viable alternative to the automobile.

By providing a full range of housing types and work places, age and economic classes are integrated and the bonds of an authentic community are formed. Even affordable housing occurs naturally and in a highly integrated manner. The affordable housing looks like the market-rate housing, using similar exterior materials, windows, and building forms. Affordable housing is not segregated and is never clustered in large numbers. Housing can be provided above retail establishments. This type of dwelling can be provided for the cost of construction alone, because the cost of land can be assigned to the retail component of the building.

By providing suitable civic buildings and spaces, democratic initiatives are encouraged and the balanced evolution of society is facilitated.

The social and environmental benefits of a New Urbanist community, or Traditional Neighborhood Development (TND) results from certain physical and organizational characteristics. An authentic Neighborhood includes most of the following:

1   That development should preserve sensitive natural and cultural areas as permanent open space;
2   That the basic increment of development should be the walkable, diverse pedestrian shed, forming a neighborhood;
3   That each neighborhood should have a discernible center to serve as a community gathering place. This center would also contain a transit stop;
4   That the pedestrian shed be a five or ten-minute walk to the neighborhood center such that pedestrians may have access to transit. This distance averages one-quarter of a mile;
5   That there should be shops within, or in proximity to the neighborhood, sufficiently varied to satisfy ordinary daily household needs. A convenience store is the most important among them;
6   That the neighborhood should incorporate a variety of places to work, including those that enables work at the dwelling;
7   That each neighborhood should incorporate a variety of dwelling types, such that younger and older persons, single households and families may be housed;
8   That each dwelling should be permitted to have an ancillary unit for use as a rental apartment;
9   That an elementary school should be available, or a site reserved, within one mile of most dwellings;
10 That there are small playgrounds quite near every dwelling, not more that one-eighth of a mile;
11 That thoroughfares within the neighborhood be a network, connecting wherever possible to adjacent thoroughfares in order to provide a variety of itineraries and disperse traffic;
12 That thoroughfares should be designed to slow traffic, creating an environment appropriate for pedestrians and bicyclists as well as automobiles;
13 That building frontages should collectively support pedestrian streetscapes and mask most parking lot.
14 That certain prominent sites are reserved for civic buildings. Buildings for meeting, education, religion or culture are located at the termination of street vistas or at the Neighborhood center.
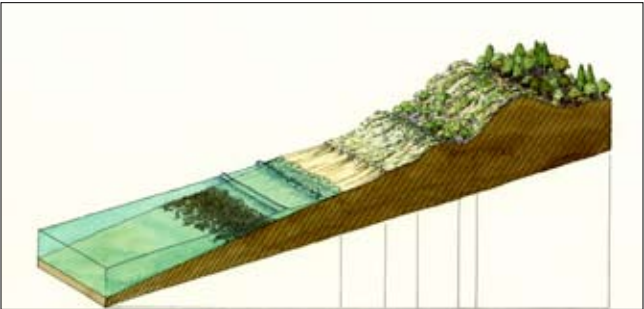
THE NATURAL TRANSECT FEATURES A RANGE OF NATURAL ENVIRONMENTS.

The Transect, in its origins (Von Humboldt 1790), is a geographical cross-section of a region used to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains and uplands.

For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In Transect planning, this range of environments is the basis for organizing the components of the built world: building, lot, land use, street, and all other physical elements of the human habitat.

TRANSECT PLANNING

One of the key objectives of transect planning is creation of immersive environments. Successful immersive environments are based on the selection and arrangement of all the components that contribute to a particular type of environment. Each environment, or Transect Zone, is comprised of elements that support and intensify its locational character. Through the Transect, planners are able to specify different urban contexts that have the function and intensity appropriate to their locations. For instance, a farmhouse would not contribute to the immersive quality of an urban core, whereas a high-rise apartment building would. Wide streets and open swales find a place on the Transect in more rural areas while narrow streets and curbs are appropriate for urban areas. Based on local practices, most elements can be locally calibrated to contribute to the regional and vernacular character of a given environment.

The continuum of the Transect, when subdivided, lends itself to the creation of zoning categories. Six have been identified. These Transect zones (T-zones) display more-or-less fixed identifiable characteristics, from the most rural and natural environment (T-1) to the most urban environment (T-6). The standards specified by the zoning categories overlap, reflecting the successional ecozones of natural and human communities.

The Transect is evident in two ways: (1) it exists in place and (2) it evolves over time. Yet, the evolution of communities over time is the unforeseen element in urbanism. A hamlet may evolve into a village and then into a town; its T-zones increasing in density and intensity over a period of many years.

The Transect Zones impose the discipline of the distribution of densities and building types throughout the plan. They also create a high degree of flexibility as several building types can be applied in every Transect Zone. The Regulating Plan also shows the form and location of public open spaces.

A TRANSECT OF STREETSCAPES, RANGING FROM RURAL (ABOVE) TO URBAN.

REGIONAL CONTEXT

THE IMMACULATE CONCEPTION CHURCH

Dardenne Prairie is a small town in St. Charles County, which is located about thirty five miles west of St. Louis. When first incorporated in 1981, the town was largely an aggregate of tracts of farm land, many of which were still in use. Nearby towns include O'Fallon and Lake St. Louis, both of which also have an agricultural heritage.

Dardenne Prairie's historic houses and civic buildings date to the 1800s, when the St. Charles County area was considered the "Gateway to the West." Settlers of this era included Daniel Boone, Meriwether Lewis and William Clark. The area officially became part of the United States through the Louisiana Purchase of 1803, and Lewis and Clark established posts in the area before embarking on an exploration of the land acquired in the Purchase.

Today, St. Charles County is the fastest-growing county in Missouri, and nearby towns of Lake St. Louis and O'Fallon are expanding quickly, as sprawl increases westward from the St. Louis metropolitan area. Most of the new development has been in the form of strip malls, big box centers, and single-use, low density subdivisions, all of which have increased traffic congestion while offering few public civic spaces.

While Dardenne Prairie has largely retained its rural character, with low-density development and significant open space, the piecemeal development method has produced a disjointed set of bedroom communities without any common space and few civic amenities. Accordingly, Dardenne Prairie's residents are largely required to commute to nearby communities to work, shop, gather and socialize outside of their homes. Residents have also expressed concern that the town lacks a sense of identity and blends indistinctly with the larger, and better known municipalities around it.

The mixed-use downtown area designed during the Dardenne Prairie Charrette is intended to provide the town with a civic core and to offer an example of compact, mixed-use development, which will fulfill the city's need for a gathering place, as well as provide a variety of services, amenities and housing opportunities, within four sectors.

VIEW OF POST ROAD TOWARDS SOUTH

The State of Missouri borders eight states, including Iowa, Illinois, Kansas and Arkansas. The capital, Jefferson City, is located in the center of the state; other major cities include Kansas City on its western border and St. Louis on its eastern border.
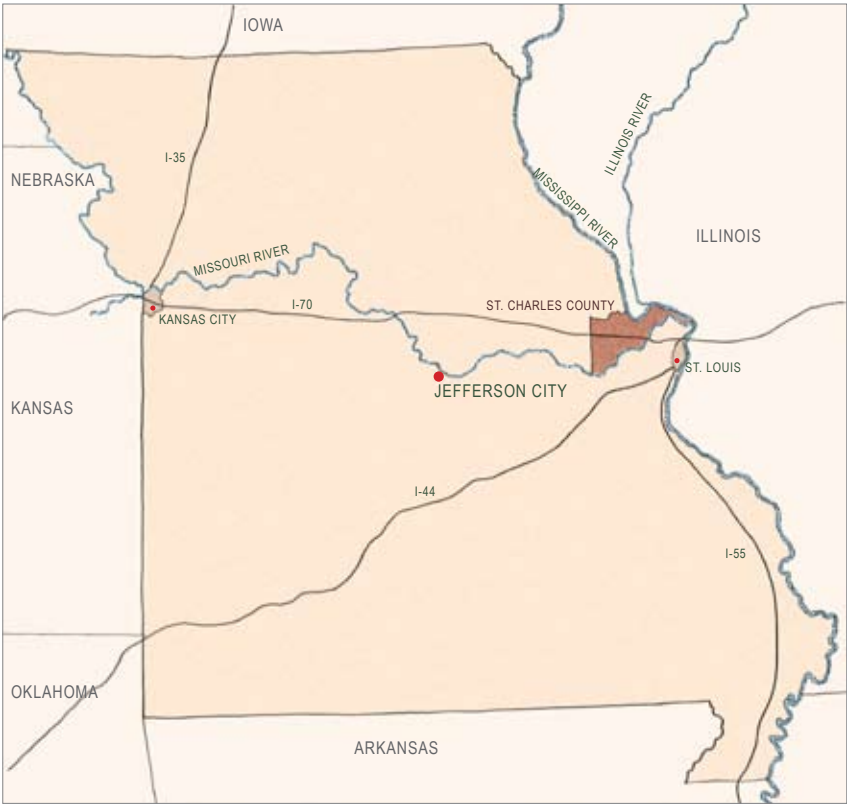
THE STATE OF MISSOURI

St. Charles County, which is currently the fastest-growing county in Missouri, is located west of the City of St. Louis and south of the Mississippi River. The county seat is St. Charles, which is located on the banks of the Missouri River, between Interstate 70 and State Route 370.
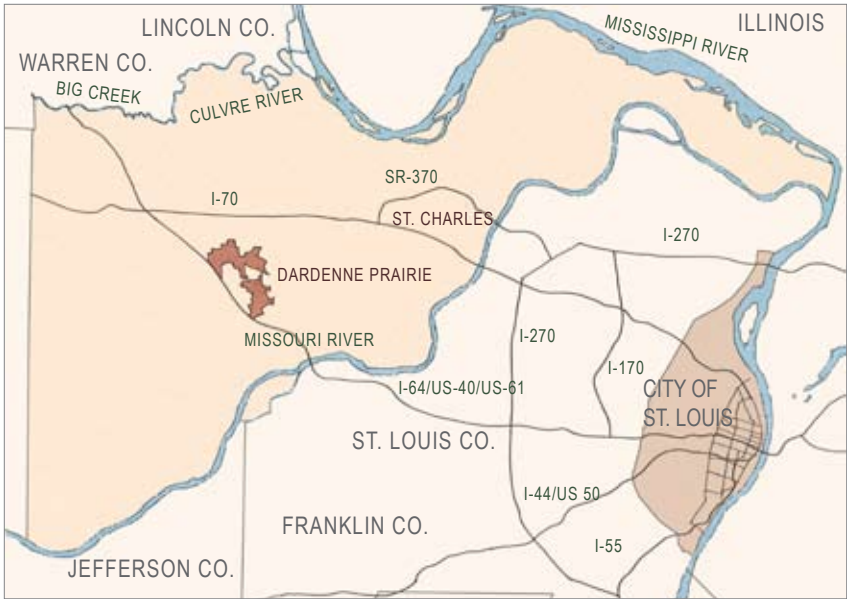
ST. CHARLES COUNTY
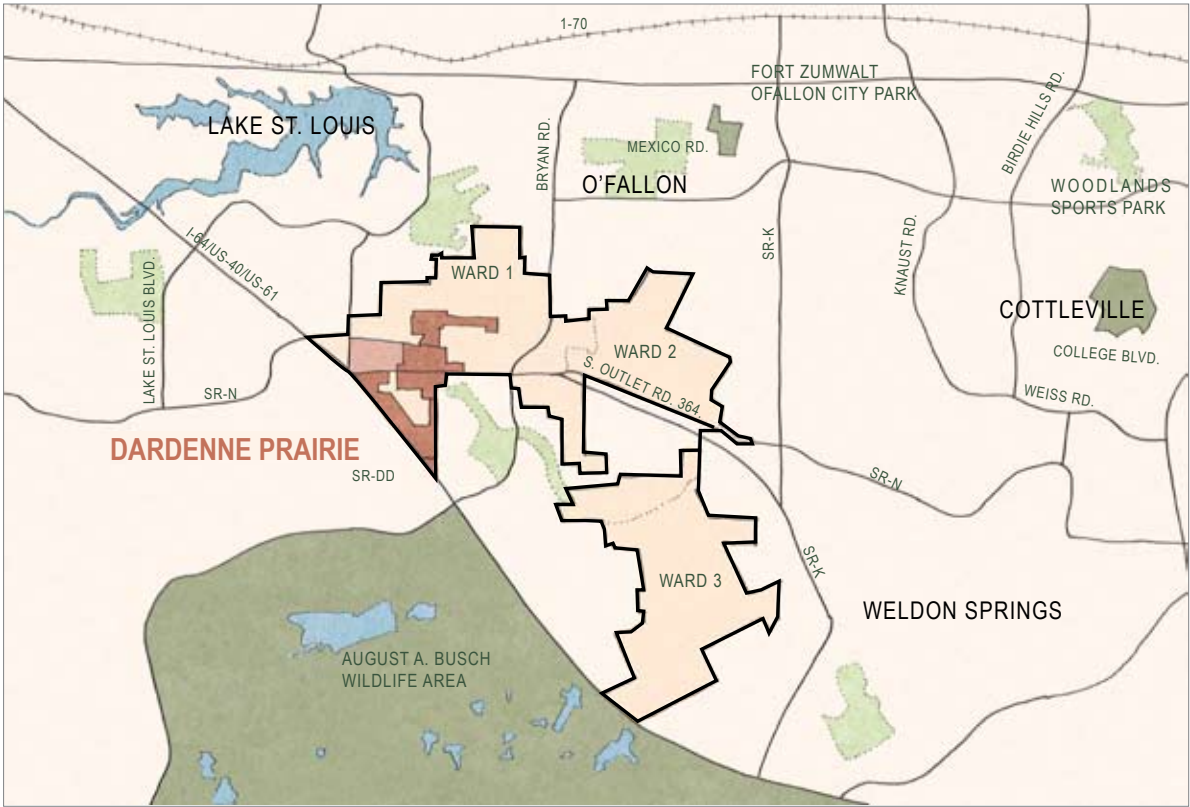
CITY OF DARDENNE PRAIRIE

Dardenne Prairie is one of the smaller towns within the county, and borders Lake St. Louis, O'Fallon, Weldon Springs and the Augusta Busch Wildlife Area.

DARDENNE PRAIRIE

STUDY AREA

ADDITIONAL STUDY AREA

CENSUS INFORMATION

	State of Missouri	County of St Charles	Town of Dardenne Prairie
Inhabitants:	5,631,910	326,152	**7,423
Median Age:	37	35	34
Percentage Under 18:	24%	26%	32%
Percentage Over 65:	12%	9%	7%
Average Household Size:	2.4	2.7	3
No. Housing Units:	2,592,809	127,309	1,516
Occupied Units:	88.5%	95.2%	94.4%
Owner-occupied:	70.6%	83.1%	98%
Renter-occupied:	29.4%	16.9%	2%
Median Household Income:	$41,974	$63,132	$77,086
Median Family Income:	$51,477	$73,614	$80,486
Per-capita Income:			
Median Value of owner-occupied homes:	$23,026	$27,848	$29,325
Median travel time to work:	123,100	$175,500	$179,200
	23 min	25 min	31 min

* Unless otherwise noted, all information is from the 2005 census.
** As of July 2006 - Data provided by City of Dardenne Prairie.
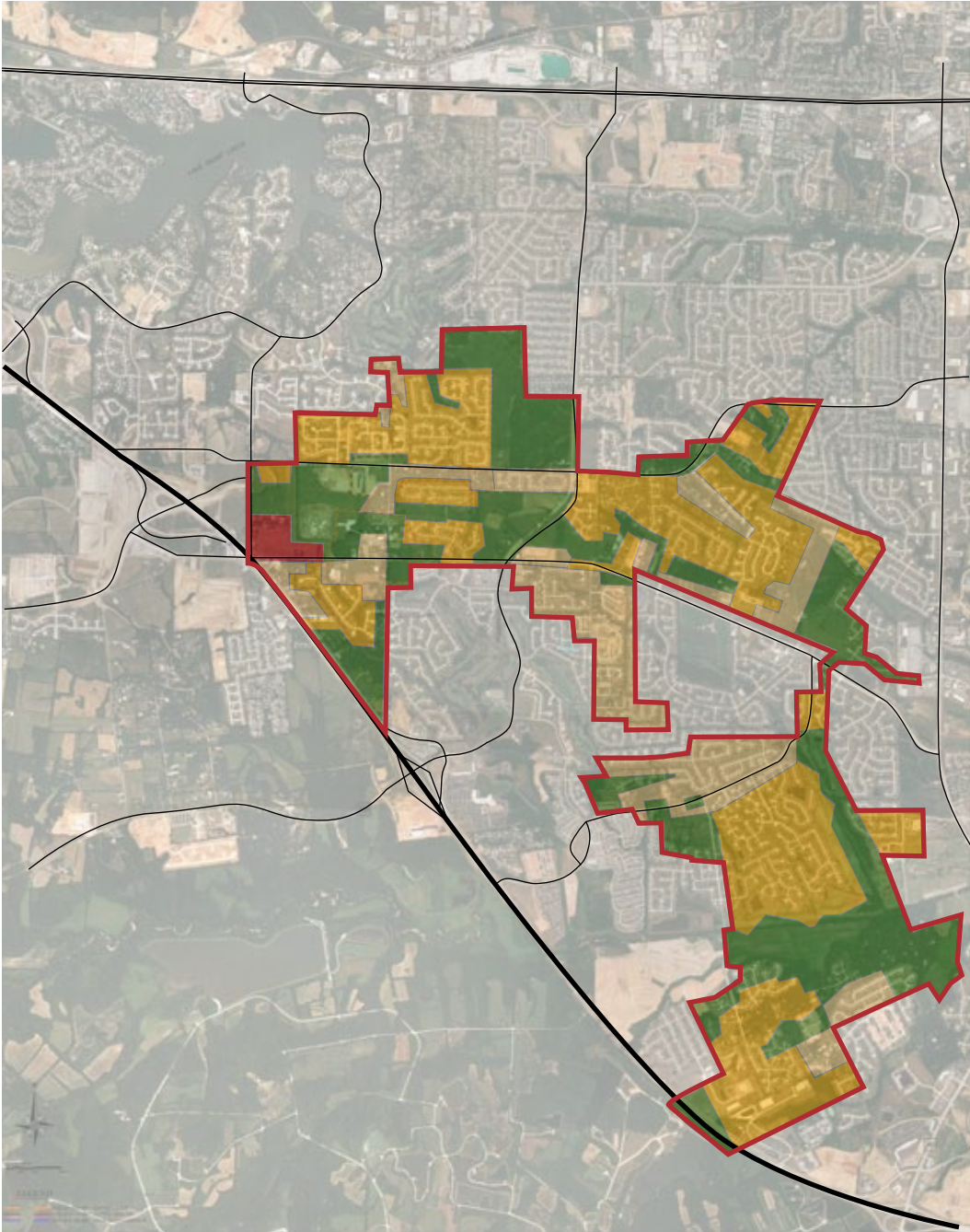
Above, a map depicts the current land uses within the City of Dardenne Prairie. Approximately fifty percent of the land is presently open space, most of which maintains its rural character. Developed parcels are primarily residential, with medium density development occuring in the suburban cul-de-sac pattern at the density of approxi- mately four units/acre. A portion of the residential development is also low-density, accommodat- ing approximately one house per acre. The sole commercial development occurs at the town's western edge, in the form of a suburban-style big-box center.

- UNDEVELOPED LAND
- MEDIUM-DENSITY DEVELOPED LAND
- LOW-DENSITY DEVELOPED LAND
- COMMERCIAL AREA
- STUDY AREA BOUNDARY
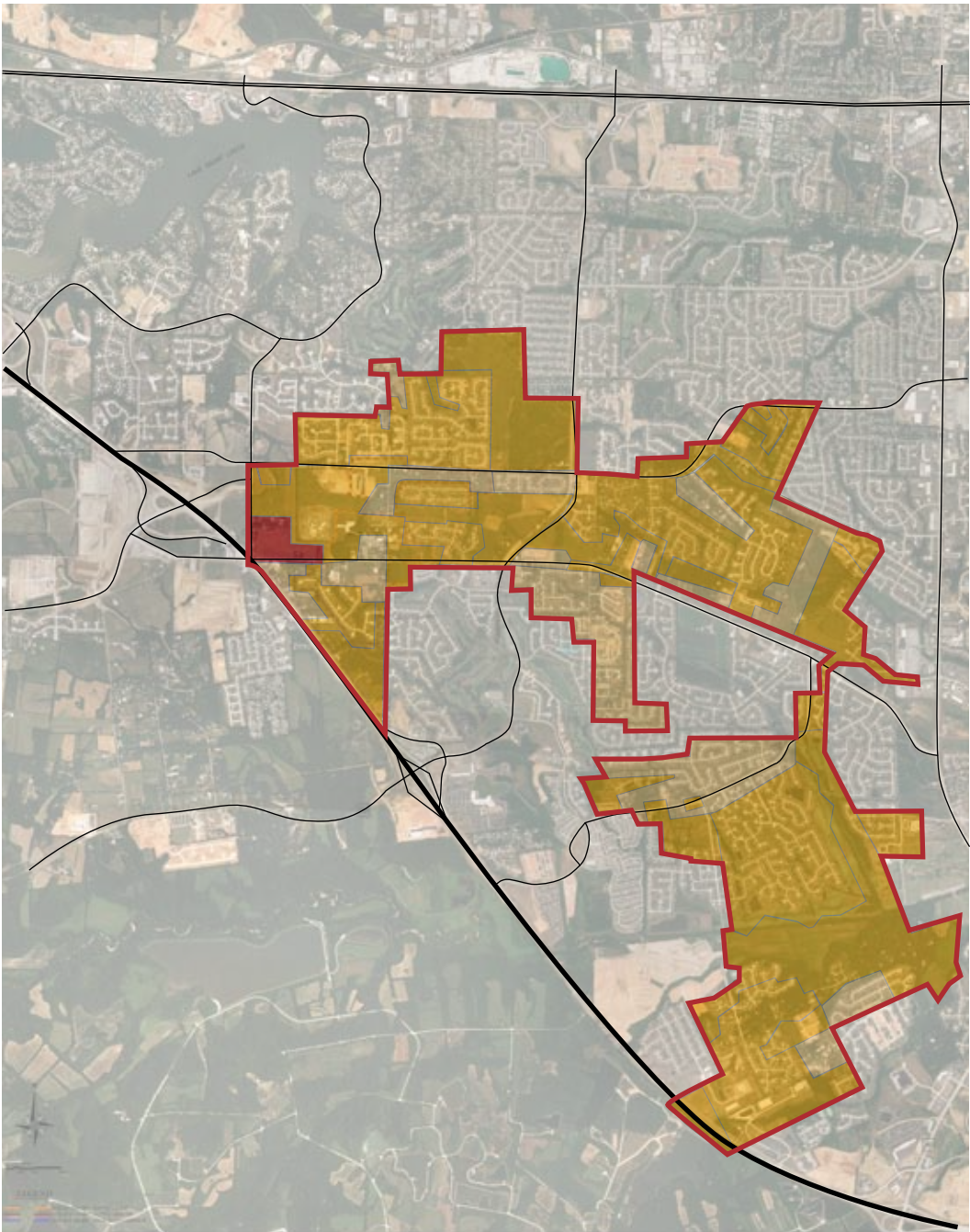
The U.S. Census has found St. Charles County to be the fastest-growing county in Missouri, with the population increasing at a current rate of 8.5% per year. If these growth rates continue, and if develop-ment follows the low-density growth pattern, the City of Dardenne Prairie will lose all of its open space by 2017.

MEDIUM-DENSITY DEVELOPED LAND

LOW-DENSITY DEVELOPED LAND

COMMERCIAL AREA

STUDY AREA BOUNDARY

Although there is one bog-box style commercial area within City limits, Dardenne Prairie is primarily developed with single-use residential subdivisions. The houses, many of which have been built in the past ten years, sit on lots which average 15,000 sf. The average house is 2,000 sf, often accommodating up to 4-5 bedrooms.

At right, a row of houses lines one side of a street within a Dardenne Prairie subdivision. The houses, most of which are comparably sized, face an undeveloped green area.

Many of Dardenne Prairie's suburban houses open to large, elevated back porches. While the typical Dardenne Prairie house offers ample gathering space within the confines of its yard, there is little programmed communal social space for the neighborhood at large.

At left, a row of recently constructed suburban houses backs onto an undeveloped field. While many Dardenne Prairie residents enjoy the views afforded to them, much of the land is slated for imminent development.

Below: A residential street intersects with Highway N, which is one of the primary thoroughfares in Dardenne Prairie, and also, is featured prominently in the downtown. Although the street is heavily-trafficked, it currently offers little retail or mixed-use development. Moreover, few buildings face directly onto the street, and only rare stretches of the road include sidewalks.

The nearby City of O'Fallon has experienced a surge of growth similar to that in Dardenne Prairie, and much of its former agricultural land has been developed into single-use housing tracts and commercial centers. The town, which is much larger and more well-known regionally than Dardenne Prairie, is currently home to much of the county's larger shopping developments.

Left: A farm house offers a testimony to the area's history. Houses in more recent developments have been built en masse, with many constructed within the past ten to fifteen years. While the town includes houses of various sizes, ranging from townhouses to mansions, there is little housing diversity within each community itself, and mixed-use neighborhoods are rare.

Right: A row of townhouses and a mansion offer examples of   typical residential conditions in O'Fallon.

Below: A sign welcomes residents and visitors to a residential neighborhood within the master-planned Winghaven development.

Located fifteen miles away from Dardenne Prairie within St. Charles County, St. Charles is the second-oldest city west of the Mississippi and features a well-preserved Old Town. Main Street serves as the town's principal artery, and runs parallel to the Missouri River. Featuring shops, restaurants and live/work units of many different sizes and typologies, Old Town offers precedents for Dardenne's future retail and mixed-use development.

Although Main Street is active with retail and mixed-use development for nearly a mile, the distance can seem much shorter on account of the street's architectural variety and its pedestrian-oriented design. At right, flags, signage and sidewalk displays provide variety along a busy portion of Main Street. Parked cars also offer a buffer for wandering pedestrians.

At its densest, Main Street features three and four story buildings with shops on the ground floor and apartments above; at the end of the street, taller buildings transition to two-story rowhouses. At the end of the street, one and two-story cottages house small shops and restaurants.

Left: Attached buildings of differing materials and styles face each other across Main Street. The buildings, which feature residences, shops, and offices, front directly onto the well-trafficked sidewalk.

Left: Joggers enjoy the shading and scenery along the final portion of Main Street. On their left, a cottage live/work unit houses a shop; this flexible housing typology could also serve as an office or residence.

Central West End, located near Washington University in St. Louis, is well-known for its lively sidewalk cafés and coffee shops. The neighborhood offers an example of local mixed-use commercial development, and includes several design precedents easily applicable to Dardenne Prairie's future mixed-use core.

Left: Central West End's lively commercial core includes restaurants and shops, many of which include apartments on the upper floors. Most streets include two lanes, along with parallel parking on either side, although diagonal on-street parking is also featured.

Right: A corner coffee shop offers outdoor seating, with tables bordering either side of the pedestrian right-of-way. The activity extends into the evening hours, when the area is illuminated by street lights and nearby shop windows.

Right: At the edges of the West End's commercial district, shops immediately border residential streets lined with stately single family houses. At right, a wide sidewalk suitable for lounging pedestrians and window shoppers quickly transitions into a more intimate width for residential use.

Lafayette Square is the City of St. Louis' largest and oldest historic neighborhood, and is well-known for its preserved Victorian rowhouses and its 30-acre park, which is the oldest park west of the Mississippi River. While the neighborhood features classic St. Louis housing typologies, it also provides an example of a park as a well-used community civic space. Generous sidewalks line the park's perimeter, which is bound by a wrought-iron fence.
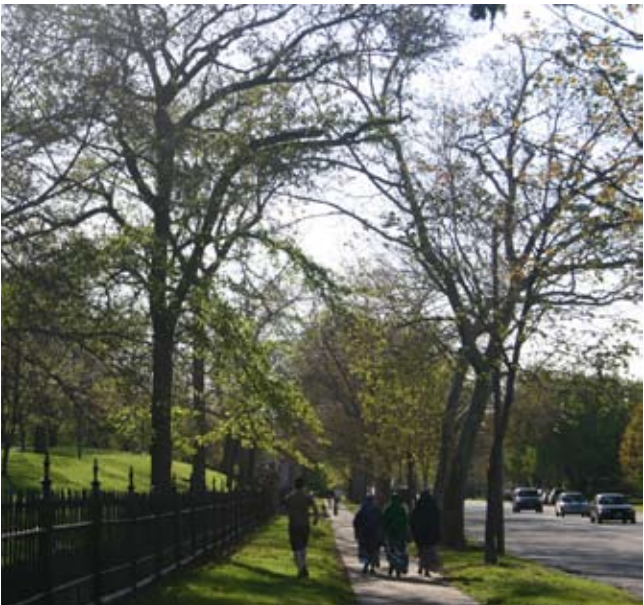
Left: Beyond the park's entrance, residential streets include their own community space in the form of small neighborhood parks. At left, single-family rowhouses look to a naturalistic green shared by houses on either side of the street.

Below: A row of detached, three-story houses overlooking Lafayette Square stand adjacent to single family houses of differing typologies. While the houses' styles differ, all share comparable set-backs and are approached via comparably-scaled porches and front stoops.

Soulard, also located in St. Louis, is home to a collection of nineteenth century brick structures, including the Soulard Farmers' market, which was built in the mid-nineteenth century. With its intimately-scaled streets and varied neighborhood shops and restaurants, Soulard offers precedents for neighborhood-level mixed-use development.

Curving streets and deflected vistas characterize Soulard. At right, a brick sidewalk curves alongside a row of two-story townhouses.

Right: Townhouses of varying heights create a varied and visually-pleasing streetscape. The houses, most of which are used as residences and offices, also border a church, which anchors the block at the corner and offers a civic presence.

Right: Soulard's residential development is also interspersed with small shops and neighborhood restaurants, which offer commercial space on their ground floors and housing above. At left, two retail establishments serve as precedents for Dardenne live/work typologies. In the foreground, a restaurant features signage and an awning; in the background, a corner live/work unit features a wide corner entrance which welcomes pedestrians approaching from either direction.

At left, a small public plaza bordered by shops offers space for relaxation and spontaneous meetings.

At left, the design team tours a residential street, which features houses of many typologies. The generous sidewalk, as well as the houses' porches, stoops and frontyards encourage neighborhood interaction.

Below, a row of live/work units offer the chance to purchase a place of business and a home with a single mortgage. At the end of the block, a church offers a civic presence.

At right, four newly-constructed houses overlook the Town's canal system. The houses, of slightly different sizes and designs, face a prominent street overlooking the town's key water feature.

Pedestrian paths offer maximum connectivity thoughout the development and allow visitors to experience the town's architecture on a more intimate level.

Below, a row of townhouses overlook a green with a community garden and playground.

EXISTING CONDITIONS

SITE BOUNDARY

PROPERTY LINES

TOPOGRAPHY

NATURAL BUFFER

TREES

WETLANDS

WATER BODIES

SLOPES 10%-20%

SLOPES >20%

EXISTING BUILDINGS

CEMETERY

LOCAL CONTEXT

N

0   500   1000   2000

Uptown Dardenne Prairie, which is comprised of four connected sites, features a few existing buildings as well as natural resources including bodies of water, trees and wetlands. The site plan accommodates these elements, and also offers planning strategies tailored to each individually-owned parcel, as delineated by the property lines.
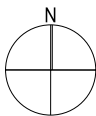
The Dardenne Prairie master plan consists of three infill sites, as well as a fourth previously-developed site, which was recognized during the charrette. The sites, which are designed to form a unified, connected downtown, have been designated to be a City Center, Technology Campus, Live/Work Corner and Community Center.
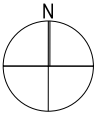
SITE BOUNDARY

SECTORS

1   CITY CENTER

2   TECHNOLOGY CAMPUS

3   LIVE-WORK CORNER

4   COMMUNITY CENTER

N

0   500   1000   2000
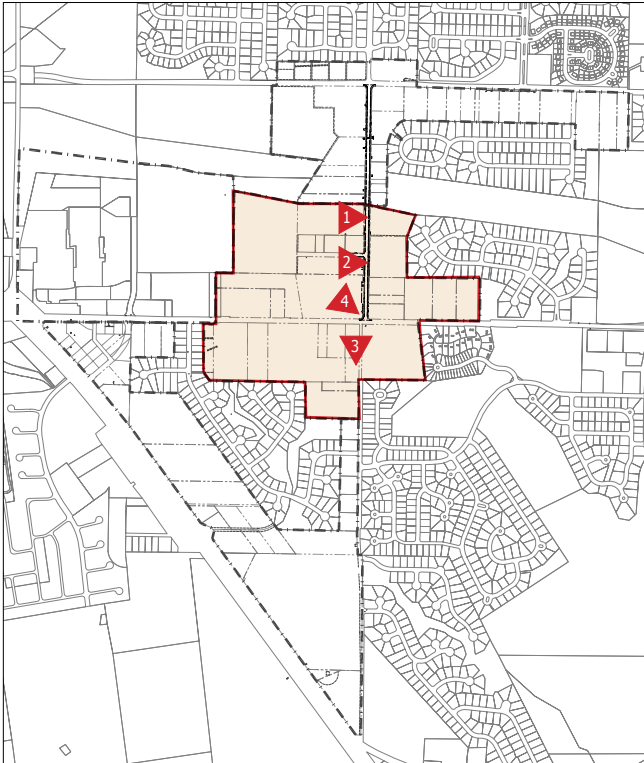
The City Center area forms the core of Uptown Dardenne Prairie. Location and wide rights of way are amongst this sector's most valuable assets. Moreover, because most of the land encompassed is either undeveloped or substantially underdeveloped, the sector is a prime infill area.

Located at the well-traveled crossroads of Post Road and Highway N, the area has been the locus of Dardenne Prairie's civic activity for years. Many of the towns' preeminent and longstanding institutions are located in this area, including City Hall, the Church of the Immaculate Conception, the local cemetery, the Knights of Columbus Hall and the main baseball field. These institutions are all focal points and much-visited individually; however, they bear little physical relationship to one another and, in their present disconnected state, fail to coalesce as a center of civic stature. In addition, the rather improvised character of many of these buildings, the poorly detailed rights-of-way, the absence of sidewalks and the unsightly overhead utilities make the area unwelcoming for visitors and an uninviting place for community gatherings. Notable exceptions are the Church and Cemetery, which form an excellent foundation for the proposed Church Campus.

1. CITY HALL

2. BALL FIELDS

3. POST ROAD TOWARDS SOUTH
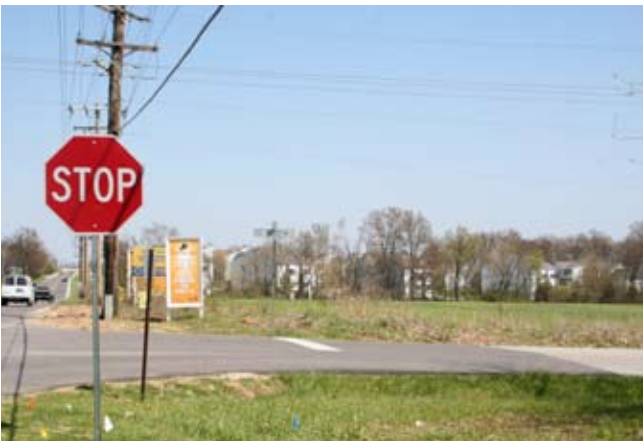
4. SOUTHEAST CORNER OF POST ROAD AND HIGHWAY N
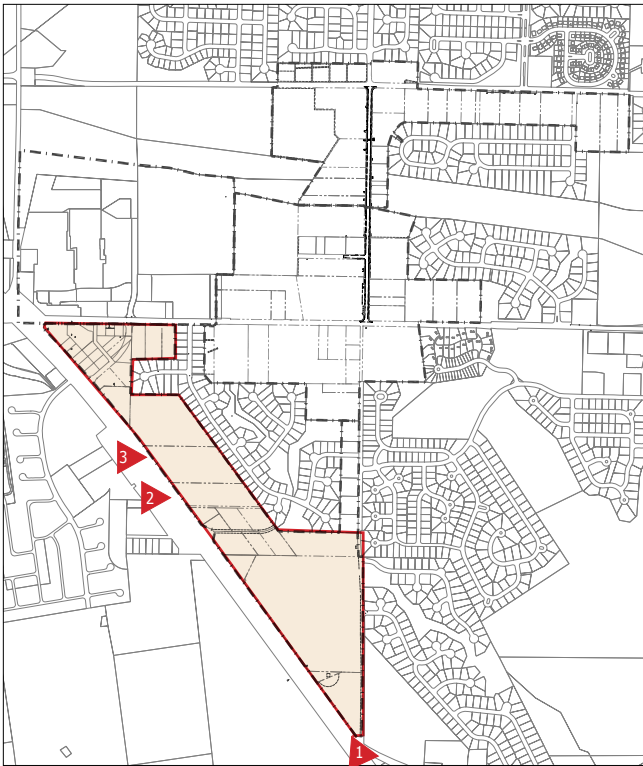
The Technology Campus sector, located on the land between State Road 40 (I-64) and Post Road, has great regional visibility on account of its location adjacent to and directly visible from the highway, which is a major transportation corridor in the St. Charles County and metropolitan St. Louis area.

Although the portion of this corridor which lies within the Dardenne Praire expansion zone is largely undeveloped, large strips of land both to the North and South of Dardenne Prairie have already been developed in a manner similar to that proposed in this master plan. Accordingly, some of the region's largest employment centers will be in close proximity to the Dardenne Prairie Technology Campus, and all of the developments can enjoy the benefit of the physical link provided by the highway itself and the connectivity provided by the area's high tech infrastructure.

1.TECHNOLOGY DRIVE

2. ANTIQUE STORE ALONG TECHNOLOGY DRIVE

3. AUTO RELATED BUSINESS ALONG TECHNOLOGY DRIVE
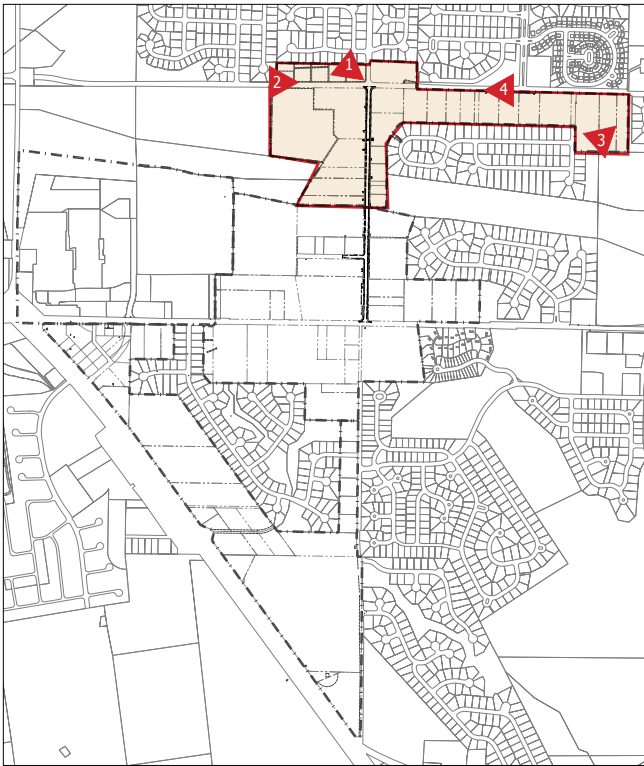
The Feise Road corridor currently features low-density residential development, limited commercial development and and undeveloped land. Adjacent corridors primarily feature residential development.

Feise Road itself is currently under construction for a significant widening, and will soon be able to accommodate additional traffic. Even before redesign, this corridor enjoyed good connectivity, and it will easily be able to accept a slight increase in intensity, particularly at the juncture of Feise Road and Post/Hanley Road, which is a well-travelled local intersection.

1. SOUTHEAST CORNER OF FEISE ROAD AND POST ROAD

2. FEISE ROAD & POST ROAD INTERSECTION

3. CHURCH ON FEISE ROAD

4. UNDERGOING EXPANSION OF FEISE ROAD
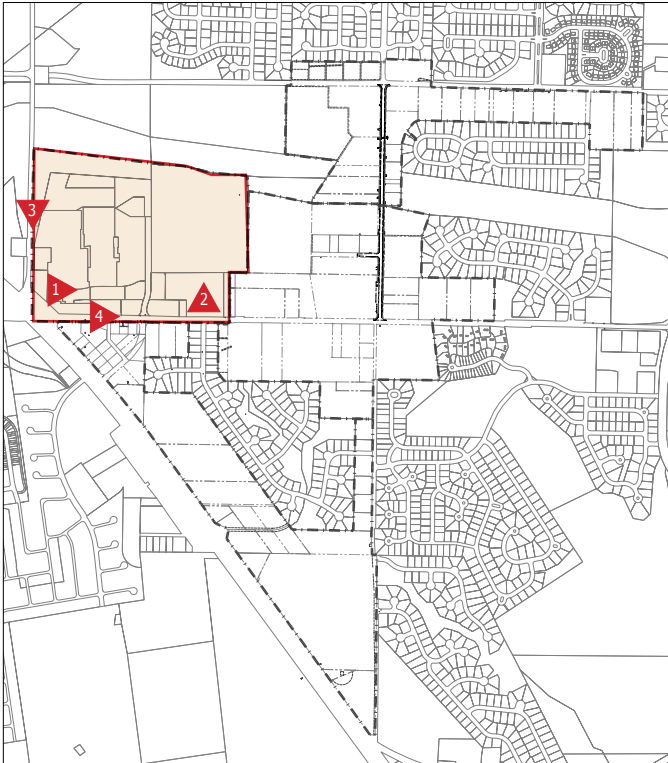
The Community Center, which is currently developed with a Target, JC Penney and other national retailers, as well as a movie theater, was designated as a fourth site within the uptown Dardenne Prairie masterplan. The site, which is home to Dardenne Prairie's only current retail offerings, presents an infill opportunity, and a chance to retrofit single-use, sprawl-style development into a mixed-use community center.

1. TARGET SURFACE PARKING

2. MOVIE THEATER

3. HENKE ROAD TOWARDS THE SOUTH

4. COMMUNITY CENTER EDGE

PLAN

MIXED-USE

PRIVATE LOTS

CIVIC

CIVIC PLAZAS

PARKING

OPEN SPACE

PLAY FIELDS

WATER BODIES

VICINITY

N

0   400   800   1600

The Uptown Dardenne Prairie Master Plan is a proposal for a new mixed-use center which will create a civic core for the City and provide residents with additional services and amenities in close proximity to their homes. The plan, which is composed of four distinct sectors, includes proposed commercial, residential and office uses, as well as civic and recreational amenities such as plazas, green spaces, playing fields, and other civic spaces. These downtown sectors are designed to become a unified, comprehensive center connected by pedestrian-friendly thoroughfares.
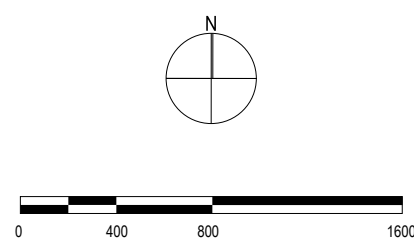
The four sites, which together comprise Uptown Dardenne Prairie, offer infill opportunities in an otherwise developed corner of the City. Residential neighborhoods, primarily consisting of single family houses on winding roads and cul-de-sacs, border the proposed development on the north, south and east, while a highway borders the west side. While the proposed development will offer convenient retail and recreational amenities for neighborhood residents in close vicinity to their homes, the design of their streets will remain unchanged.
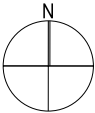
N

0   400   800   1600

1. CITY CENTER

2. TECHNOLOGY CAMPUS

3. LIVE/WORK CORNER

4. COMMUNITY CENTER

N

0   400   800   1600

The Uptown Master Plan includes four sectors, each of which will have a distinct character and function and offer a different mix of commercial, residential and civic offerings.
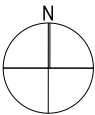
The sectors include the City Center, located at the intersection of Post Road and Highway N, the Technology Employment Campus, located adjacent to Interstate 64, the Live-Work Corner, located on Feise Road, and a mixed-use Community Center retrofitted from the existing shopping center, including Target, J.C. Penney and other national retailers.

Uptown Dardenne Prairie will consist of several neighborhoods, all of which are mixed-use, including residential, commercial and office space. Above, several neighborhoods are designated by circles, which signify the pedestrian shed.

The pedestrian shed, which is based upon an average 1,320 foot-radius, represents the five to seven minute duration in which most people choose to walk rather than drive. The master plan allocates a mix of commercial, residential and civic uses within each pedestrian shed, providing residents and visitors with most of their daily needs within walking distance. While most of the neighborhoods are defined by the traditional five-minute pedestrian shed, the Community Center is defined by a ten-minute shed, as it features more extensive commercial development with a regional draw.

5 MINUTE WALK

10 MINUTE WALK

N

0   400   800   1600
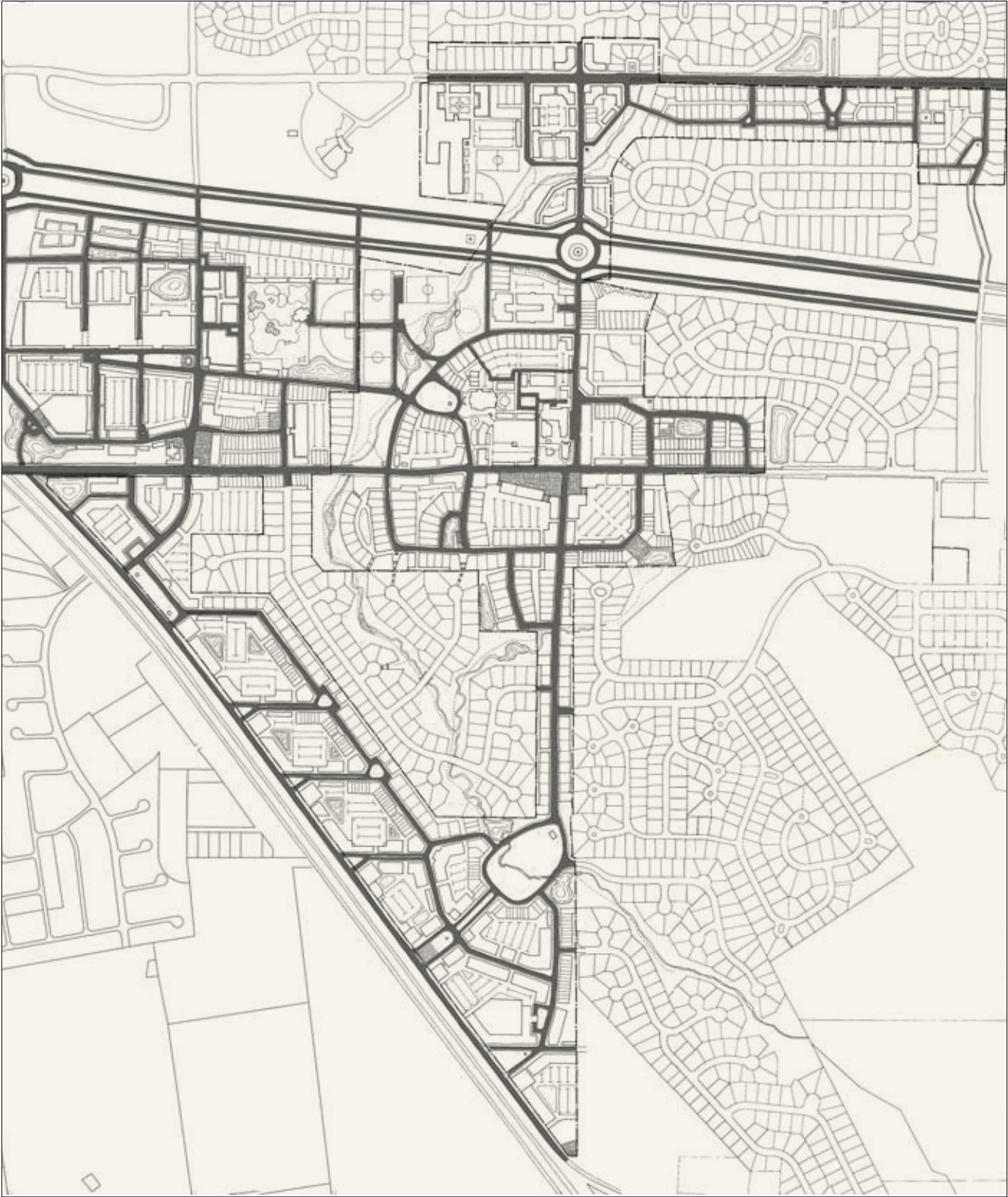
VEHICULAR NETWORK

The diagram above depicts the vehicular network within Uptown Dardenne Prairie. The streets, which will be of different sizes, with different sidewalk features and curb radii, are well-connected to the greater Dardenne Prairie network and to the region at large. Within the neighborhoods, thorough streets offer connectivity, and provide seamless connections within the Uptown, unlike the cul-de-sac pattern prevalent in the area's residential development.

N

0   400   800   1600
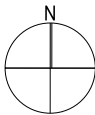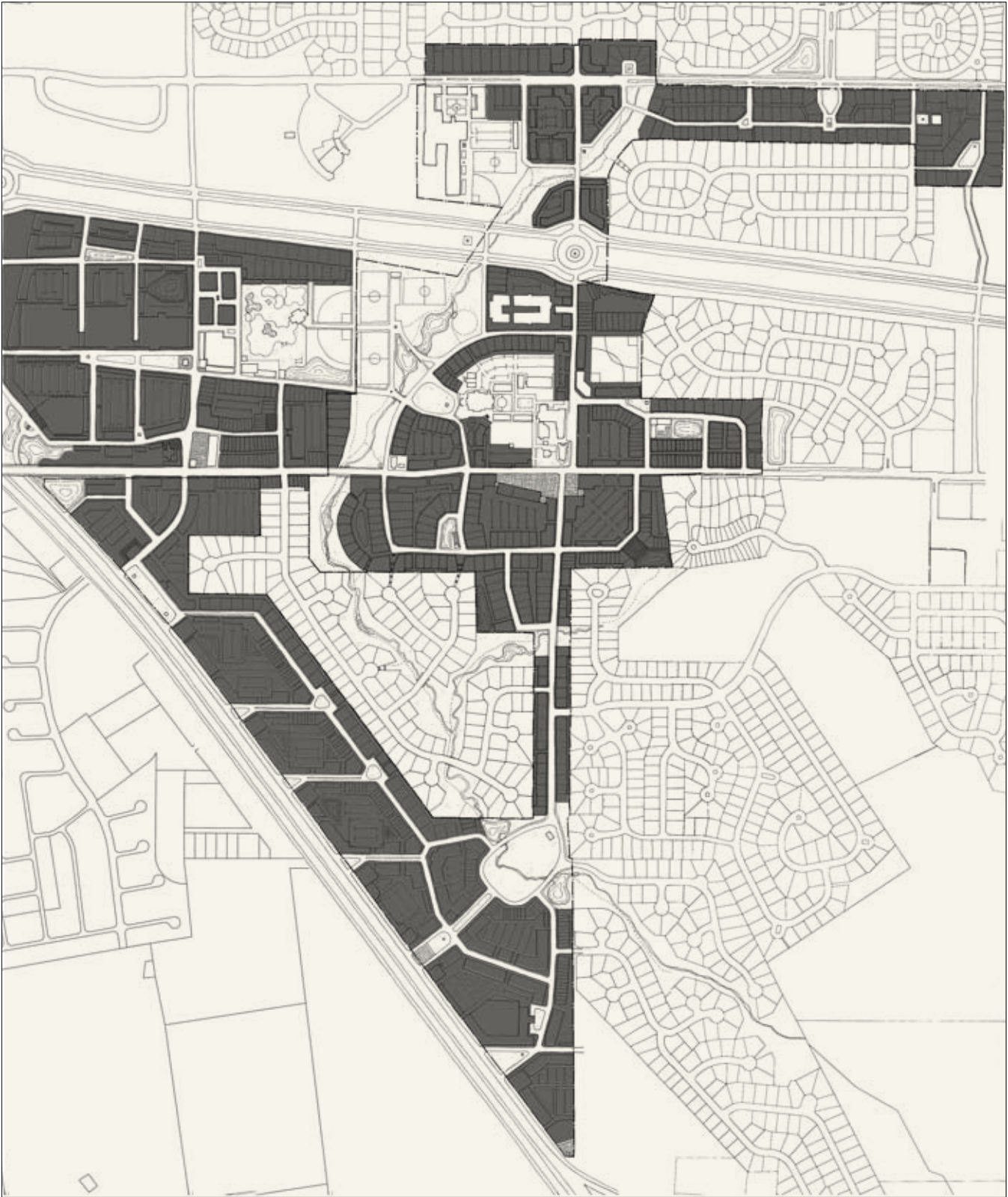
The diagram above depicts the developable land within the Uptown Dardenne Prairie master plan. Public right-of-ways, existing civic buildings and designated environmental areas are not considered developable; accordingly, those sites are preserved within the plan.

DEVELOPABLE LAND

N

| 0 | 400 | 800 | 1600 |
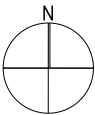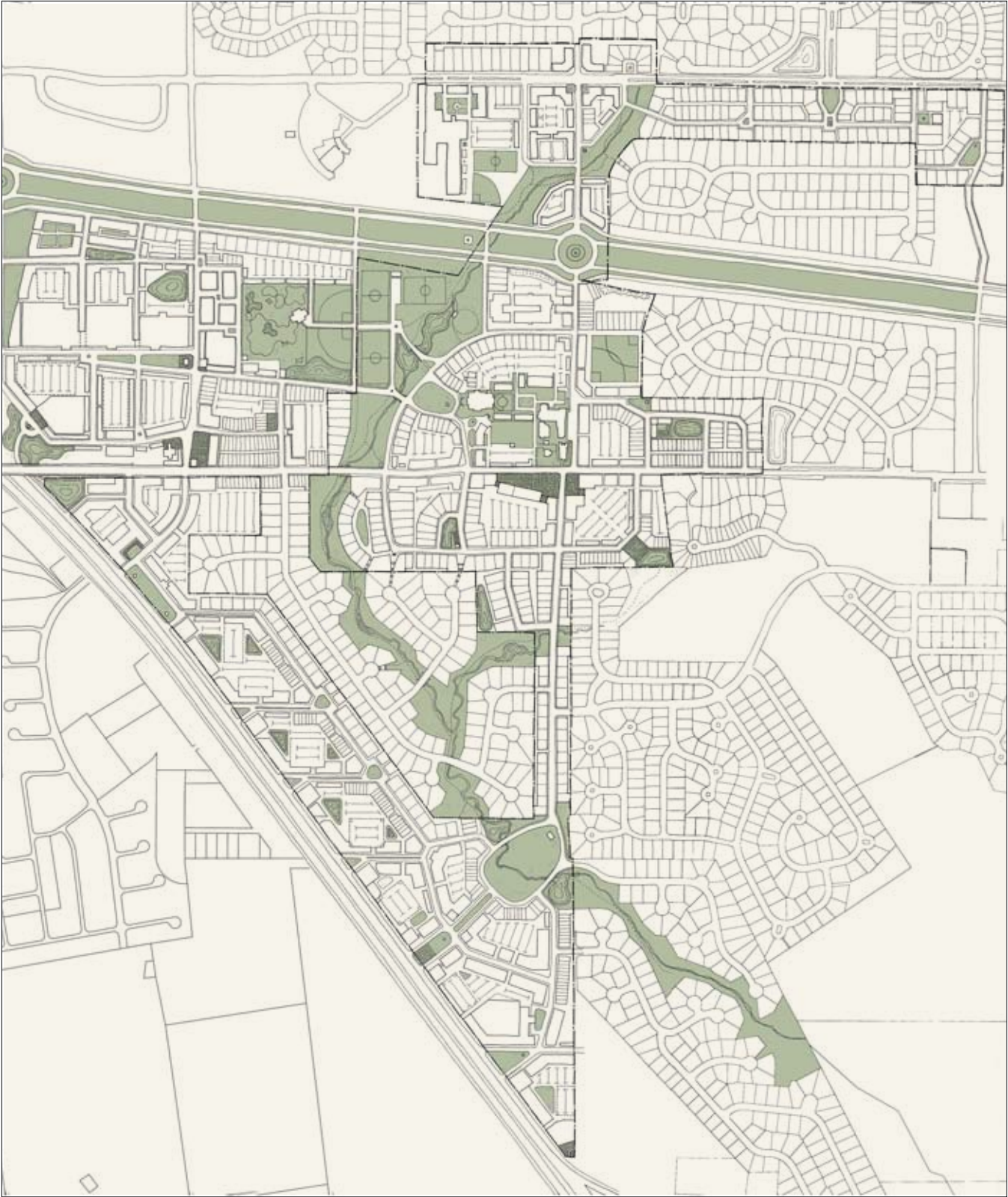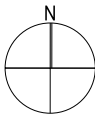
OPEN SPACE

The diagram above depicts the open space within Uptown Dardenne Prairie. Parks, squares, plazas and greenways are all featured, with many of the greenways preserving environmentally-sensitive portions of the site, such as the floodplain and the banks of the creek.

Public civic space, including pocket parks and small plazas, will be accessible within a less-than five-minute walk of every residence, and will serve as community gathering places for neighborhood residents and visitors.

N

0   400   800   1600
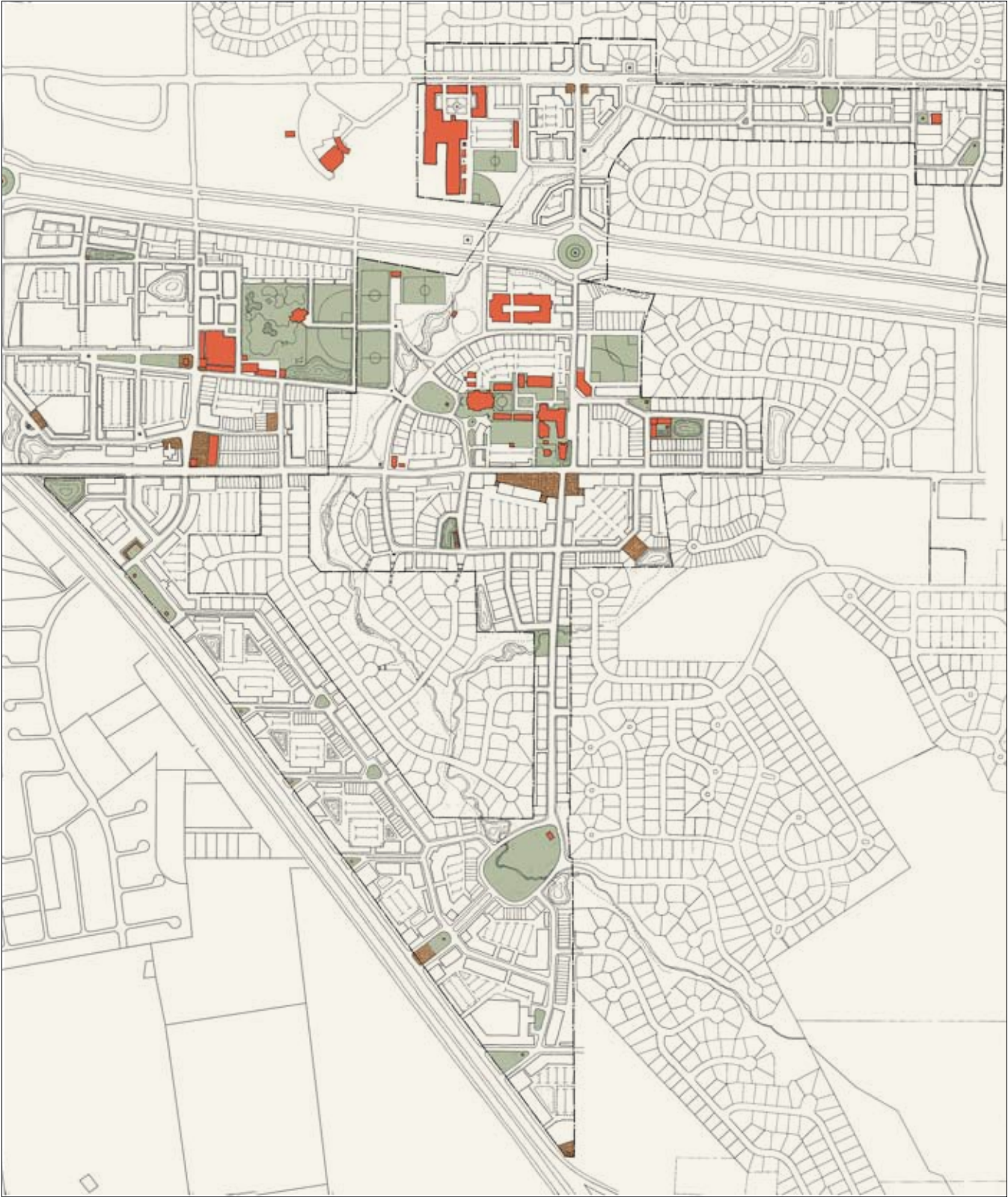
Above, Uptown Dardenne Prairie's existing and proposed civic sites are noted, including civic buildings, plazas and parks. Existing civic buildings include the Knights of Columbus Hall, which will be relocated, and two historic churches. Civic buildings proposed for new construction include an iceskating rink, a new City Hall, a market, a new church and a firestation.

BUILDINGS OF CIVIC IMPORTANCE
PLAZAS
PARKS

N

| 0 | 400 | 800 | 1600 |
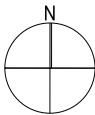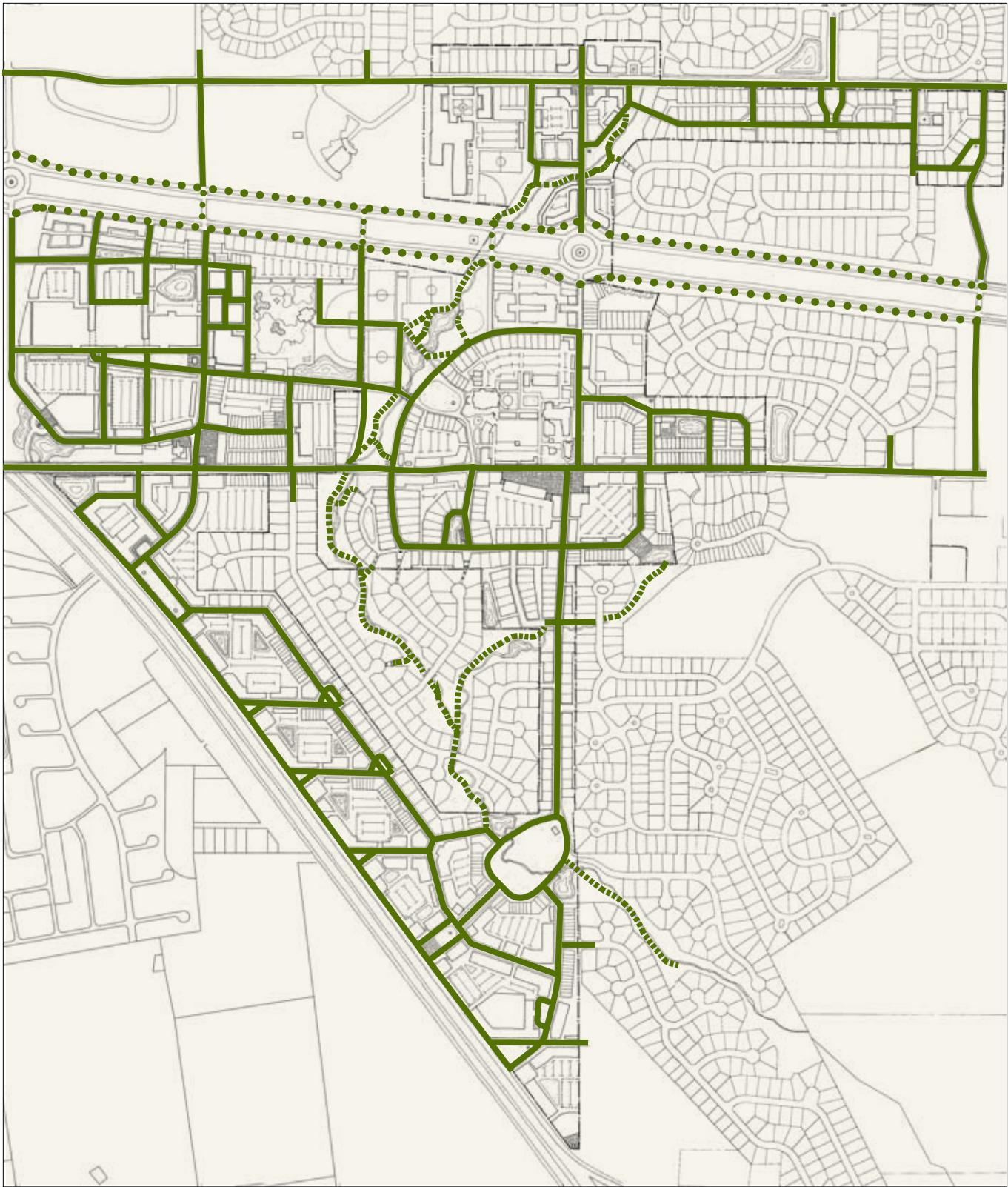
DEDICATED LANE

SHARED ROUTE

NATURAL BIKE PATH

The Uptown Dardenne Prairie master plan features a variety of options for bicyclists, including dedicated bike lanes, shared routes and natural bike paths. These thoroughfares will both improve Uptown's connectivity and encourage alternative modes of transportation aside from automobile use.

N

0   400   800   1600
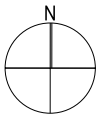
A. PAGE PARKWAY

B. UNITED SERVICES

C. BALL FIELDS

D. BASEBALL FIELD

E. NEW CITY HALL

F. CHURCH CIVIC GREEN

G. COMMUNITY POOL

H. CEMETERY

I. EXISTING CHURCH

J. MIXED USE BUILDINGS

K. CITY PLAZA

L. SURFACE PARKING

M. NEIGHBORHOOD CIVIC SPACE

N. RESIDENTIAL LOTS

O. RETENTION AREA

P. NATURAL PRESERVE

The City Center is the heart of Uptown Dardenne Prairie, and features a mix of residential, commercial and civic elements. The existing church campus is located at the Center's core, and is adjacent to civic offerings including the City Plaza, Baseball Field and new City Hall. Mixed-use buildings activate this area, with shopfronts with apartments above lining the main thoroughfares and shielding the parking structures. Single family residences are located at the edges of the neighborhood, creating a transition from the mixed-use civic center to the area's existing suburban development.

N

0   250   500   1000

1. AERIAL OF THE NEW CITY HALL AND BASEBALL FIELD

2. VIEW NORTH ON POST TO EXISTING CHURCH


3. VIEW OF THE CREEKSIDE NEIGHBORHOOD

A. RESIDENTIAL LOTS

B. CHURCH PARKING LOT

C. EXISTING MULTI-PURPOSE

D. FUTURE CAMPUS BUILDINGS

E. FRY HOUSE

F. CHURCH DROP-OFF

G. SERVICE AREA

H. NEIGHBORHOOD GREEN

I. PRAYER GARDEN

J. EXISTING NEW CHURCH

K. EXISTING PLAZA

L. COURTYARD/SCHOOL DROP-OFF

M. PROPOSED PARISH OFFICE

N. PROPOSED ENTRANCE GATES

O. EXISTING SCHOOL

P. EXISTING CEMETERY

Q. MIXED-USE BUILDINGS

R. MIXED-USE LINERS

S. EXISTING RECTORY

T. EXISTING OLD CHURCH
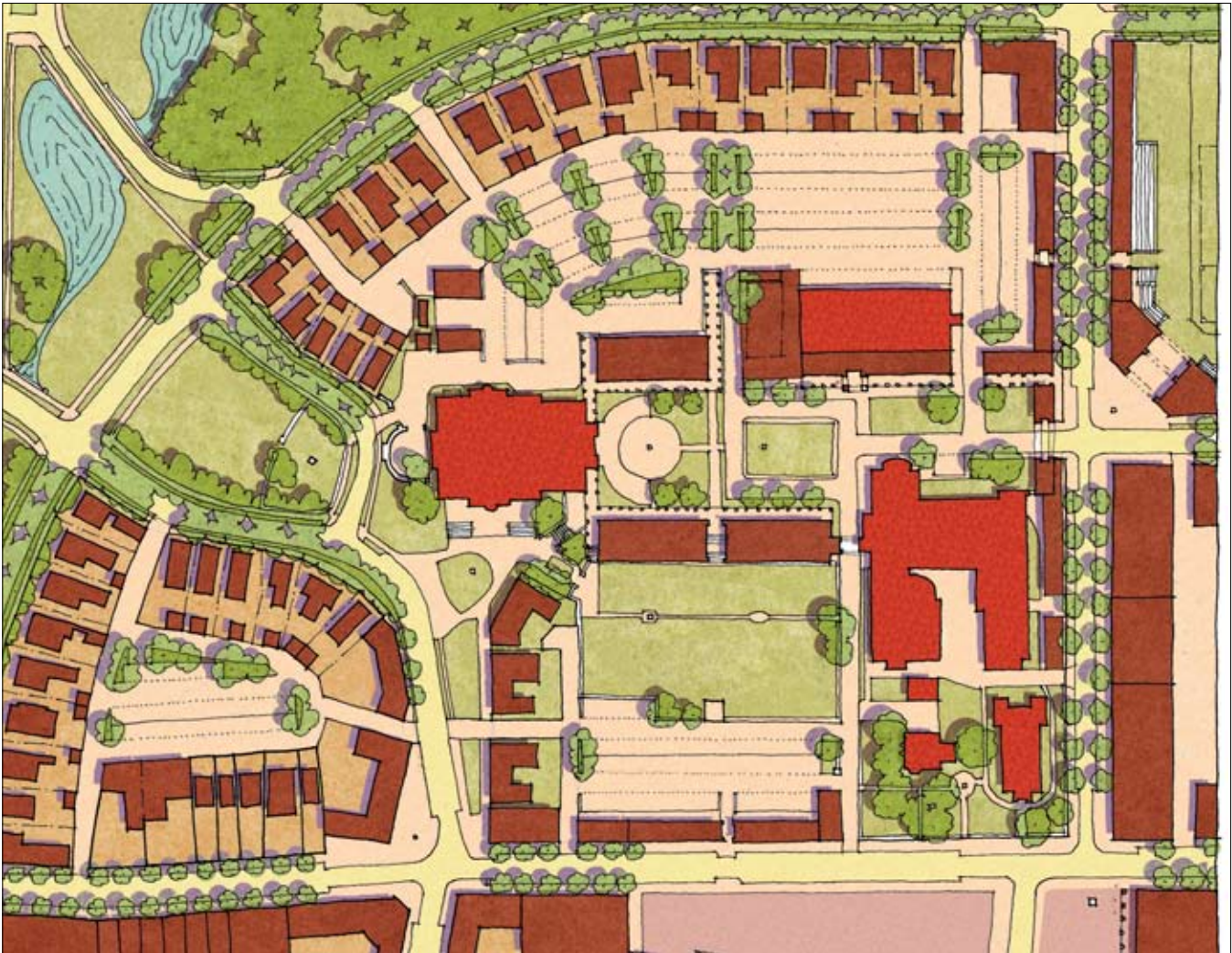
CATHOLIC CHURCH OF DARDENNE PRAIRIE PROPOSED CAMPUS MASTER PLAN

The Church Campus forms the core of the City Center, and features both civic elements, such as the existing church and cemetary, and new residential and mixed-use offerings. The new church is framed by infill fabric buildings, creating views throughout the City Center and giving residents and visitors a sense of orientation.

N

0   250   500   1000
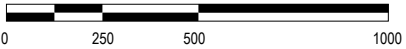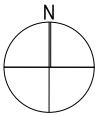
While the existing church offers an graceful civic presence, it is currently surrounded by parking lots and service areas. The proposed liner buildings and arcaded courtyards will frame the building, creating ample civic space and views throughout the City Center. In addition, overhead utilities will be placed underground. These courtyards and vistas may become the symbol of Dardenne Prairie.

EXISTING CONDITION

1. VIEW THROUGH THE COURTYARD

2. VIEW FROM HIGHWAY N/ MAIN STREET

EXISTING CONDITION

EXISTING CONDITION

3. VIEW FROM THE GREEN ALONG THE CREEK

4. SOUTH ENTRANCE

EXISTING CONDITION
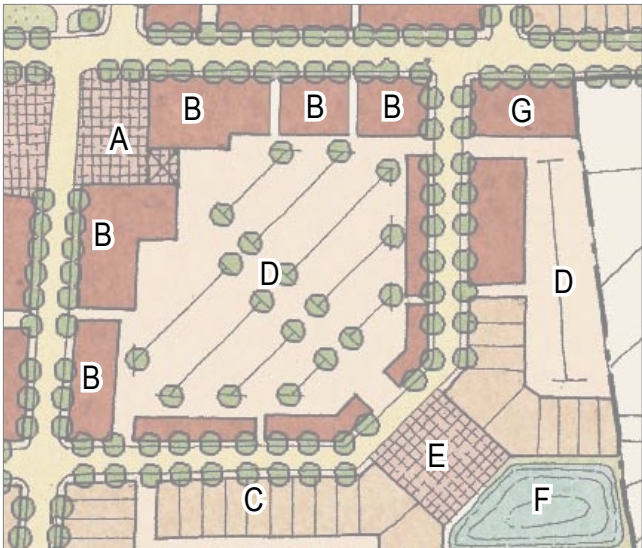
A. CITY CENTER PLAZA
B. COMMERCIAL / MIXED-USE BUILDING
C. LIVE-WORK LOTS
D. SURFACE PARKING
E. CIVIC PLAZA
F. RETENTION AREA
G. MIXED-USE BUILDING
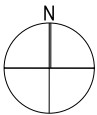

CITY CENTER SOUTHEAST QUADRANT ILLUSTRATIVE PLAN

The southeast quadrant of the City Center features mixed-use buildings and civic space, as well as ample parking, shielded behind liner buildings. Main Street and Post Road are lined with live/work units and other mixed-use buildings two and three stories tall, creating a lively streetscape for the pedestrian. A retention area offers a water element to be shared with the adjacent residents.
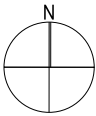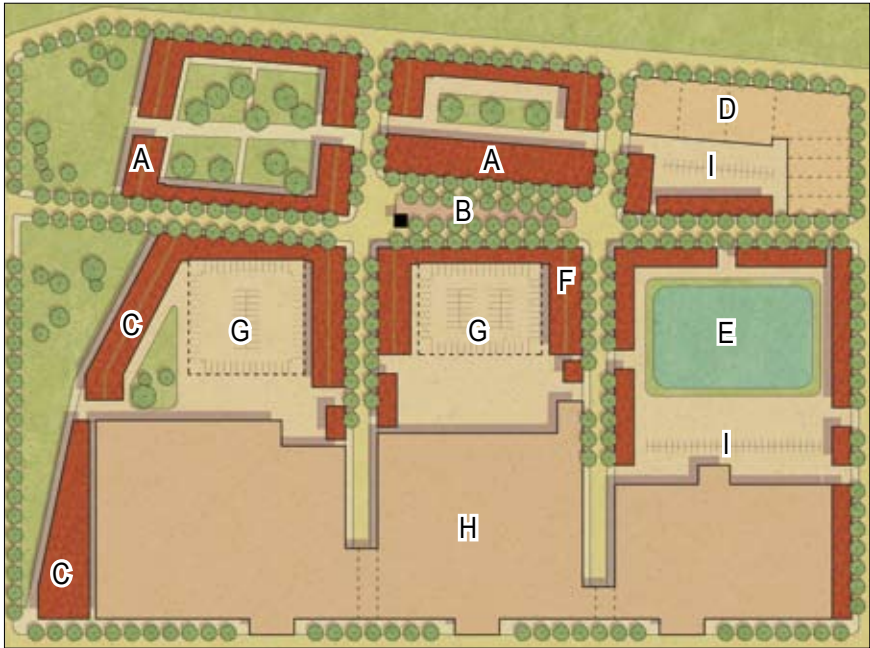
A. PAGE PARKWAY

B. COURTYARD BUILDINGS

C. RESIDENTIAL LOTS

D. CIVIC SPACE

E. COMMERCIAL BUILDINGS

F. PARKING

G. RETENTION POND

H. POTENTIAL PARKING GARAGE

I. CARPET HOUSING

J. SKATE PARK

K. EXISTING BIG BOX RETAIL

L. SKATING RINK/COMMUNITY POOL

M. FIRE STATION

N. TOWN CENTER SQUARE

O. PARKING GARAGE

P. EXISTING MOVIE THEATER

Q. COMMUNITY CENTER PLAZA

R. EXISTING BUILDING

S. PROPOSED BIG BOX RETAIL

T. MARKET BUILDING

U. LINER BUILDING

The Community Center, which was designated as a fourthsite during the charrette, offers a chance to retrofit a single-use shopping center into a mixed-use community center complementing the Uptown development. Large parking lots offer significant space for the development of apartments, office buildings and smaller shops, which would complement the national retailers. such as Target, which are currently located within the center. Moreover, the plan encourages the creation of public, civic spaces, which currently do not exist beyond the small, landscaped areas within the site's parking lots.

N

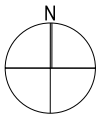0   250   500   1000

MIXED-USE / APARTMENT DEVELOPMENT   TO BE UPDATED

A.   COURTYARD BUILDINGS
B.   CIVIC PLAZA
C.   COMMERCIAL BUILDING
D.   APARMENT VILLAS
E.   RETENTION AREA
F.   LINER BUILDINGS
G.   PARKING GARAGE
H.   EXISTING BIG BOX RETAIL
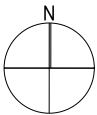I.   SURFACE PARKING

1. VIEW FROM THE TOWN CENTER

EXISTING CONDITION

N

0   150   300   600

The proposed Uptown Dardenne Prairie master plan designates the Technology Campus to be a mixed-use employment center, which will include office space intended to attract a broad range of employers from large national and multi-national corporations to midsize and small employers. Two hotels and a convention center are also proposed to complement the business activity generated within the campus as well as along the corridor. Retail space and live/work units will also accomodate service needs generated and serve as incubators for small busineses. On the edges of the development, urban villas, live/work units and houses offer a transition to the adjacent residential areas.

N

0   400   800   1600
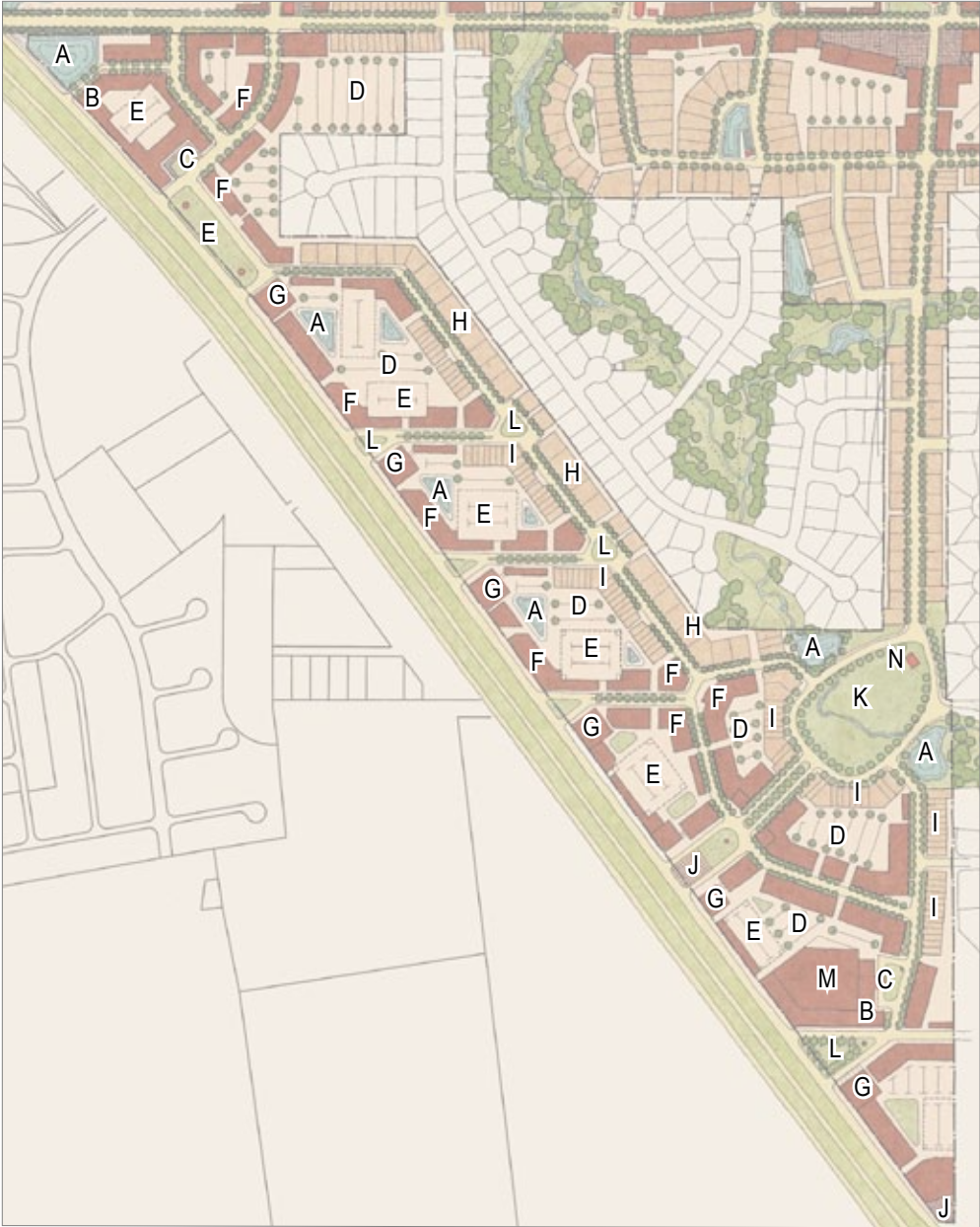
A.   RETENTION POND

B.   HOTEL

C.   HOTEL DROP-OFF

D.   SURFACE PARKING

E.   PARKING GARAGE

F.   OFFICE BUILDING

G.   OFFICE TOWER

H.   URBAN VILLA

I.   LIVE-WORK UNITS

J.   CIVIC PLAZA

K.   DARDENNE PRAIRIE OVAL

L.   SQUARE

M.   CONFERENCE CENTER
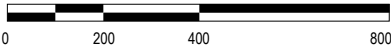
N.   EXISTING LOG CABIN/POTENTIAL
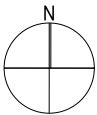   BED & BREAKFAST

N

0   400   800   1600
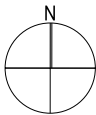
A. 5-STORY OFFICE TOWER

B. 3-STORY LINER BUILDING

C. RETENTION AREA

D. 4-STORY OFFICE BUILDING

E. 4-STORY PARKING GARAGE

F. 4-STORY OFFICE BUILDING

G. LIVE-WORK UNITS

H. 3-STORY OFFICE BUILDING

I. URBAN VILLAS

J. HOUSE LOTS
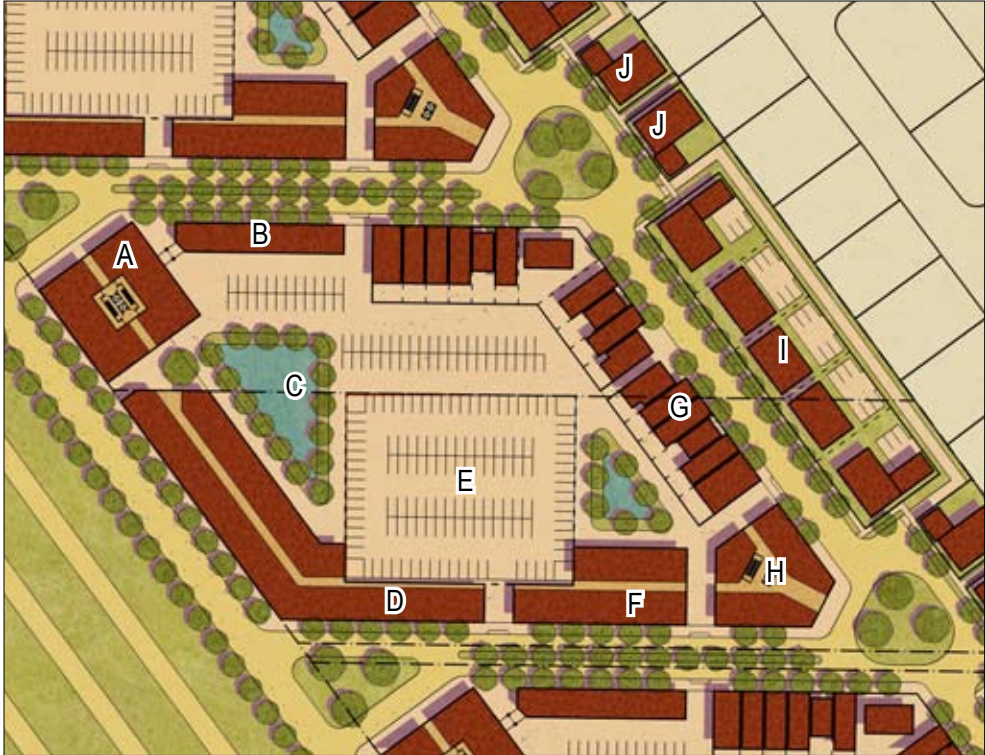
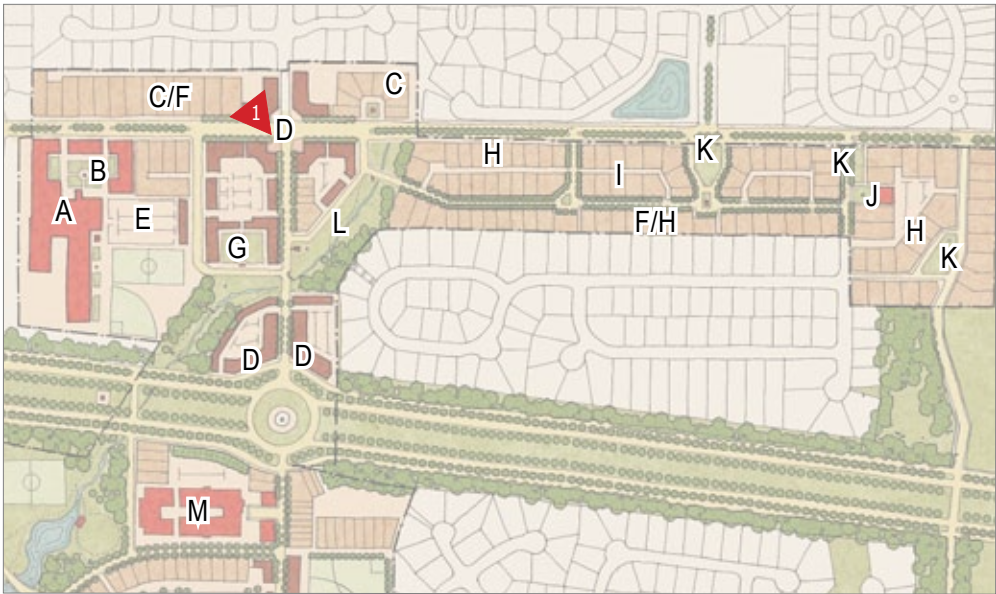TYPICAL BLOCK OF THE TECHNOLOGY CAMPUS

1. VIEW OF TECHNOLOGY DRIVE ENTRANCE

N

0   200   400   800

A. ELEMENTARY SCHOOL

B. SCHOOL DROP-OFF

C. TOWNHOUSES/ LIVE-WORKS

D. LIVE -WORKS

E. SCHOOL PARKING

F. URBAN VILLAS

G. SENIOR HOUSING

H. RESIDENTIAL LOTS

I. ALLEY

J. EXISTING CHURCH

K. PROPOSED GREENS

L. CREEK

M. UNITED SERVICES

The master plan identifies the Feise Road area as the "Live-Work Corner" sector of Uptown Dardenne Prairie. The primary intersection is designated for the development of live-work units, and low to medium-density residential units are featured towards the east. These live/work units can accomodate small businesses and family-run offices, both of which will populate the street with welcoming facades and generate pedestrian and cycling activity.

The projected implementation of Page Parkway immediately to the south of the Live/Work Corners sector will, in the future, improve the overall traffic circulation in the area as well as provide a broad green corridor. The boulevard will become an additional amenity for the area, and can be used as a linear parkway.

N

0   400   800   1600
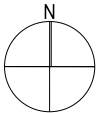
A.   PROPOSED APARTMENT VILLAS

B.   PROPOSED ROWHOUSES

C.   SHARED SURFACE PARKING LOT

D.   ALLEY

E.   SENIOR CARE FACILITY

F.   SERVICE AREA

G.   RECREATIONAL COURTYARD

H.   GARDENING AREA

I.   ENTRANCE AND STORAGE BUILDING

J.   EXISTING CREEK
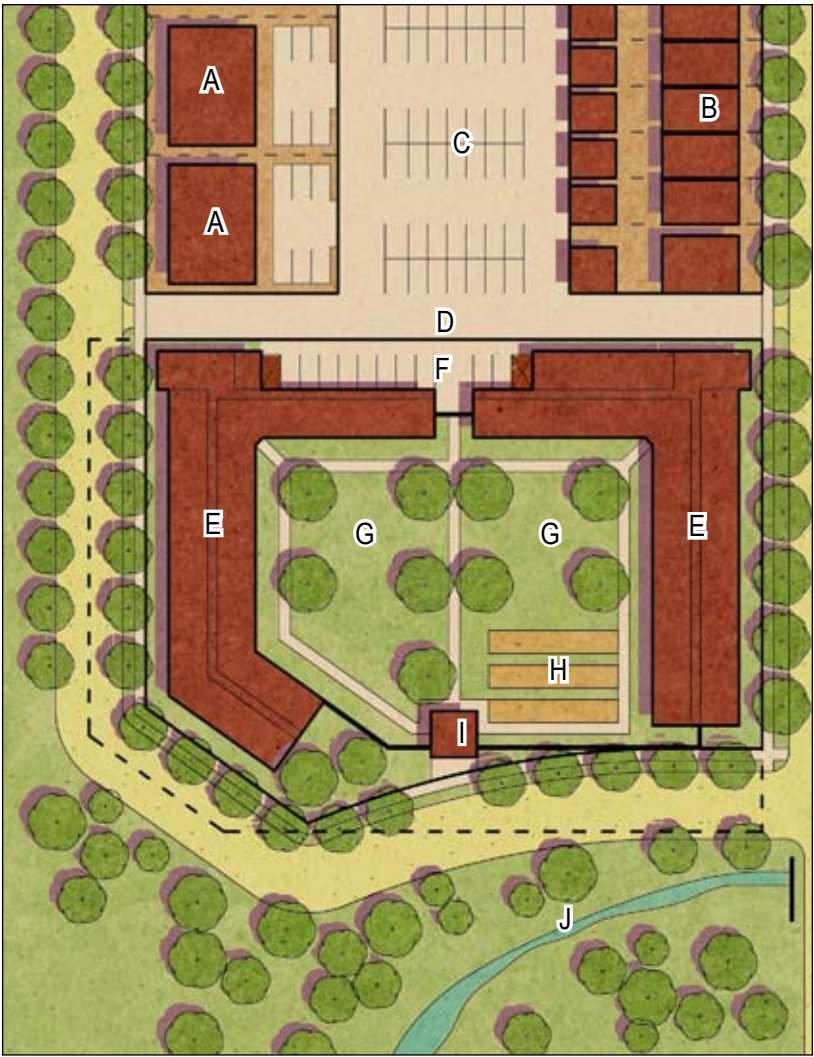
SENIOR HOUSING PROPOSED MASTER PLAN

A senior care facility is proposed near the intersection of Hanley and Feise Roads. This proposed facility incorporates two buildings of approximately 40 rooms each, with shared facilities arranged around an internal courtyard. The buildings, indicated by the letter "E" are double-loaded corridor buildings which face Hanley Road to the east, the creek to the south, and the school to the west. Parking for this facility is shared with the proposed apartment villas, rowhouses, and corner live-work buildings in an internal block parking area indicated by the letter "C". Additional service and convenience parking is provided adjacent to the senior care facility, indicated by the letter "F", as well as on street parking surrounding the facility.

The configuration of these buildings creates a large area of private, internal open space. Suggested programming for this space includes gardening, indicated by the letter "H". The courtyard is oriented towards the creek to the south, and is intended to be a continuation of this natural open space into the senior care facility.
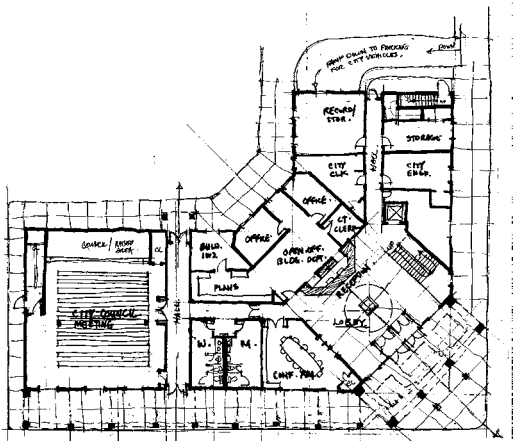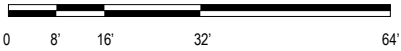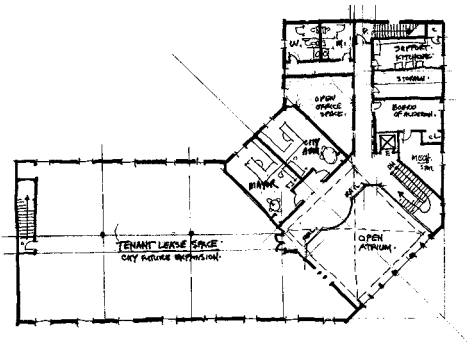
N

0   50   100   200
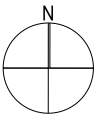
ARCHITECTURE

FRONT ELEVATION

SIDE ELEVATION

0   8'   16'   32'   64'
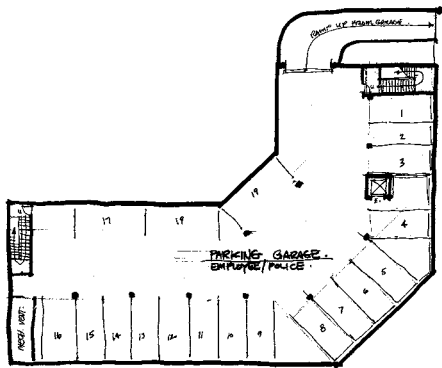

GROUND FLOOR PLAN

SECOND FLOOR PLAN

BASEMENT FLOOR PLAN
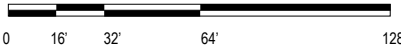
The City Hall is the principal new civic building proposed in the Uptown Dardenne Prairie master plan. The building, which is located in the City Center neighborhood, occupies the southwest corner of the existing Baseball Field, and will receive maximum pedestrian traffic on account of its visibility and high-profile location. This two-story, brick building will feature municipal offices, conference and meeting space and some leasible flex space, and will become a landmark within Uptown Dardenne Prairie.

0   16'   32'   64'   128'

IMAGES COURTESY OF ARCHITECT TIM SHORT & STUDIO ONE ARCHITECTURE
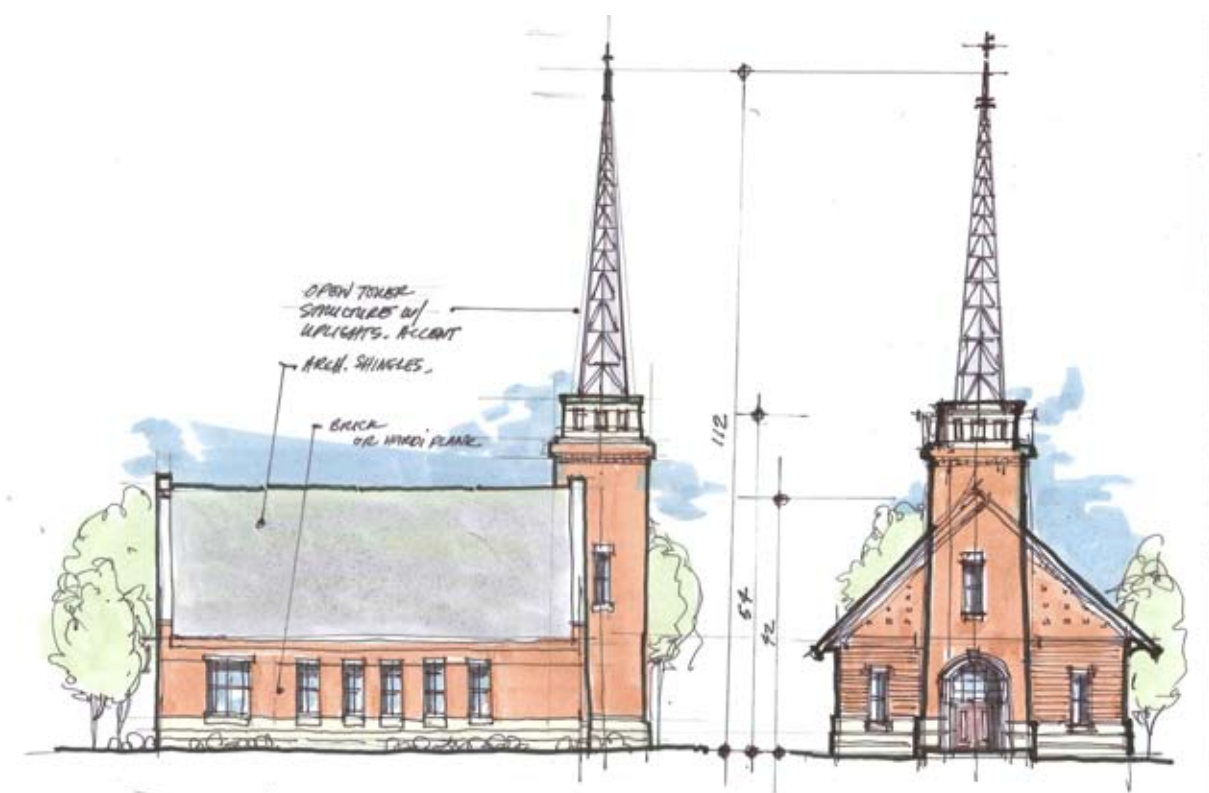
SIDE AND FRONT ELEVATION
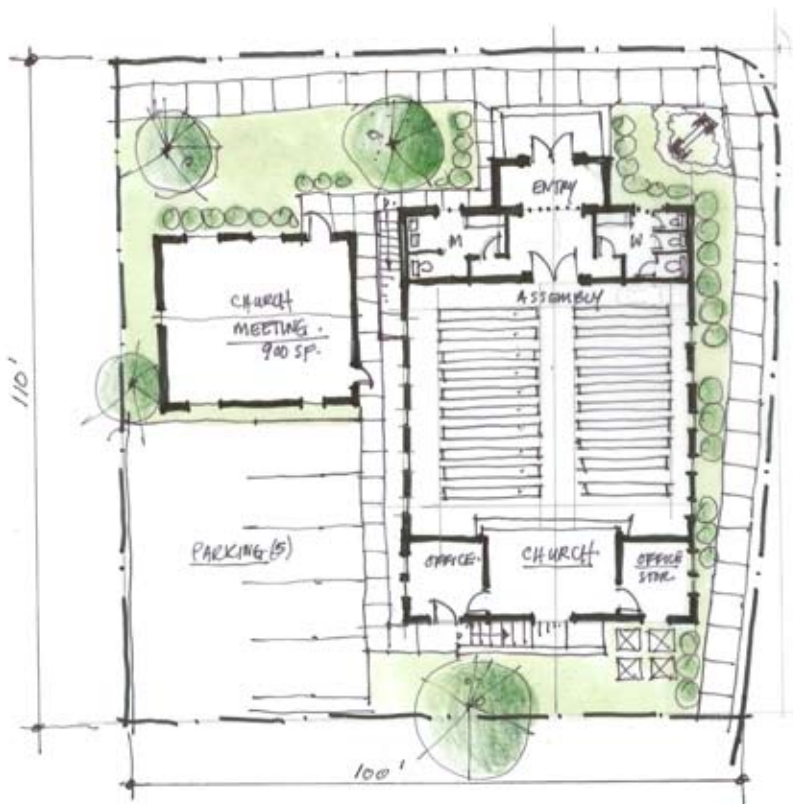
GROUND FLOOR PLAN

This proposed church is designed in line with the architectural character of Dardenne Prairie's current religious buildings. The open tower offers a contemporary accent, and could serve as an additional landmark within the Uptown area.

IMAGES COURTESY OF ARCHITECT TIM SHORT & STUDIO ONE ARCHITECTURE
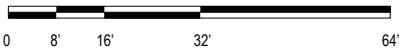
ATTACHED LIVE-WORK STREET ELEVATION

DETACHED LIVE-WORK STREET ELEVATION

ATTACHED THREE-STORY LIVE-WORK STREET ELEVATION

These attached and detached live/work units will greatly contribute to Uptown's lively pedestrian environment. Featuring large, groundfloor storefronts and awnings, the units may accommodate retail or office space on the ground floor and living or office space above. The attached units offer the most urban prototype, while the detached units are a suitable transition to the lower-density, primarily residential areas.
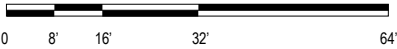
IMAGES COURTESY OF ARCHITECT TIM SHORT & STUDIO ONE ARCHITECTURE

FRONT ELEVATION

0   4'   8'   16'   32'
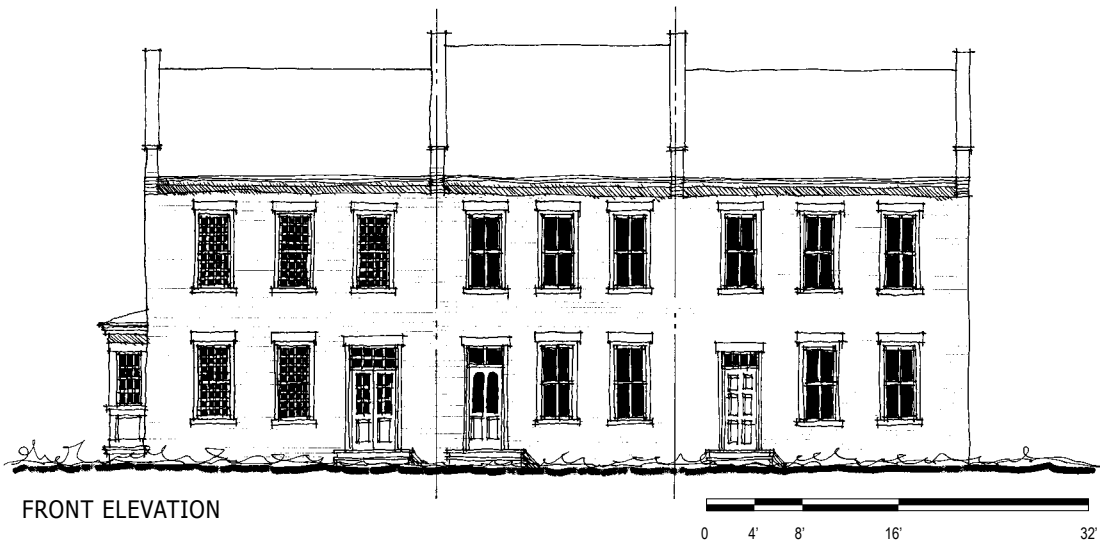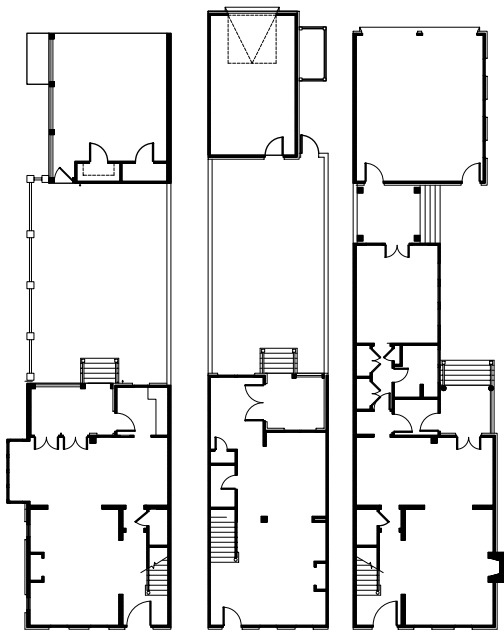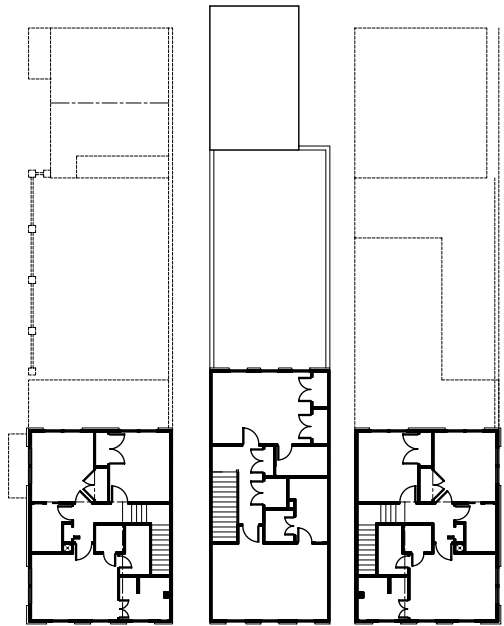
GROUND FLOOR PLANS

SECOND FLOOR PLANS

Attached townhouse units are featured in the City Center, and Live/
Work Corner. These two-story units feature differing floor plans,
although all are of similar size, varying between 20 and 24 feet
wide.
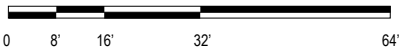
0   8'   16'   32'   64'

IMAGES COURTESY OF ARCHITECT BILL ALLISON & ALLISON RAMSEY ARCHITECTS

FRONT ELEVATION

0   4'   8'   16'   32'
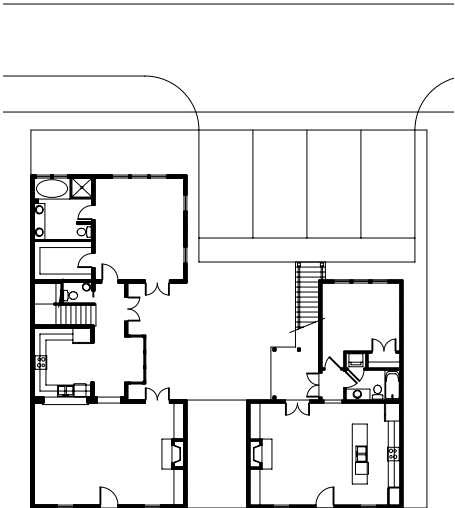
GROUND FLOOR PLAN

SECOND FLOOR PLAN

The courtyard villa offers private, recreational space in the form of an enclosed courtyard. These units, accommodating three residences on a lot approximately 80 feet wide and 120 feet deep. They are proposed for the shallow lots framing the newly realigned Post Road.

0   8'   16'   32'   64'

IMAGES COURTESY OF ARCHITECT BILL ALLISON & ALLISON RAMSEY ARCHITECTS

FRONT ELEVATION

0 4' 8' 16'   32'

GROUND FLOOR PLAN

SECOND FLOOR PLAN
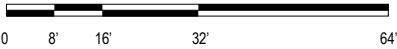
These urban villas feature four to six apartments, although the buildings themselves can appear to be single-family mansions. Above, an urban villa accommodates four two-bedroom apartments. On the next page, a villa comprises five apartments, including two one-bedroom apartments, two two-bedroom apartments and a third-floor three-bedroom apartment.

0 8' 16'   32'   64'

IMAGES COURTESY OF ARCHITECT BILL ALLISON & ALLISON RAMSEY ARCHITECTS

FRONT ELEVATION

0 4' 8'   16'   32'
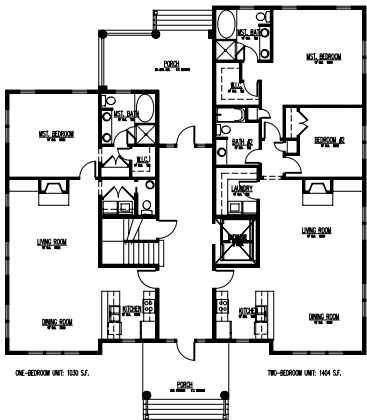
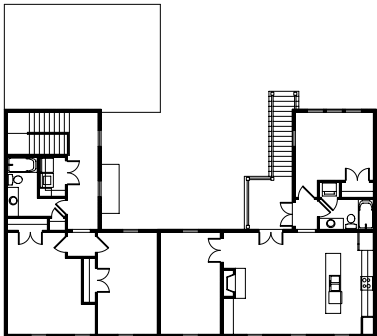GROUND FLOOR PLAN

SECOND FLOOR PLAN

THIRD FLOOR PLAN

0   8'   16'   32'   64'
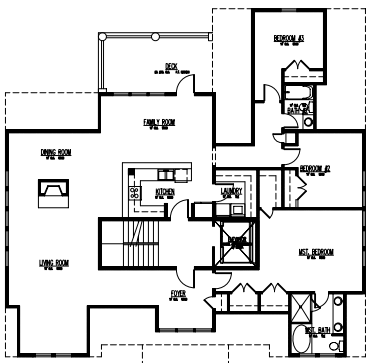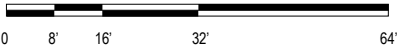
IMAGES COURTESY OF ARCHITECT BILL ALLISON & ALLISON RAMSEY ARCHITECTS

SINGLE FAMILY HOUSES STREET ELEVATION
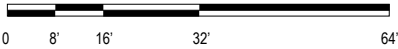
0   4'   8'   16'   32'

"NEXT STEP"/CARPET HOUSING

Above, single family houses are set on small lots, modelled after those observed by the team in St. Louis neighborhoods. "Next step" housing offers an affordable alternative for young homebuyers or those looking to downsize. These single-story cottages, which feature courtyards for maximum privacy, can be densely sited, though the look along the street is that of detached houses. Below, a grid of cottages fit together on a small block. Parking is accommodated on the street along the edges of the block.
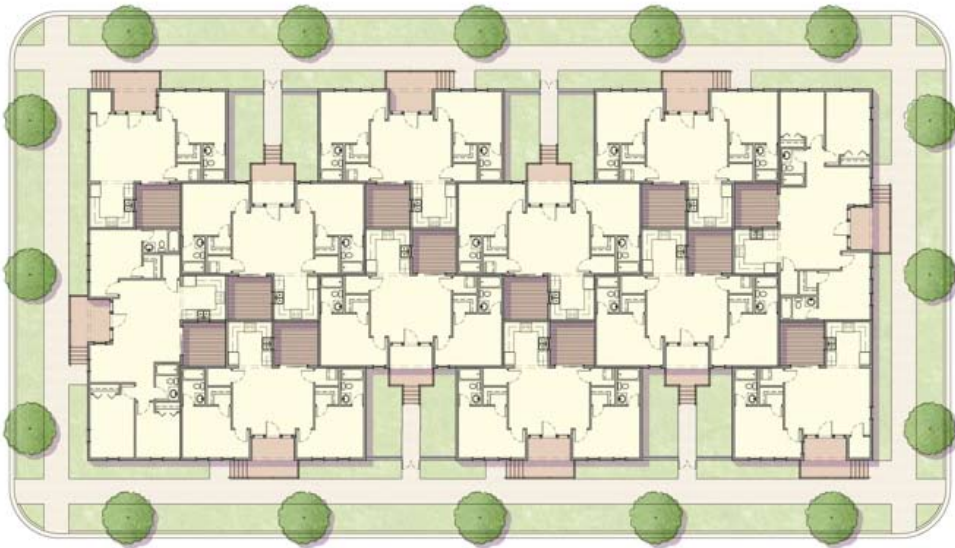
"NEXT STEP"/CARPET HOUSING SITE BLOCK

0   8'   16'   32'   64'
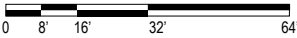
IMAGES COURTESY OF ARCHITECT TIM SHORT & STUDIO ONE ARCHITECTURE & DUANY PLATER-ZYBERK & COMPANY

FRONT ELEVATION
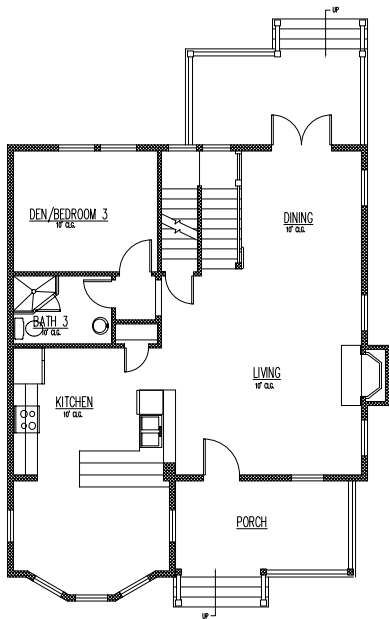
GROUND FLOOR PLAN
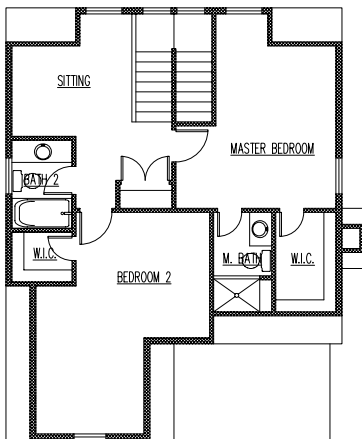
SECOND FLOOR PLAN

Above, a cottage designed for a 40-foot wide lot offers a flexible two or three bedroom space. A small front porch offers residents a chance to relax in the public realm; a back porch offers additional recreational space as well. Parking is always accommodated in the back of the lot, either in a garage or on the street.
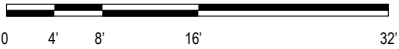
0   4'   8'   16'   32'

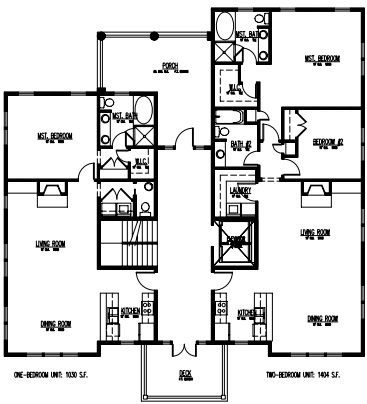IMAGES COURTESY OF ARCHITECT BILL ALLISON & ALLISON RAMSEY ARCHITECTS
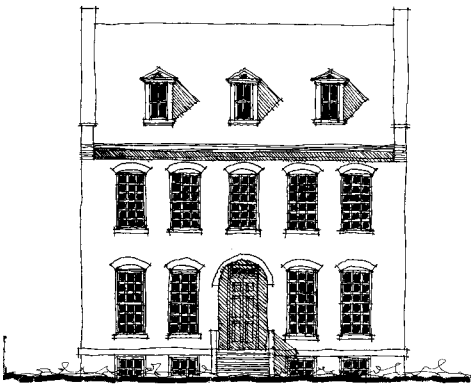
FRONT ELEVATION
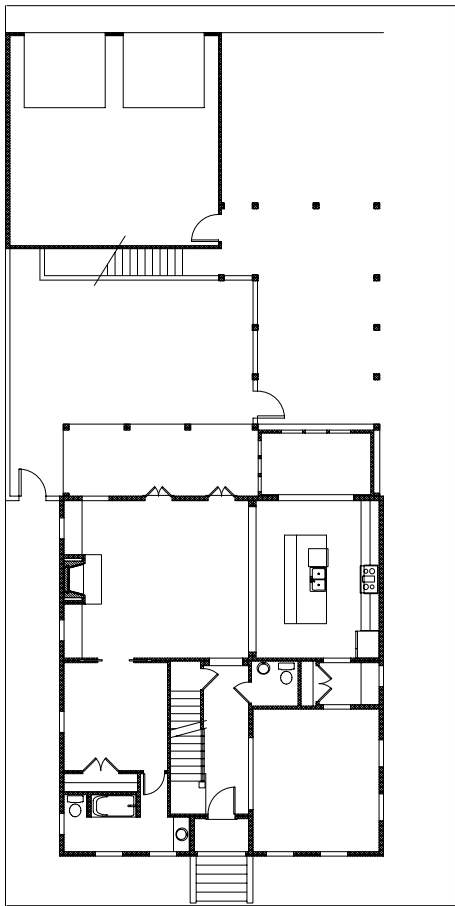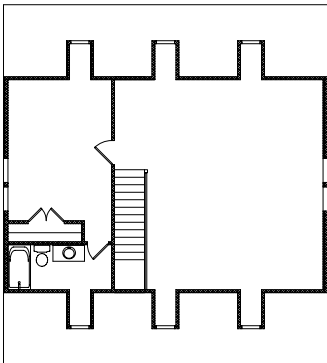
LOFT FLOOR PLAN
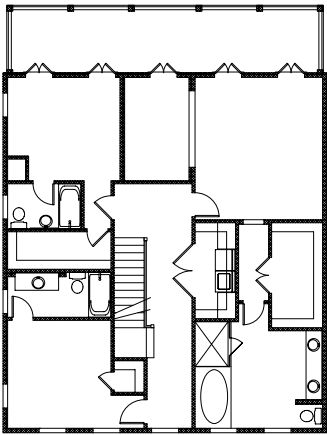
GROUND FLOOR PLAN

SECOND FLOOR PLAN

Single family houses, such as the three story building above, are also featured in the masterplan. These larger houses will provide accommodations similar in size to those offered in Dardenne Prairies' current suburban-style subdivisions; however, they will be located close to lively urban environments. The house above has five bedrooms and is spacious in its front facade, which is quite urban in character and will fit comfortably next to townhouses or live/work units. The simplicty of the architecture and detailing will also make it more affordable and easy to build.

0   4'   8'   16'   32'

IMAGES COURTESY OF ARCHITECT BILL ALLISON & ALLISON RAMSEY ARCHITECTS

FRONT ELEVATION
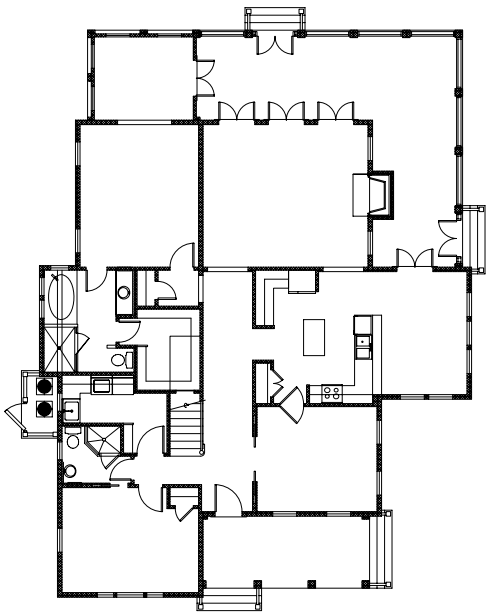
GROUND FLOOR PLAN
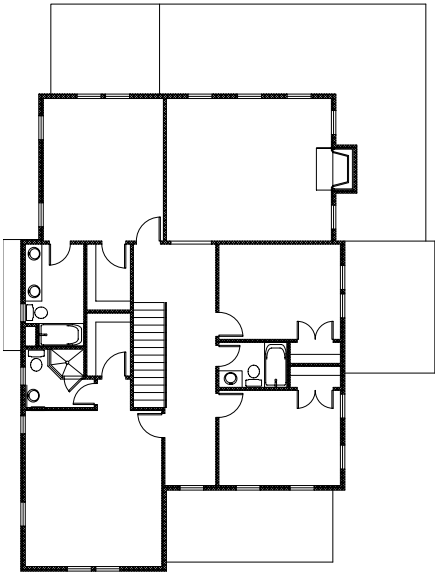
SECOND FLOOR PLAN

Above, a single-family house features a generous porch in the front as well as in the back . The house, which is designed for the larger, 60 foot lot, could also feature a garage or outbuilding in the backyard.

0   4'   8'   16'   32'
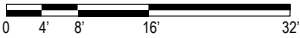
IMAGES COURTESY OF ARCHITECT BILL ALLISON & ALLISON RAMSEY ARCHITECTS

TRANSPORTATION

1. CONNECTIVITY

The existing street network in Dardenne Prairie is a disconnected pattern consisting of cul-de-sac streets overlying a sparse rural road system. The recommended street network developed at the charrette is a highly connected system of streets of several different sizes and functions. Increased connectivity will help balance traffic flows as the area develops and provide greater Emergency Services access.

2. HIGHWAY 364/PAGE CONNECTOR

This is a planned 8-lane facility connecting St Louis to points west of Dardenne Prairie. Analysis indicates that 8 lanes may be more than needed and that the 8 lane configuration will be detrimental to the development of the town. The recommended design for Page is a parkway design starting with four lanes, but expandable to six or eight lanes if necessary in the future. There are a number of advantages to this design as described in the report below.

3. LOCAL CIRCULATION

As indicated in Item 1, above, the local network is currently disconnected and places higher volumes of traffic on a few streets. Local circulation will be greatly improved with the recommended street network for two reasons. First, greater connectivity allows automobile traffic to disperse over the entire grid. Second, the new streets are designed as narrow, slow, walkable streets that, in conjunction with walkable land use design, will encourage and allow higher rates of walking and bicycling, shifting more trips out of the automobile mode.

VIEW OF POST ROAD TOWARDS SOUTH

The current Dardenne Prairie thoroughfare network primarily features cul-de-sacs and isolated feeder roads. In fact, as shown in Figure 1, Dardenne Prairie currently has only 10 connected intersections, forcing most traffic onto Post Road/Hanley Road, Feise Road, or Highway N. These roads are constructed as rural roads without sidewalks or speed management for walkability.

The proposed network, shown in Figure 2, adds 28 new connections, including connections to and across Highway 364/Page

Connector. The additional connectivity will provide multiple access points for traffic and allow new traffic growth to occur without strangling the existing street system.

Since all new streets are proposed to be optimized for walkability, with small block sizes, sidewalks, street trees, and carefully managed traffic speeds, the finer network of streets will also permit and encourage greater levels of walking and bicycling than currently exist.
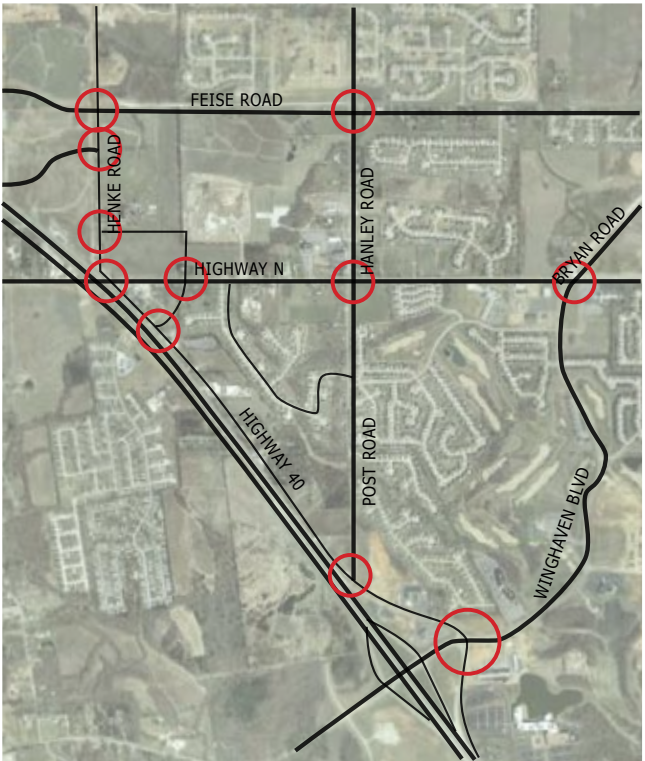
FIGURE 1
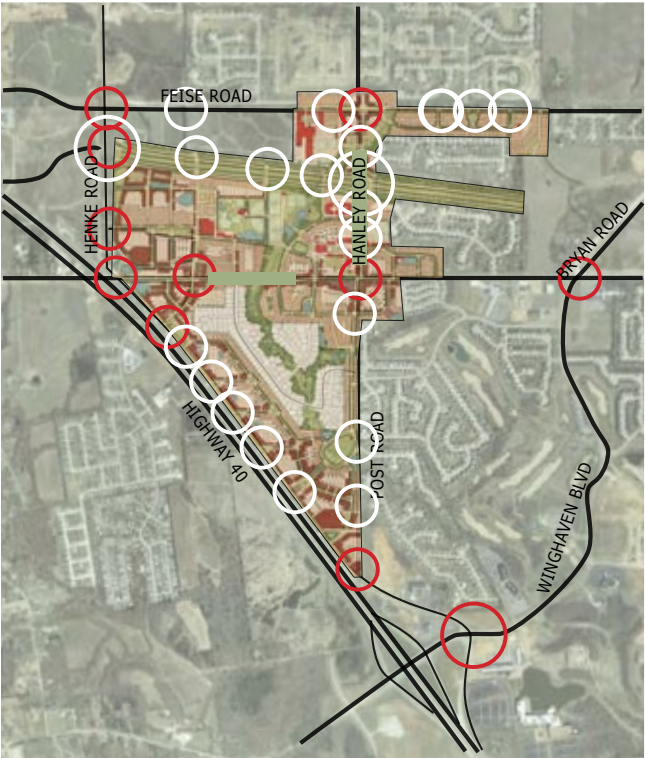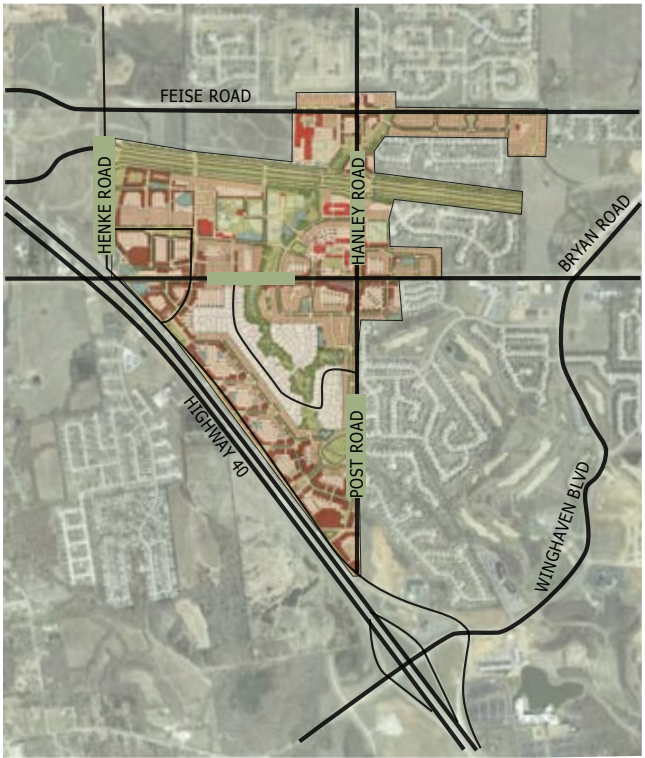
FIGURE 2

The proposed route of Hwy 364/Page Connector is shown in Figure 3. The proposed design is a conventional 8-lane controlled access facility, which bisects the town center. While this roadway design may be appropriate for a rural or suburban context in which there is no existing street system or urban fabric, it is not optimal when considering walkability and the prosperity of the areas surrounding the roadway.

Throughout the twentieth century, these types of roadway designs have often proved harmful to neighborhoods. Wide, fast roads of the type proposed for Page invariably divide neighborhoods, often creating as much or more congestion than they initially alleviate and even bringing blight to urban areas. In addition, existing traffic counts and projections provide limited support for the need for this type of road from a capacity standpoint. Projected traffic for Hwy 364/Page Connector is 75,800 vehicles per day (vpd) in 2023 and 100,750 vpd in 2050. MODOT 2005 daily traffic counts of I-70 between Dardenne Prairie and St Louis show that I-70 as a six lane facility carries 116,000 vpd (Annual Average Daily Traffic).

A boulevard, modeled after Ward Parkway in Kansas City, offers an alternative to the current proposal. This road would support pedestrian-friendly development and would provide more aesthetic benefits to the adjacent neighborhoods.
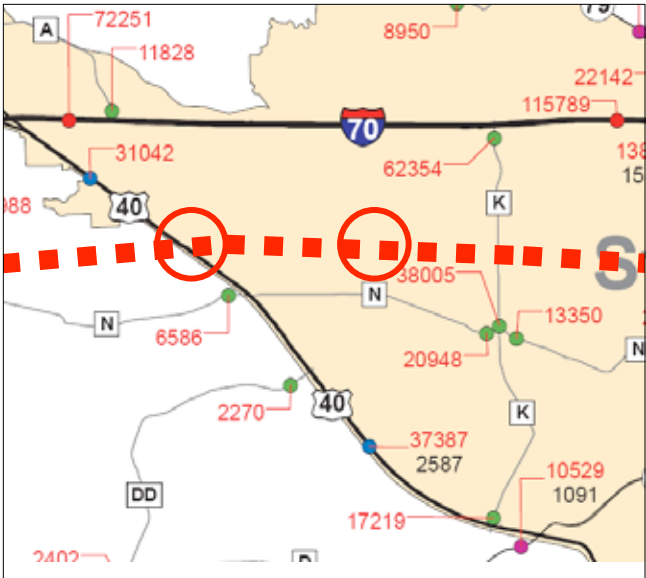
FIGURE 3

 HIGHWAY 364/ PAGE CONNECTOR

 CONNECTIONS TO UPTOWN DARDENNE PRAIRIE

Ward Parkway, which is pictured above, provided the inspiration for the boulevard proposal. The boulevard features traffic circles at major intersections and a wide, tree-lined median. Among the advantages of this design are the avoidance of the retaining wall required by a bridge as well as a picturesque thoroughfare with a more pleasant footprint on the ground. A Boulevard in the proposed configuration would handle a significant volume of traffic albeit at calmer speeds.

At right, a diagram depicts design reconfigurations which could accommodate increased traffic levels. The reconfiguration shown in black would add a deceleration lane and an acceleration lane alongside the main parkway; these lanes would intersect the local throughfares with smaller circles. Even in this revised configuration, the roads feature a great amount of green space and present a sympathetic profile to the abutting development.
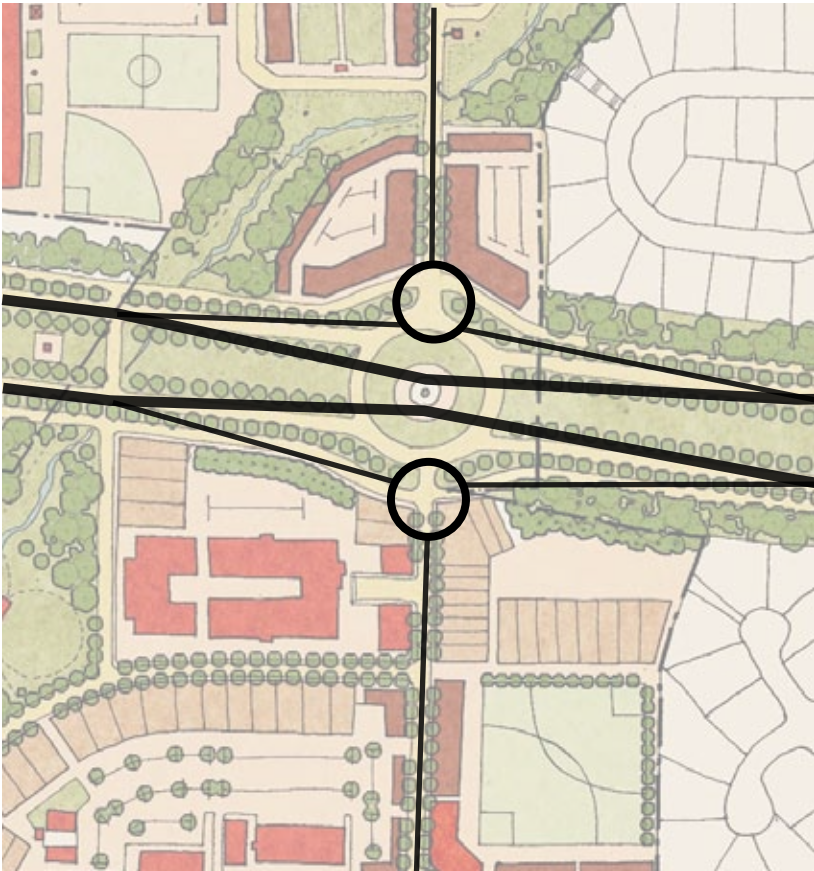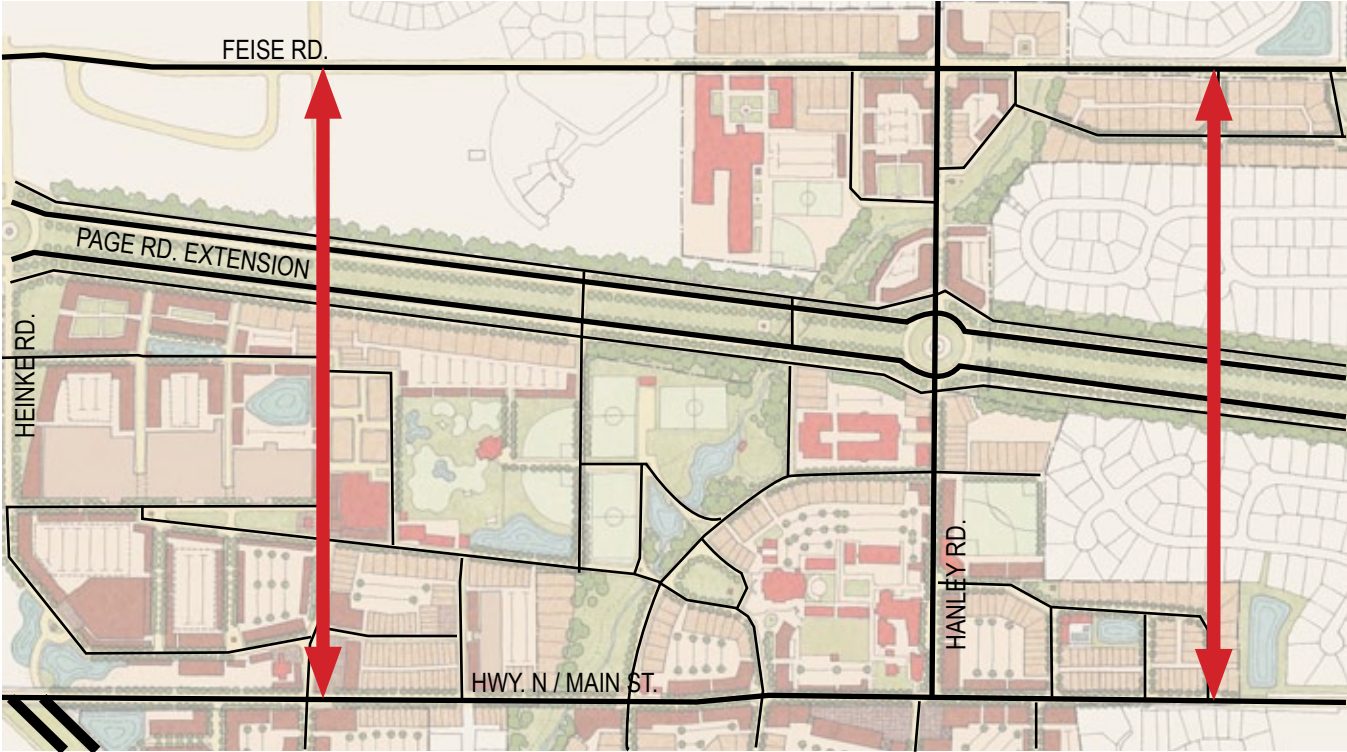
THE PARKWAY DOUBLES THE NORTH-SOUTH EMERGENCY FIRE ROUTES
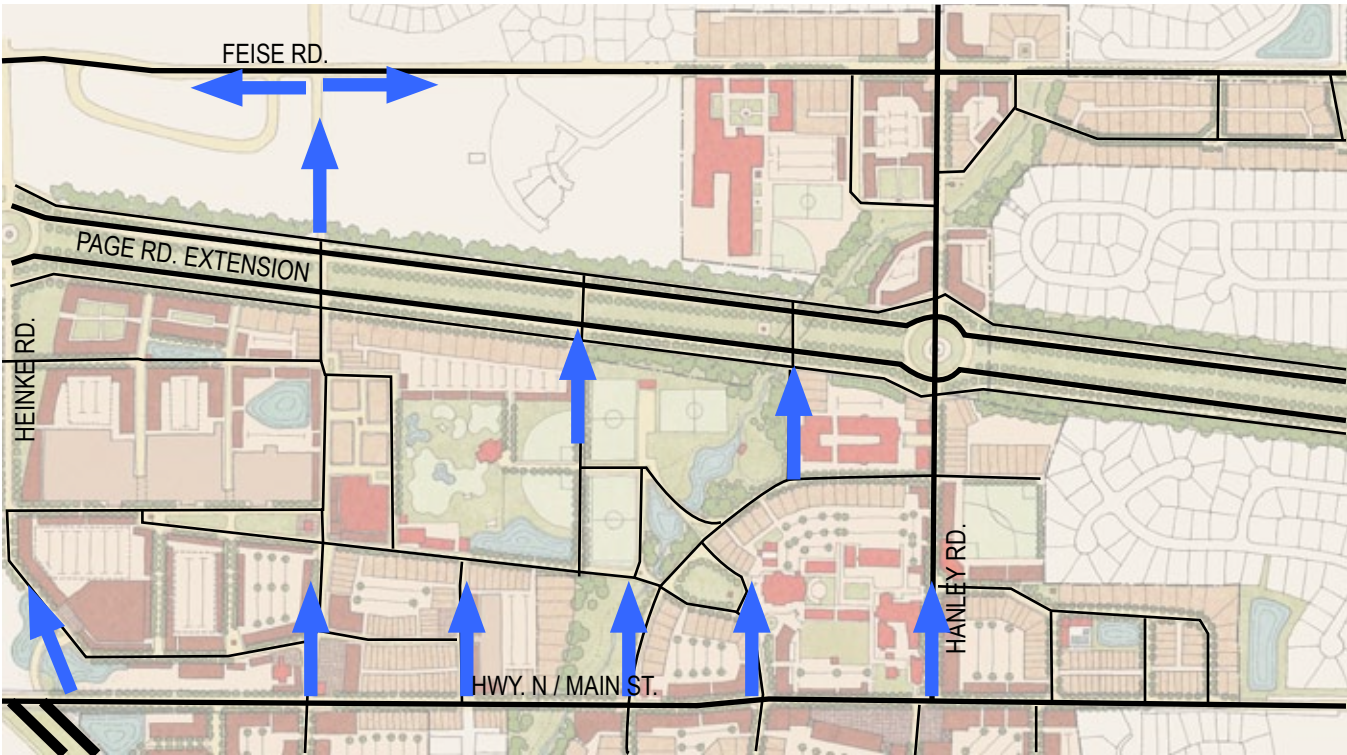
ADDITIONAL CONNECTIONS BALANCE CAPACITY ON HWY N, FEISE RD.

Beyond its aesthetic benefits, the parkway proposal offers increased connectivity, which would benefit the City of Dardenne Prairie as a whole. Above, diagrams show the increased number of fire routes, and the additional connections which balance capacity on Highway N and Feise Road.
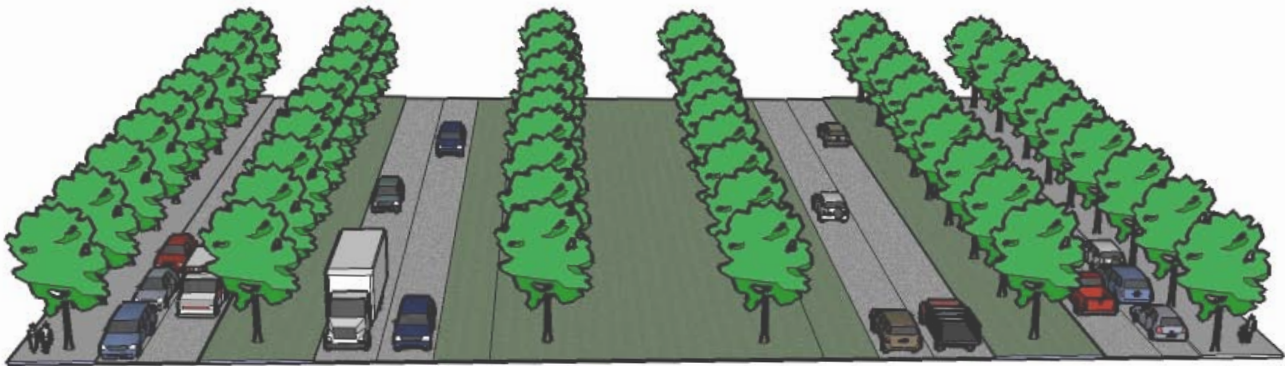
FLEXIBLE PARKWAY STARTS AS 4 LANES...
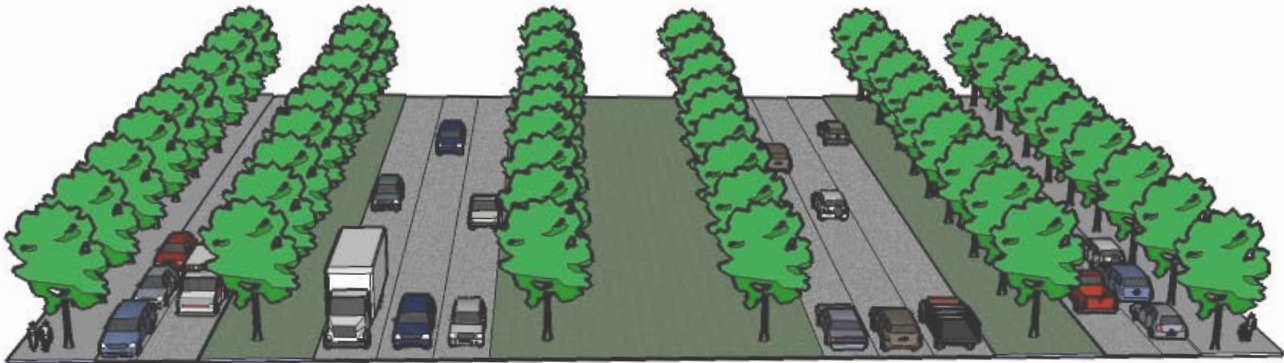
...AND GROWS TO SIX LANES IF NEEDED,
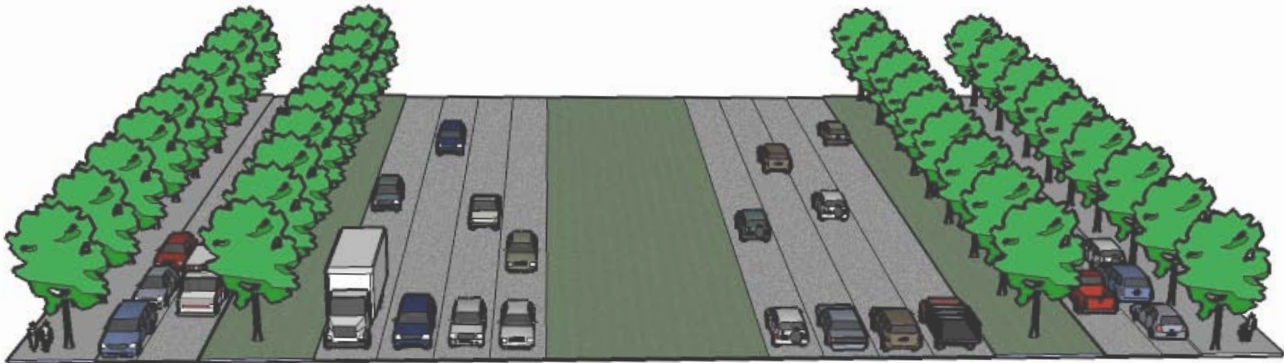
OR EVEN 8 LANES IF ABSOLUTELY NECCESSARY

The flexible parkway design can accommodate a great range of lanes, from four lanes to six lanes to eight lanes. While these options all have different vehicular capacities, all feature pedestrian-friendly sidewalks and scenic landscaping.

NOTE: Information contained on this page is subject to change over time.

The contents of this page may be superseded by specific regulations in the Uptown Dardenne Prairie SmartCode.
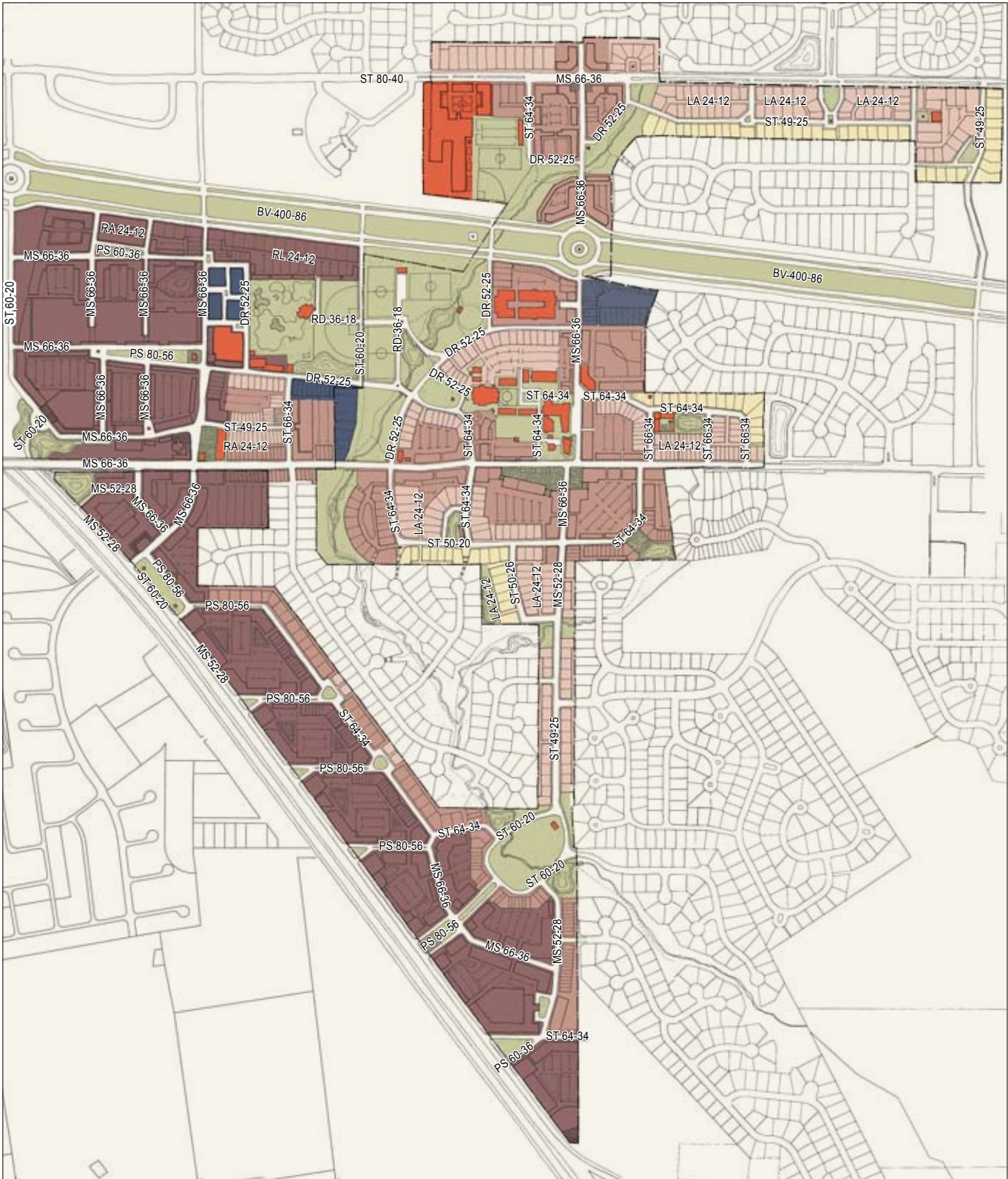
THOROUGHFARE TYPES

PARKWAY	PW
BOULEVARD	BV
AVENUE	AV
COMMERCIAL STREET	CS
MAIN STREET	MS
STANDARD STREET	SS
RESIDENTIAL STREET	RS
STANDARD ROAD	SR
RURAL ROAD	RR
REAR ALLEY	RA
REAR LANE	RL
BICYCLE TRAIL	BT
BICYCLE LANE	BL
BICYCLE ROUTE	BR
PEDESTRIAN PATH	PT
TRANSIT ROUTE	TR

KEY

ST-57-20

THOROUGHFARE TYPE
RIGHT OF WAY WIDTH
PAVEMENT WIDTH

Above, the regulating plan is labelled with thoroughfare assignments, with thoroughfare types including main streets, residential streets, alleys, trails and pedestrian pathways. All street types have differing widths, sidewalk assignments and landscaping requirements, in accordance with their transect zones.

NOTE: Information contained on this page is subject to change over time.
The contents of this page may be superseded by specific regulations in the Uptown Dardenne Prairie SmartCode.
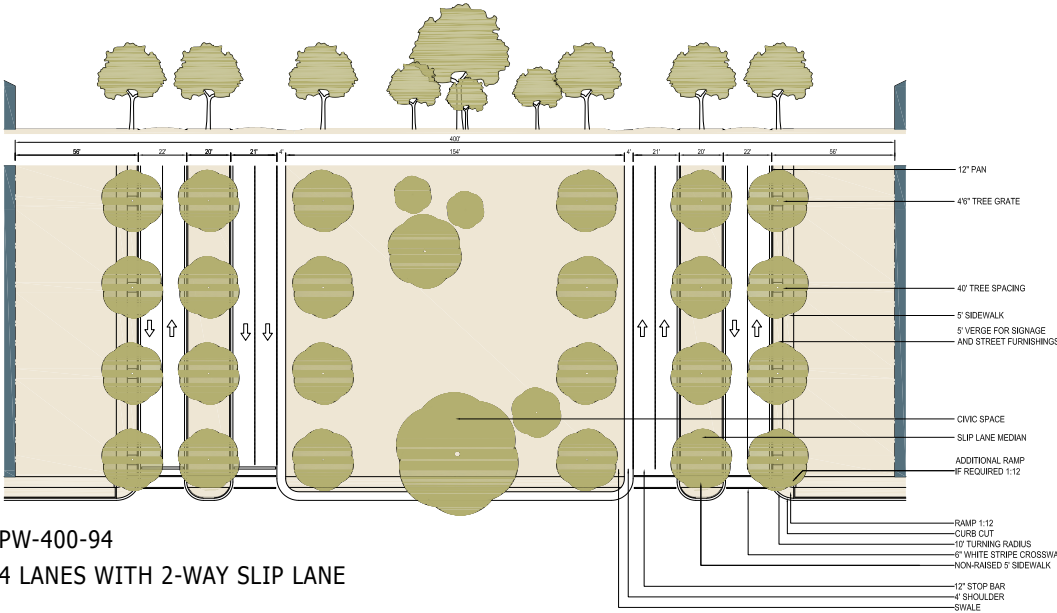
PW-400-94
4 LANES WITH 2-WAY SLIP LANE
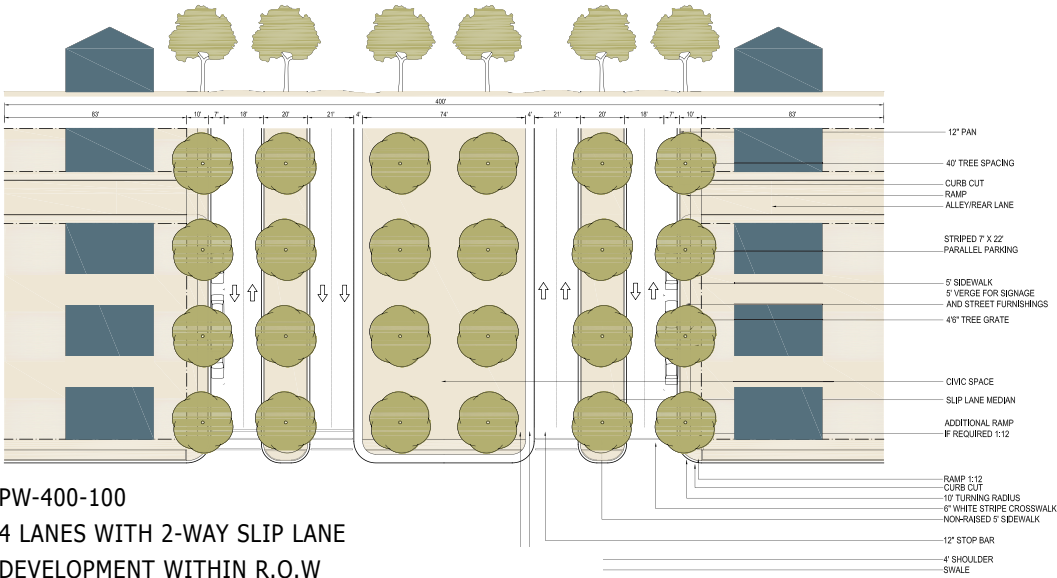
PW-400-100
4 LANES WITH 2-WAY SLIP LANE
DEVELOPMENT WITHIN R.O.W
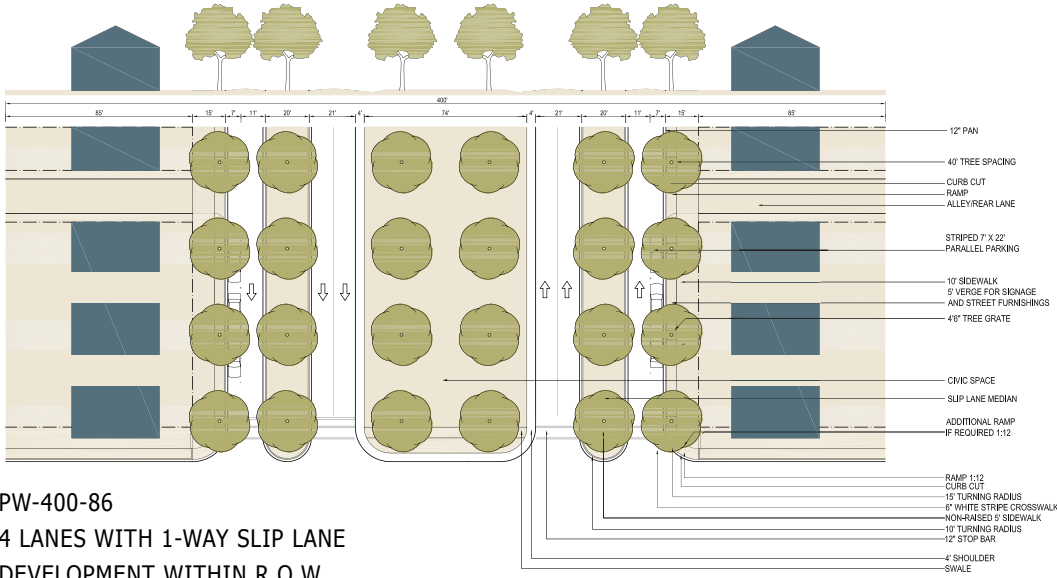
PW-400-86
4 LANES WITH 1-WAY SLIP LANE
DEVELOPMENT WITHIN R.O.W

NOTE: Information contained on this page is subject to change over time.
The contents of this page may be superseded by specific regulations in the Uptown Dardenne Prairie SmartCode.

PW-400-108
6 LANES WITH 2-WAY SLIP LANE

PW-400-114
6 LANES WITH 2-WAY SLIP LANE
DEVELOPMENT WITHIN R.O.W

PW-400-100
6 LANES WITH 1-WAY SLIP LANE
DEVELOPMENT WITHIN R.O.W

NOTE: Information contained on this page is subject to change over time.

The contents of this page may be superseded by specific regulations in the Uptown Dardenne Prairie SmartCode.

12" PAN
22' TREE SPACING
STRIPED 8' X 22' PARALLEL PARKING
4'6" TREE GRATE
12' SIDEWALK
RAMP 1:12
CURB CUT
10' TURNING RADIUS
6" WHITE STRIPE CROS
12" STOP BAR

PS-80-56
T5

12" PAN
22' TREE SPACING
STRIPED 7' X 22' PARALLEL PARKING
4'6" TREE GRATE
12' SIDEWALK
RAMP 1:12
CURB CUT
10' TURNING RADIUS
6" WHITE STRIPE CROSSWALK
12" STOP BAR

PS-60-36
T4

12" PAN
22' TREE SPACING
STRIPED 8' X 22' PARALLEL PARKING
4'6" TREE GRATE
15' SIDEWALK
RAMP 1:12
CURB CUT
10' TURNING RADIUS
6" WHITE STRIPE CROSS
12" STOP BAR

MS-66-36
T5

12" PAN
22' TREE SPACING
STRIPED 8' X 22' PARALLEL PARKING
4'6" TREE GRATE
12' SIDEWALK
RAMP 1:12
CURB CUT
10' TURNING RADIUS
6" WHITE STRIPE CROSSWA
12" STOP BAR
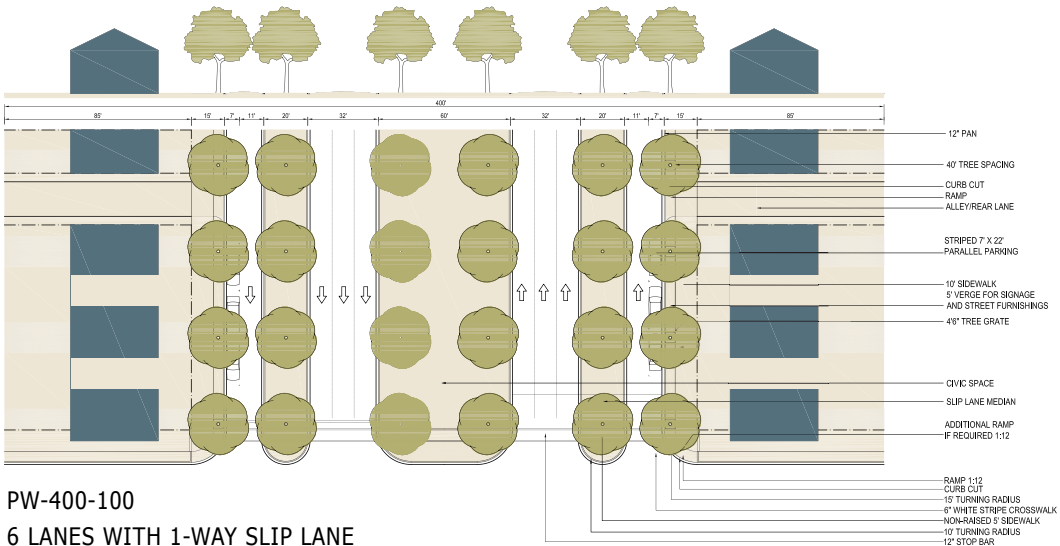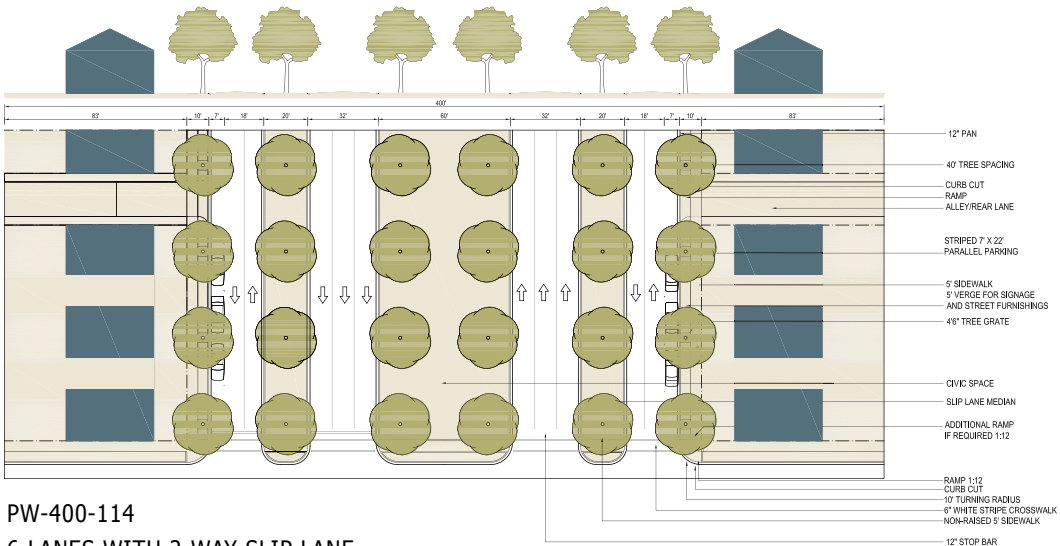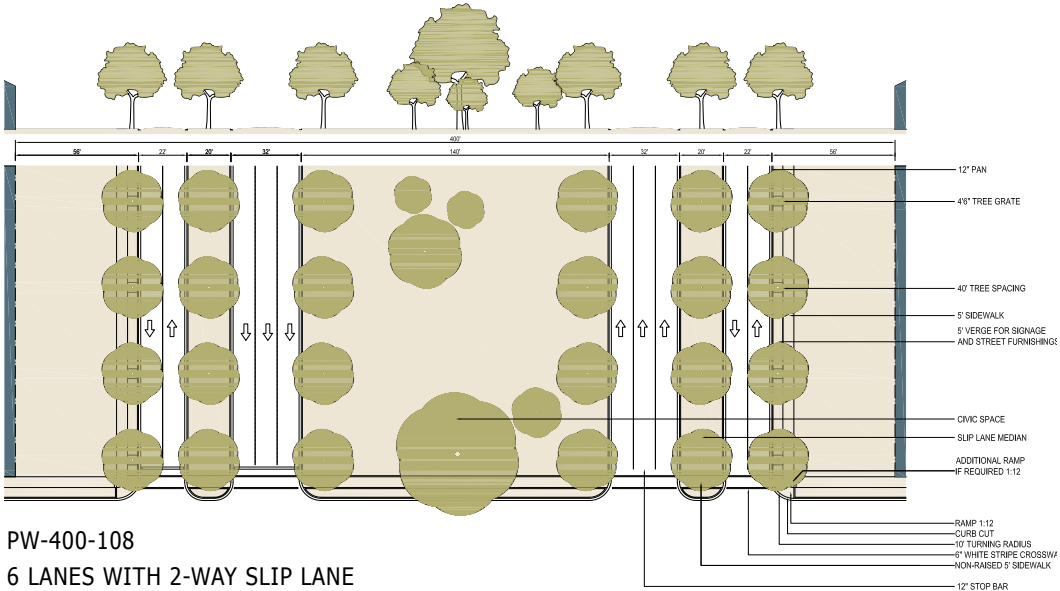
MS-52-28

THE THOROUGHFARE CONFIGURATIONS DISPLAYED ON THIS PAGE ARE ILLUSTRATIONS OF THOSE REFERENCED IN THE THOROUGHFARE ASSEMBLY PLAN CONTAINED ON PAGE F7.

0   30   60   120

NOTE: Information contained on this page is subject to change over time.

The contents of this page may be superseded by specific regulations in the Uptown Dardenne Prairie SmartCode.

12" PAN
22' TREE SPACING
STRIPED 7' X 22' PARALLEL PARKING
8' SIDEWALK
RAMP 1:12
CURB CUT
10' TURNING RADIUS
6" WHITE STRIPE CROSSWALK
12" STOP BAR

ST-64-34
T4

12" PAN
22' TREE SPACING
11' PLANTING STRIP
9' SIDEWALK
CURB CUT
10' TURNING RADIUS
6" WHITE STRIPE CROSSWALK
12" STOP BAR

ST-60-20
T1

12" PAN
22' TREE SPACING
11' PLANTING STRIP
9' SIDEWALK
RAMP 1:12
CURB CUT
10' TURNING RADIUS
6" WHITE STRIPE CROSSWALK
12" STOP BAR

ST-50-20
T3

12" PAN
22' TREE SPACING
STRIPED 7' X 22' PARALLEL PARKING
6' SIDEWALK
6' PLANTING STRIP
RAMP 1:12
CURB CUT
10' TURNING RADIUS
6" WHITE STRIPE CROSSWALK
12" STOP BAR

ST-49-25
T3

0   30   60   120

THE THOROUGHFARE CONFIGURATIONS DISPLAYED ON THIS PAGE ARE ILLUSTRATIONS OF THOSE REFERENCED IN THE THOROUGHFARE ASSEMBLY PLAN CONTAINED ON PAGE F7.

NOTE: Information contained on this page is subject to change over time.

The contents of this page may be superseded by specific regulations in the Uptown Dardenne Prairie SmartCode.
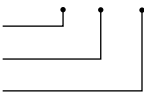

52'

12" PAN
22' TREE SPACING
STRIPED 7' X 22'
PARALLEL PARKING

9' SIDEWALK
6' SIDEWALK
6' PLANTING STRIP

RAMP 1:12

CURB CUT
10' TURNING RADIUS
6" WHITE STRIPE CROS
12" STOP BAR

DR-52-25
T3

36'

RANDOM TREE SPACING

SWALE
(DIMENSION VIF)

NO CURB

4' SHOULDER
10' TURNING RADIUS

RD-36-18
T1

28'

3' REAR SETBACK

NO CURB

CURB CUT
5' TURNING RADIUS

AL-20
T4/T5

24'

NO CURB

CURB CUT
5' TURNING RADIUS
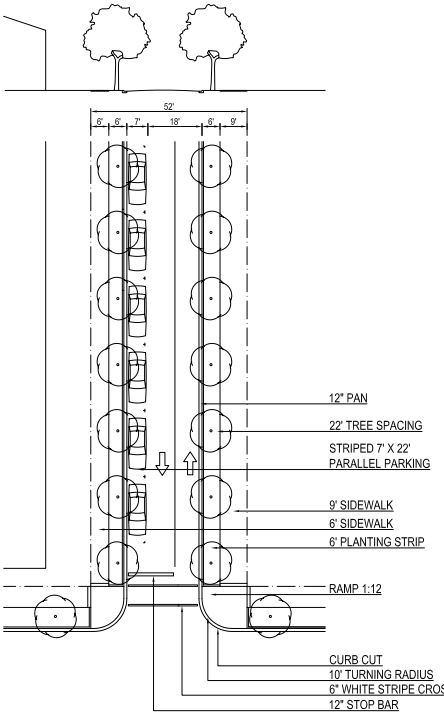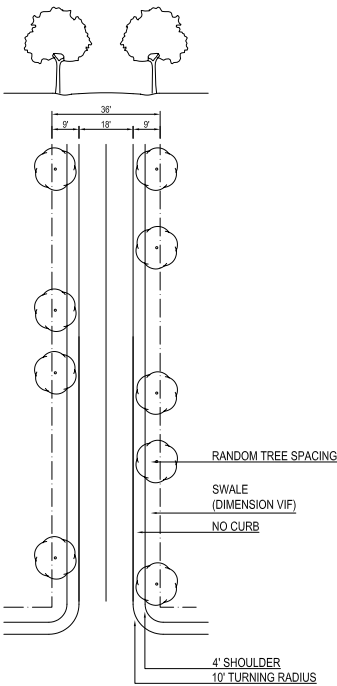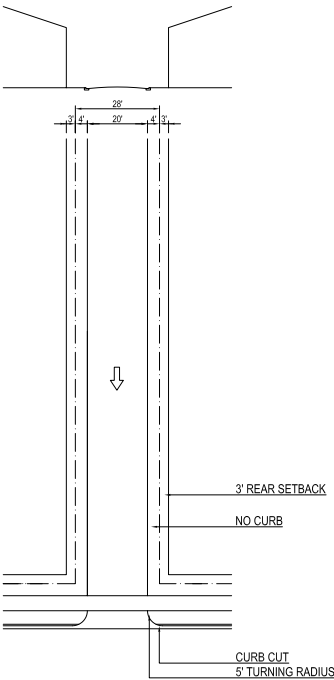
LA-24-12
T3/T4

THE THOROUGHFARE CONFIGURATIONS DISPLAYED ON THIS PAGE
ARE ILLUSTRATIONS OF THOSE REFERENCED IN THE THOROUGHFARE
ASSEMBLY PLAN CONTAINED ON PAGE F7.

0   30   60   120

RETAIL

Located in the booming western edge of the St. Louis region, Dardenne Prairie is well positioned to support a significant amount of additional commercial development by 2020. The area's residents spent an estimated total of 2.2 billion dollars on retail goods and services in 2006, but only 1.9 billion of this spending was captured inside of the trade area. As a result, this study finds that the Dardenne area had a net leakage of approximately 335 million dollars for retail spending in 2006. This retail leakage combined with the planned commercial growth should allow for up to 500,000 to 700,000 of additional commercial growth by 2020.

Moreover, current shopping alternatives in the area are date in appeal as well as in design; a newer, more walkable combination of shopping destinations, as proposed by DPZ's Master Plan, would not only offer better service for the area's growing population base, but also offer a new shopping alternative in the market. This new commercial will be ideally suited to act as the center of convenient shopping and employment activity for the existing population and the adjacent surrounding area.

Gibbs Planning Group (GPG) recommends that the new commercial be grouped into four clusters, each planned as a quality walkable center with a unique market focus. This study further finds that the new commercial can be developed as follows:

• A small City Center located at Post and Highway N.
• Technology Employment Campus located along the I-40 Frontage Road (south of N Road to the Post Road triangle).
• A Live/Work Corner at Feise Road
• A Community Center located in and adjacent to the new Dardenne Town Center (presently anchored with Target, JC Penney, a supermarket and cinema).

Based on GPG's field evaluation, retail gravitation in the market, and our experience defining trade areas for similar developments,

GPG estimated that the subject commercial will pull from two trade areas. Approximately 55-60 percent of the commercial visitors will live within the primary trade area of up 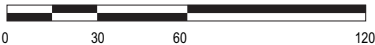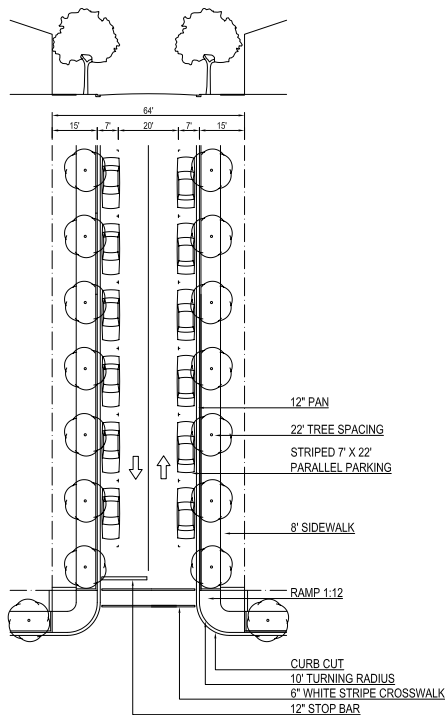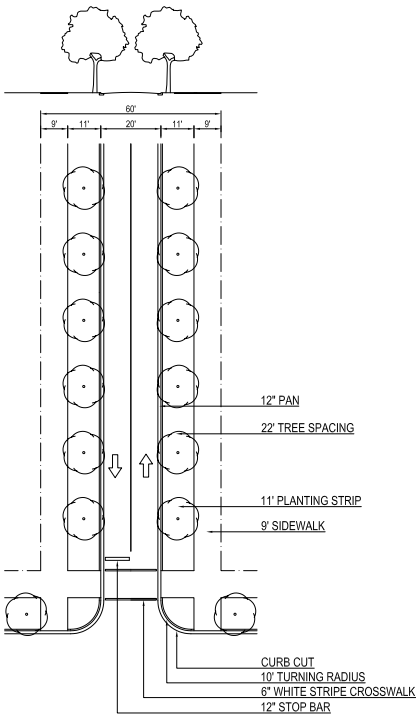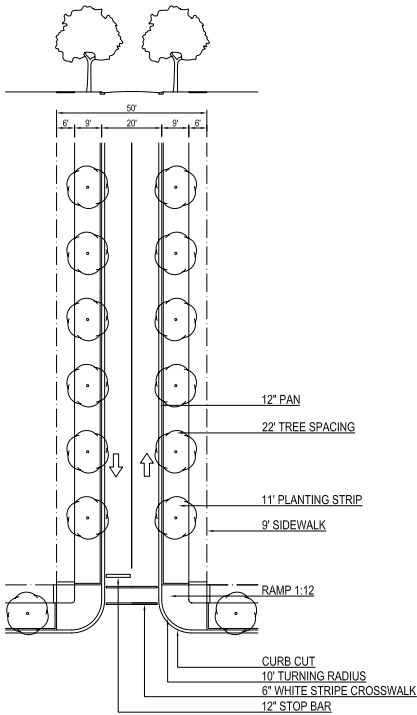to two miles. The new commercial will offer residents living in the surrounding subdivisions convenience oriented goods and services that are used on a regular basis. Presently, these residents are driving outside of the primary trade area for many of these goods and services.

The trade area includes a diverse and growing population base. Lifestyles of those who live within it reflect a strong core of young families and middle aged boomers. Many of the households have dual incomes or secondary occupations. This study defined the primary trade area's boundaries as the triangle delineated by:

• I-70 to the North
• I-40 to the West
• K Street to the East

The balance of the trade will appeal to residents that live with in a total trade area of up to 7 mile radius. The secondary trade area would shop the new town center due to its unique appeal and would account for 10% to 20% of the retail sales. Most of the remaining sales at the center will come either from visitors or employees living outside of the defined trade areas.

In addition, Dardenne Prairie will receive some cross shopping from visitors to the proposed two "Lifestyle Centers". Located less than two miles from the study area, shoppers to these centers will likely seek additional restaurants or specialty shops, not available in the larger centers.

TRADE AREAS

PROPOSED LIFESTYLE CENTER

TARGET, JC PENNEY,
GROCERY STORES, MOVIE THEATER

PROPOSED LIFESTYLE CENTER
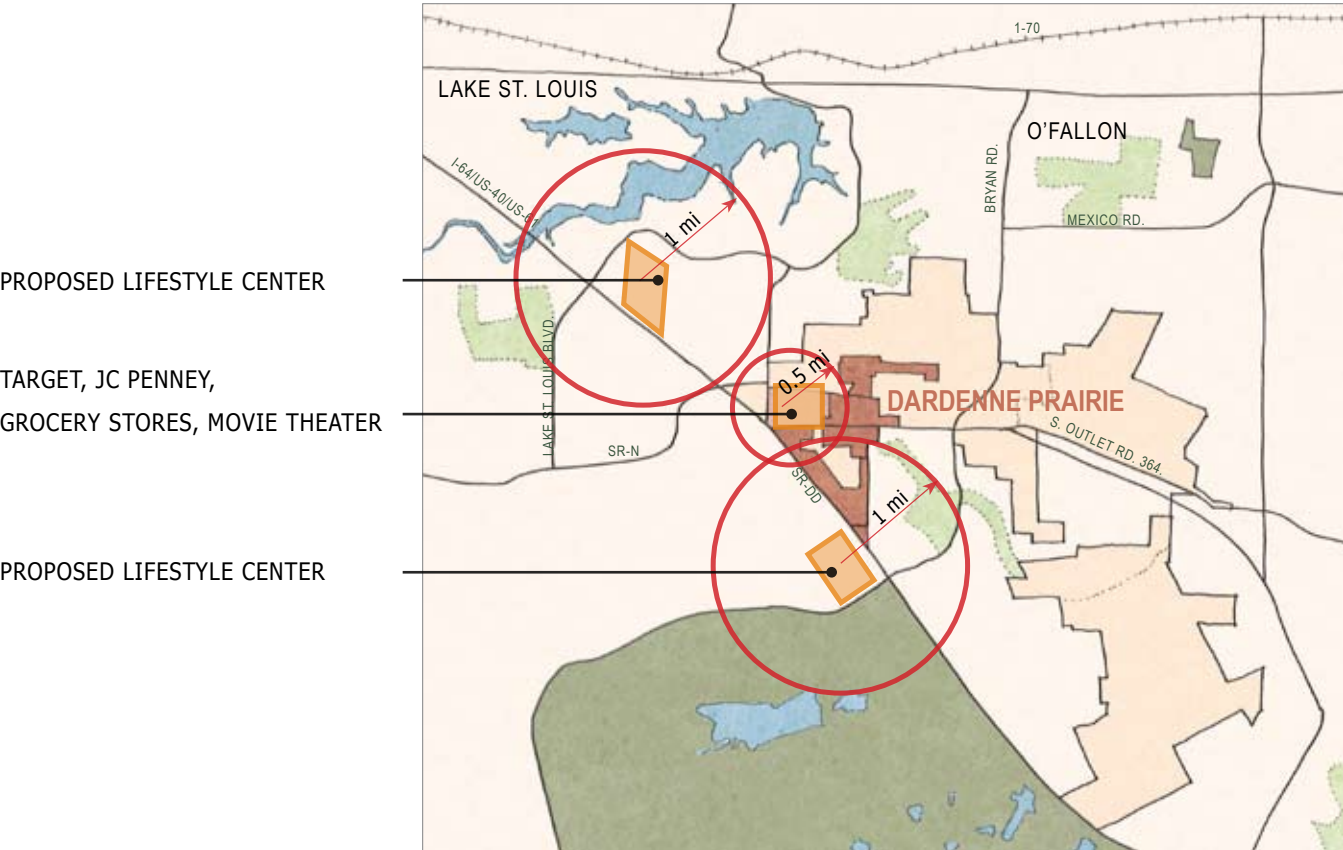
Based upon GPG's estimates, Dardenne's 2006 primary trade area includes 56,200 persons and its total trade population exceeds 180,000. According to current growth projections, the total population served by Dardenne study area will total over 212,000 by 2011, an increase of over 50%. Moreover, the total number of households in the Dardenne area is projected to reach 50,000 by 2011, an increase of over 50%.

The area is also a desirable place for retail development on account of the strong household incomes. The current annual median household income of Dardenne's primary trade area study area is a desirable $80,000, with an income of $77,500 in the greater trade area.

The following tables present and compare the demographic characteristics found in the estimated primary trade area and 7 mile radii for Dardenne site. At the top right, a chart presents the basic statistics, including median household income and population. In the center, a pie chart illustrates the spending habits of the average American family. The third diagram illustrates the site's strategic location in the greater St. Louis metropolitan area. While the greater St. Louis metropolitan area is well-served by regional shopping malls, the Dardenne Prairie site, and the area further west, currently lacks large-scale retail development.

Demographic	Year	Primary Trade Area	7 mile Radii
Population	2006	40,100	135,200
Population	2011	70,000	212,000
Med. Household Income	2005	$80,000	$77,500
Greater than $75,000	2005	12,000 households	30,000 households

ANNUAL EXPENDITURES OF THE AVERAGE U.S. FAMILY

13% FOOD
25% OTHER
HEALTH, PENSION
INSURANCE, EDUCATION
32% HOUSING
5% ENTERTAINMENT
18% TRANSPORTATION
4% APPAREL
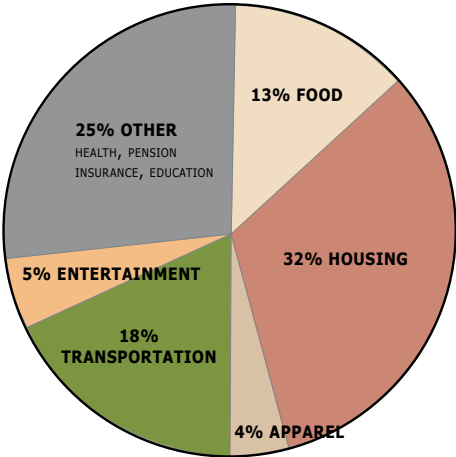
REGIONAL TRADE AREAS
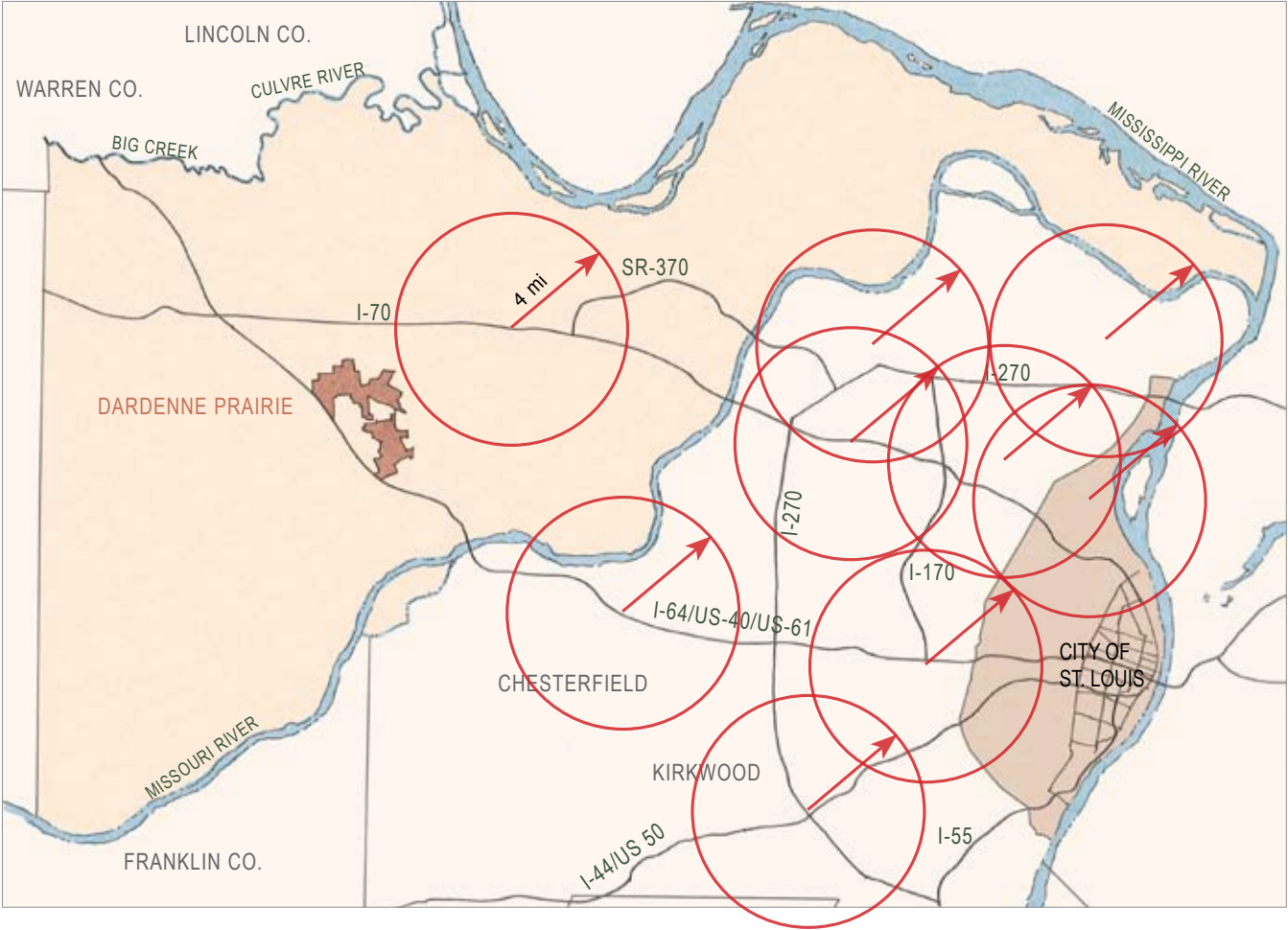
This study found that the Dardenne 2006 trade areas as defined above have a combined annual retail leakage of approximately $335 million. This void is based upon 2006 ESRI reports of a total of over $2.2 Billion annual spending and only $1.9 billion in actual sales inside of the 7 mile radius. The retail void is even more significant for residents living inside of Dardenne's primary two mile triangle trade area. ESRI reports a $393.9 million in retail leakage to outside areas for those living inside of the primary trade area.

This spending leakage is based upon a 2006 retail demand of $752 million and a supply (actual sales) of only $358 million. This increase for the smaller trade vs. the larger 7 mile ring area is based upon its larger area including the Mid River Mall and numerous shopping centers.

This retail void results from a general under-supply of commercial goods and services for the residents living within the trade areas. As a result, these residents drive further than typical for a suburban setting for many of their shopping needs.

Although it's recognized that it would be impractical to attempt to capture all of the markets retail expenditures, a significant increase in local sales is realistic. The two new proposed Lifestyle Centers, in addition to the newly opened Wal-Mart, Target and JC Penney indicate that this significant retail void has been noticed by the private sector.

Vehicular access and visibility to the Dardenne commercial study area are mixed. The northern edge, along N Road has good access from the surrounding subdivisions and excellent visibility from I-40. However, the northern N Road areas (including the new Target and JC Penney) is difficult to reach from I-70 and I-40, as well as Lake St. Louis Wal-Mart area.

The I-40 Frontage Road access is less complex, but still difficult to navigate due to a series of long traffic signals and left turns from the expressway interchange. The Frontage Road properties do have direct visibility from I-40, making them ideal for signature office, hotels, multiple family residential and retail land uses.

GPG recommends that a "Way-Finding" signage system be implemented to link the surrounding freeway exits and shopping centers with the N Road commercial corridor. In addition, new commercial developed along the Frontage Road, should be allowed generous, but quality signage rights. Visibility of each of the retail clusters is also assumed to be very good with signage as required to assure good market potential of the retailers.

Parking for the each of the commercial areas is assumed adequate for the proposed uses, with easy access to the retailers in the development. An overall minimum parking ratio of 4 cars per 1000 sf is presently considered the industry standard for the Community Center, The Village and Technology Campus. As much as possible, on street parking should be provided, including along the surrounding primary roads. Lower parking ratios may be appropriate for some retail types, when shared parking with adjacent commercial types is available.

Dardenne Prairie - Gross Retail Leakage Summary 2006		
Home Furnishings	$45 Million	150,000 sf
Electronics - Appliances	$13 Million	35,000 sf
Grocery	$33.4 Million	60,000 sf
Apparel	$45 Million	160,000 sf
Sporting Goods	$1.3 Million	5,200 sf
Books	$2.2 Million	10,000 sf
TOTAL	$139.9 Million	420,200 sf

Dardenne Prairie - Summary of Retail Sales & Demand - Void Analysis		
	Primary Trade Area	7 Mile Radii
Demand (spending per household)	$752 Million	$2.2 Billion
Supply (actual sales)	$358 Million	$1.9 Billion
Net demand	$393.9 Million (1.5 million sf)	$335 Million

This study recommends that the commercial be grouped into the following four clusters ranging in size per their location and commercial type:

The City Center: Located at the historic intersection of Post Road and Highway N, the Village could be the first commercial group to be developed. This study recommends that the Village be planned at a small scale, of 2-3 level attached and detached buildings. This retail should be geared towards the surrounding subdivisions and offer goods and services needed on a weekly basis by the local residents including:
• Bakery
• Bank
• Bike Shop
• Carry-out Foods
• Coffee Shop
• Florists
• Gifts
• Grocery Store
• Mail Center
• Pharmacy
• Professional Office (Real estate, financial, etc.)

Technology Campus: This campus is planned to meet the anticipated future demand for signature office buildings and supporting commercial. Located along the I-40 Frontage Road, and adjacent to the interchange the campus will complement the proposed Lifestyle Center and emerging office development. The campus could include the following:i
• Hotels & Conference Centers
• Multi-Family Residential
• Professional Office Buildings, with up to 25,000 sf floor plates.
• Restaurants

Live-Work Corner: The Live-Works commercial is planned to be a very small scale retail or office located at the corner of several neighborhoods. This retail will offer local residents desirable retail such as:
• Bakery
• Coffee
• Professional services.

Community Center: This center is planned to be an addition to the recently opened Dardenne Town Center at I-40 and N Road. The expansion will likely be located adjacent to the Town Center in its early phases. Long term expansion may include redevelopment of some or all of the Town Center. The retail will be programmed to attract shoppers from approximately seven miles. This study recommends the following types of retailers be included in the Community Center:
• Apparel
• Crafts
• Fashion Department Stores
• Gifts
• Home Furnishings
• Office Supply
• Pet Supply
• Restaurants
• Sporting Goods
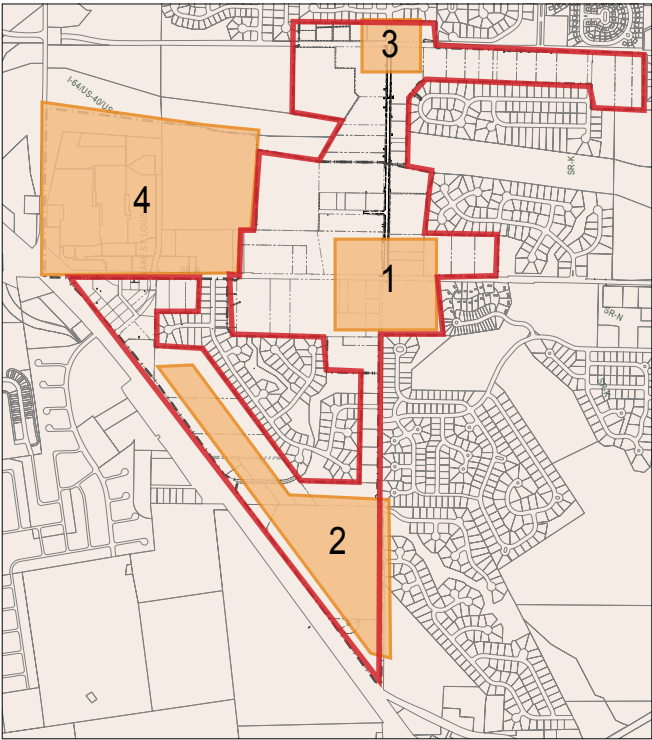
1 CITY CENTER
CAFES, BAKERY, FLORIST, MAILS, CIVIC, SMALL SHOPS, OFFICE

2 TECHNOLOGY CAMPUS
OFFICES, RESTAURANTS, HOTELS

3 LIVE-WORK CORNER
OFFICES, SMALL SHOPS

4 COMMUNITY CENTER
APPAREL, BOOKS, FASHION, HOTEL, HOME FURNISHING, RESTAURANTS

STUDY AREA

Below, a chart estimates Dardenne Prairie's total supportable retail, specifying the sales potential of shops by type. The Uptown Dardenne Prairie development could support all of the types of businesses listed below, including restaurants, grocery stores, and stores specializing in apparel, accessories, jewelry and gifts. The market also demands service-oriented establishments, including dry cleaners, video rental shops and hair salons. The development should also offer professional services, including postal services, medical offices, legal services in order to become the center of business activity for the surrounding area.

To maintain a local focus, local tenants are recommended for shops, including apparel-focused shops, and restaurants. These retailers/restaurants can be existing retailers and restaurants in nearby communities that are currently operating space in the southern St. Louis market.

Business Type	2007				2010			
	Primary Trade Area Exp. ('000's)	Supportable Retail Space	Sales Forecast	Sales Per Sq. Foot	Primary Trade Area Exp. ('000's)	Supportable Retail Space	Sales Forecast	Sales Per Sq. Foot
Women's Apparel	$16,651	8,500	$2,082,500	$245	$23,274	8,500	$2,762,500	$325
Unisex Apparel	$15,524	4,500	$1,192,500	$265	$21,294	4,500	$1,552,500	$345
Children's Apparel	$8,230	1,500	$367,500	$245	$11,444	1,500	$480,000	$320
Shoes & Accessories	$6,224	2,500	$562,500	$225	$8,112	2,500	$750,000	$300
Total Apparel & Accessories	**$46,629**	**17,000**	**$4,205,000**	**$247**	**$64,124**	**17,000**	**$5,545,000**	**$326**
Grocery	$82,318	45,000	$16,425,000	$365	$110,913	45,000	$17,775,000	$395
Specialty Food	$12,377	2,500	$750,000	$300	$17,972	2,500	$812,500	$325
Sit-down Restaurants	$40,997	8,500	$3,945,000	$464	$56,949	8,500	$4,285,000	$504
Casual Restaurants	$35,612	4,000	$1,220,000	$305	$49,368	4,000	$1,337,500	$334
Total Food & Restaurant	**$171,304**	**60,000**	**$22,340,000**	**$1,434**	**$235,202**	**60,000**	**$24,210,000**	**$1,558**
Electronics	$32,076	1,500	$435,000	$290	$45,534	1,500	$480,000	$320
Cards & Gift Shops	$7,256	2,500	$625,000	$250	$9,899	2,500	$725,000	$320
Drug Store	$60,838	12,000	$4,500,000	$375	$97,972	12,000	$5,400,000	$450
Home Accessories	$31,226	1,500	$480,000	$320	$43,409	1,500	$517,500	$345
Jewelry	$15,941	1,500	$577,500	$385	$23,370	1,500	$637,500	$425
Dry Cleaners	$7,705	2,000	$300,000	$150	$11,386	2,000	$380,000	$190
Optometrist	$11,262	1,500	$480,000	$320	$15,548	1,500	$600,000	$400
Spa/Hair/Nail Salons	$13,567	4,500	$1,305,000	$290	$19,218	4,500	$1,552,500	$345
Sporting Goods	$21,103	4,500	$1,462,500	$325	$30,662	4,500	$1,642,500	$365
Video Rental	$6,816	4,500	$877,500	$195	$9,512	4,500	$990,000	$220
Total Other Retail	**$207,790**	**36,000**	**$11,042,500**	**$2,900**	**$306,510**	**36,000**	**$12,925,000**	**$3,380**
Total Supportable Retail	**$425,723**	**113,000**	**$37,587,500**	**$4,481**	**$605,836**	**115,500**	**$42,680,000**	**$5,264**

This study is intended to provide DPZ and the City of Dardenne Prairie and development team with general supportable commercial types and sizes for master planning purposes. Actual retailers, restaurants and other commercial tenants and sizes may vary depending upon numerous variables including: occupancy costs, lease rates, changes in economic conditions and new competition.

This study should not be the sole source for planning, architectural design, development, leasing or finance. GPG is not recommending any specific size or retailer type to be planned or developed in the study area, this study is only designed to provide the community with what will likely to be supportable by the private market at the subject site, not necessarily what should be allowed to develop.

The findings of this report are based upon ESRI demographic data and GPG's four day participation in a planning charrette, held in April 2007. During the charrette, GPG conducted an evaluation of all major existing and planned shopping and historic town centers and retail concentrations surrounding the defined trade area. During this evaluation, GPG thoroughly drove the market, visiting most major existing and planned retail concentrations in the area, and calculated their impact.

This evaluation was conducted during the daytime and the evening in order to gain a qualitative and comprehensive understanding of retail gravitational patterns and traffic patterns throughout the study area. By combining our past experience with current evaluation results, GPG was able to define a unique trade area encompassing retail in the town center district. Population and demographic characteristics of trade area residents were collected by block group from national sources and ESRI.

Finally, based on the population and demographic characteristics of the trade area, existing and known planned retail competition, and traffic and retail gravitational patterns, GPG developed our assessment for the Dardenne Prairie study area.

For the purposes of this study GPG has assumed the following:

- Dardenne will be fully developed as proposed by 2020
- No other major retail will be developed within three and half miles (3.5) of the site other than by the city.

- The subject sites are properly zoned and can support commercial development and will have curb-cuts, signage, visibility, anchors, etc.
- The commercial sites will be developed to meet or exceed the best practices of the APA, AIA, CNU, ICSC and ULI.
- The commercial sites will be planned and developed per the DPZ Master Plan, guidelines and regulating plan.
- The St. Louis region's economy will continue at normal or above normal ranges of retail demand and growth.

As a result of our qualitative analysis, GPG finds that the retail component of Uptown Dardenne Prairie offers an opportunity to create a neighborhood-oriented shopping center competitive in the local market. Current shopping alternatives in the area are conventional suburban strip centers; a newer, mixed-use walkable town center as proposed, would not only offer better service for the area's growing population base, but also offer a new shopping alternative in the market.

CODE

The Dardenne Prairie masterplan will be activated and regulated by a proposed Regulating Plan and its associated SmartCode. A SmartCode is a type of land development ordinance that unifies zoning, subdivision regulations, urban design and basic architectural standards into one compact document.

Also referred to as a "form-based code," the SmartCode will ensure that the master plan is activated by addressing the physical form of building and development. The code advocates the development of mixed-use, walkable urban space and assigns specific areas to become compact neighborhood centers without changing the character of the area's more relaxed residential fabric.

CONVENTION CENTER

OFFICE

RETAIL/COMMERCIAL

LIVE-WORK

HOTEL

MULTI-FAMILY RESIDENTIAL

SINGLE FAMILY RESIDENTIAL

CIVIC

OPEN SPACE

Unlike conventional suburban zoning codes, the Smart Code advocates mixed-use development. Above, the illustrative plan designates sites for residential, mixed-use and retail development, as well as sites for civic buildings and open space. All of these uses are accommodated by the Smart Code.

This diagram is illustrative and is created to facilitate the capacity projections on the site. The statistics are shown in the tables on the next page.

N

0   400   800   1600

Single Family Res. / Multi-Family Res. / Live Work
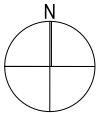
|	Single Family Res.		Multi-Family Res.	6 du/bldg	1200/du	Live Work	Std	Liner
Commmunity Center			Frontage (ft) - (sf)	2,500	154,500	Frontage (ft)	3,690	3,860
			at 6 DU / Lot	231		at 24' width	154	161
			at 3 stories		386			
			at 4 stories		515			
Live Work Corners	Frontage (ft)	3,100	Frontage (ft)	3,740	18,000	Frontage (ft)	3,070	
	at 1 DU / Lot	62	at 6 DU / Lot	345		at 24' width	128	
	at 2 DU / Lot	124	at 3 stories		45			
			at 4 stories		60			
City Center	Frontage (ft)	1,550	Frontage (ft)	3,890		Frontage (ft)	3,220	
	at 1 DU / Lot	31	at 6 DU / Lot	359		at 24' width	134	
	at 2 DU / Lot	62	at 1,200 / Unit					
Technological Campus	Frontage (ft)	650	Frontage (ft)	3,840		Frontage (ft)	1,860	
	at 1 DU / Lot	13	at 6 DU / Lot	354		at 24' width	78	
	at 2 DU / Lot	26	at 1,200 / Unit					
TOTALS	Frontage (ft)	5,300	Frontage (ft)	13,970		Frontage (ft)	11,840	3,860
	at 1 DU / Lot	106	at 6 DU / Lot	1,290		at 24' width	493	161
	at 2 DU / Lot	212						
			at 3 stories		431			
			at 4 stories		575			

Hotel / Office / Commercial

	Hotel		Office	Std	Liner	Commercial	Std	Liner
Commmunity Center						Frontage (ft)		950
						at 50' depth		
						at 20' depth		19,000
Live Work Corners								
City Center						Frontage (ft)	3,300	480
						at 50' depth	165,000	
						at 20' depth		9,600
Technological Campus	Frontage	2,840	Frontage	7,440	1,420	Frontage (ft)	2,570	
	at 50' depth	142,000	at 60' depth	446,400		at 50' depth	128,500	
	at 3 stories	426,000	at 20' depth		28,400	at 20' depth		
	at 4 stories	568,000	at 2 stories	892,800	2,840			
			at 3 stories	1,339,200	85,200			
			at 4 stories	1,785,600	113,600			
TOTALS	Frontage	2,840	Frontage	7,440	1,420	Frontage (ft)	5,870	1,430
	at 50' depth	142,000	at 60' depth	446,400		at 50' depth	293,500	
			at 20' depth		28,400	at 20' depth		28,600
			at 2 stories	892,800	2,840			
	at 3 stories	426,000	at 3 stories	1,339,200	85,200			
	at 4 stories	568,000	at 4 stories	1,785,600	113,600			

Big Box / Civic / Convention Center

	Big Box		Civic		Convention Center	
Commmunity Center	Area	46,000 sf				
Live Work Corners						
City Center			Frontage (ft)	150		
			at 50' depth	7,500		
			at 2 stories	15,000		
Technological Campus					Area	51,250
					at 3 stories	153,750
					at 4 stories	205,000
TOTALS	Area	46,000 sf	Frontage (ft)	150	Area	51,250
			at 50' depth	7,500	at 3 stories	153,750
			at 2 stories	15,000	at 4 stories	205,000

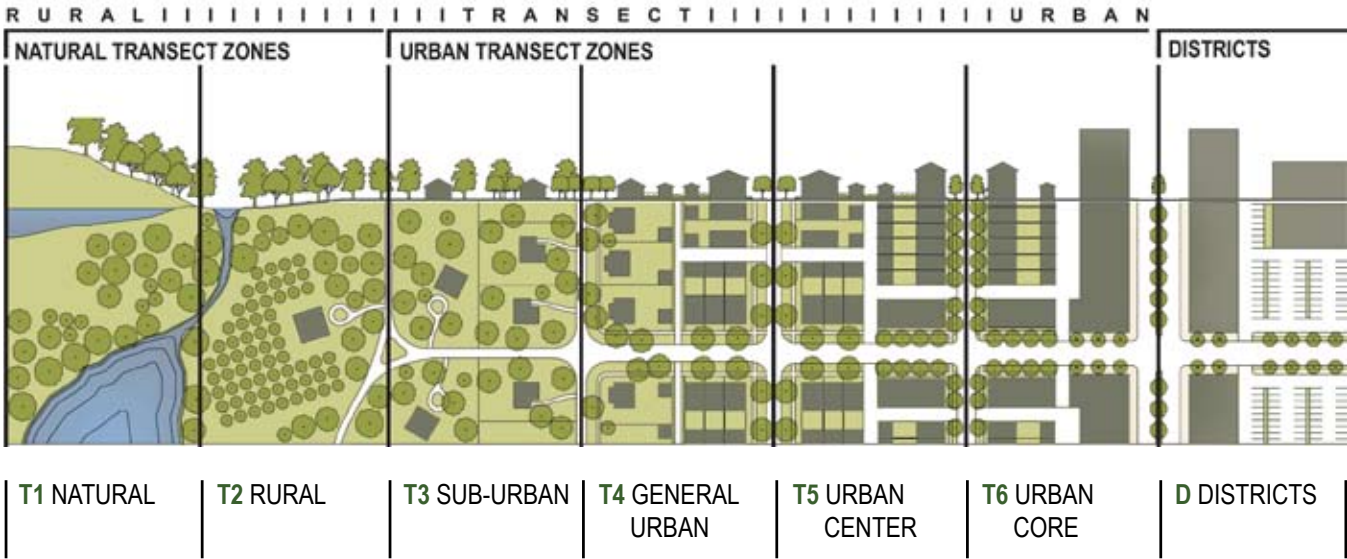|	
Dwelling Units (T)	**2,077 DU**
Hotel SF at 4 stories (T)	**568,000 LU**
Commercial at 1 story (T)	**322,100 SF**
Office at 3.5 stories (T)	**1,851,720 SF**
Convention Center (T)	**205,000 SF**

THE NUMBERS PROJECTED IN THIS PAGE ARE APPROXIMATIONS ONLY AND SUBJECT TO REVISION.THEY REFLECT THE PROJECT'S SITE CAPACITY FOR OPTIMAL DEVELOPMENT, NOT NECESSARILY THE FINAL FORM AND CONFIGURATION OF THE BUILT-OUT SITE
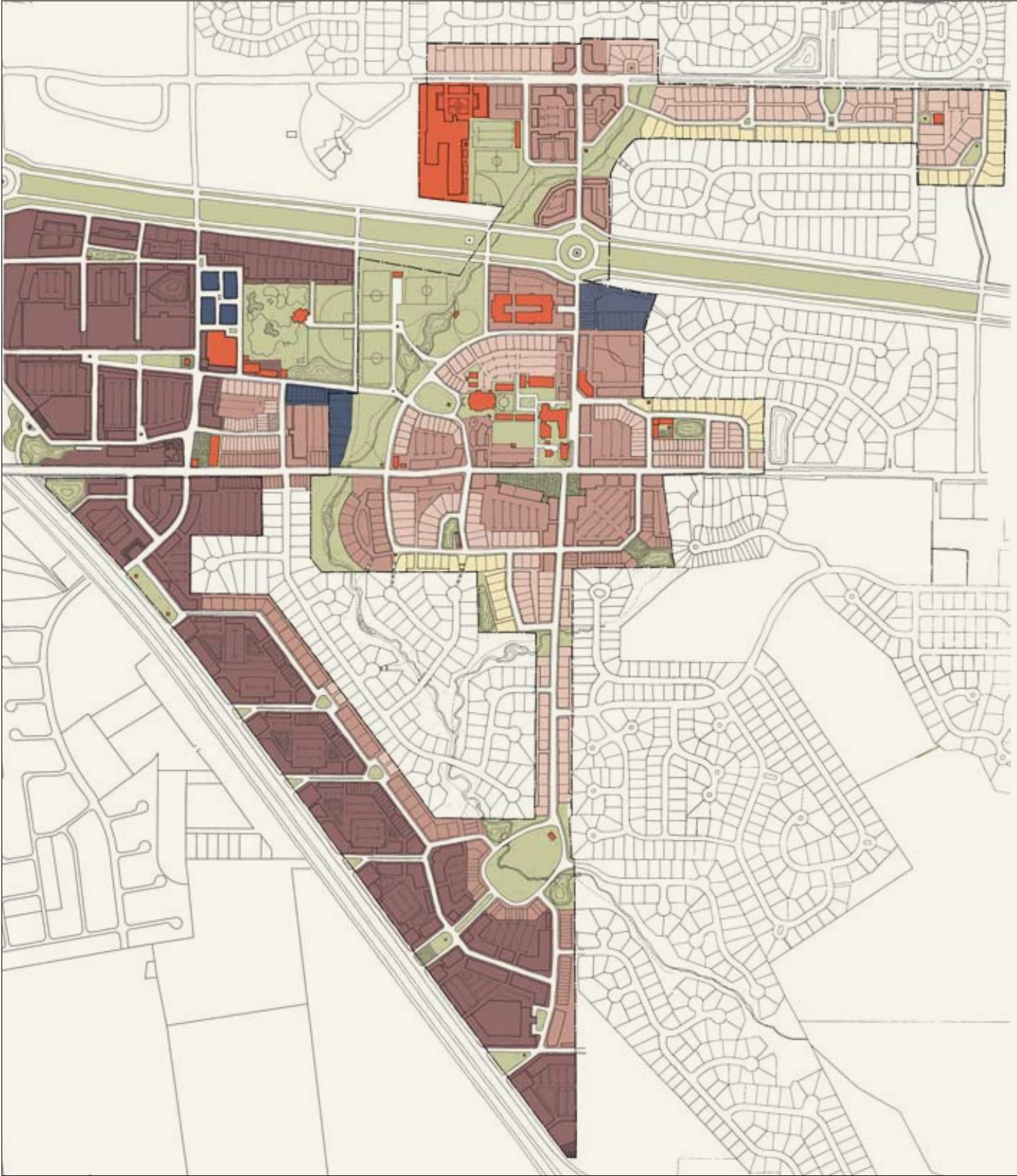
DISTRICT

T6 - URBAN CORE

T5 - URBAN CENTER

T4 - GENERAL URBAN

T3 - SUB-URBAN

OPEN SPACE

CIVIC SPACE

Above, the regulating plan assigns a range of T-Zones to the plan, varying from T-3 Sub-Urban to T-6 Urban Core. Each T-Zone features different thoroughfare and frontage requirements, as well as a variety of building types, in accordance with its level of urban intensity.

N

0   400   800   1600

R U R A L I I I I I I I I I I I I I I I T R A N S E C T I I I I I I I I I I I I I U R B A N

| NATURAL TRANSECT ZONES | URBAN TRANSECT ZONES | DISTRICTS |

| T1 NATURAL | T2 RURAL | T3 SUB-URBAN | T4 GENERAL URBAN | T5 URBAN CENTER | T6 URBAN CORE | D DISTRICTS |
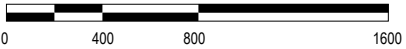
ST. CHARLES COUNTY, MISSOURI

ST. LOUIS, MISSOURI

Unlike one-size-fits-all conventional zoning codes, the Smart Code offers different regulations for areas of differing urban intensities, which are referred to as transect zones.

A "transect" is usually seen as a continuous cross-section of natural habitats for plants and animals, ranging from shorelines to wetlands to uplands. However, the specific transect that the code uses is based on the human habitat, ranging from the most rural environments to the most urban environments.

The transect is divided into a range of "Transect Zones," each with its own complex character. This ensures that a community offers a full diversity of building types, thoroughfare types, and civic space types, and that each has appropriate characteristics for its location.

The six Transect Zones are: T-1 Natural, T-2 Rural, T-3 Sub-Urban, T-4 General Urban, T-5 Urban Center, T-6 Urban Core. There are also specific provisions for "Special Districts."

Regulations for each transect zone are specifically callibrated to fit their particular neighborhoods and regions. Above, the transect diagram depicts the differing conditions for the Transect within St. Charles County, and the City of St. Louis. While the transect zones follow the same patterns in the two areas, the zones themselves feature differing urban intensities. For example, the development reaches a higher density in downtown St. Louis (T6) than in downtown New Town St. Charles (T6). Similarly, the Dardenne Prairie transect will be callibrated to encourage a development pattern appropriate to the area and its population.
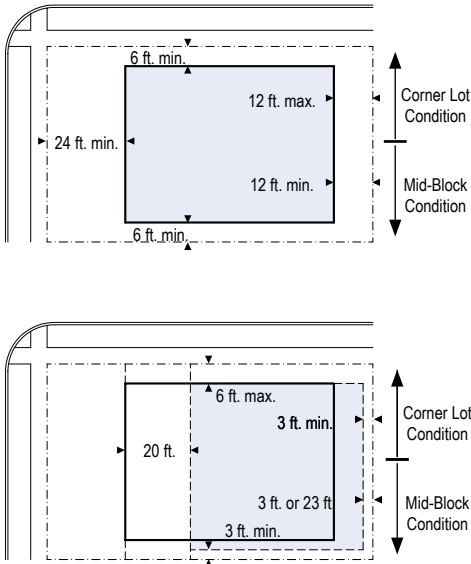
PUBLIC THOROUGHFARE

PRIVATE FRONTAGE

PRIVATE FRONTAGE

Private Frontage Type	Common Lawn/ Porch & Fence
Principal Building Height	3 stories max.
Outbuilding Height	2 stories max.
First Floor above Grade	12 in. min.
Building Disposition	Edgeyard
Lot Width	40 ft. min 80 ft. max
Lot Coverage	60% max,
Building Frontage at setback	20% of lot width min.
Front Setback	24 ft. minn.
Side Setback	12 ft. min.
Rear Setback	12 ft. min.
Outbuilding Setback	20 ft. min.
Ground Level Function	Residential
Upper Level Function	Residential

BUILDING DISPOSITION
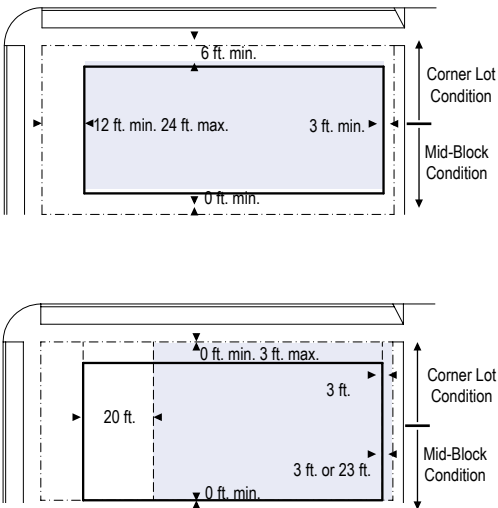

BUILDING HEIGHT

TRANSECT ZONE DIAGRAM

PUBLIC THOROUGHFARE

PRIVATE FRONTAGE

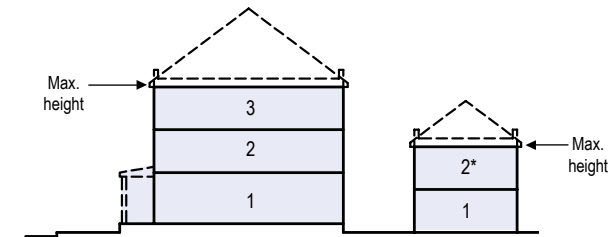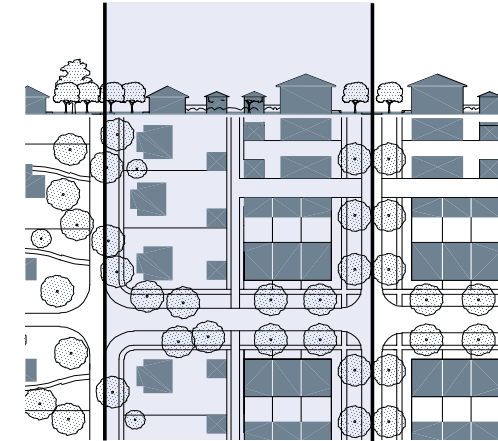| PRIVATE FRONTAGE	
Private Frontage Type	Common Lawn/ Porch & Fence
Principal Building Height	3 stories max., 2 stories min.
Outbuilding Height	2 stories max.
First Floor above Grade	12 in. min.
Building Disposition	Edgeyard, Sideyard, Rearyard
Lot Width	18 ft min. 60 ft. max
Lot Coverage	70%
Building Frontage at setback	20% of lot width min.
Front Setback	6 ft. min. 18 ft. max.
Side Setback	0 ft. combined min.
Rear Setback	3 ft. min.
Outbuilding Setback	20 ft. + building setback
Ground Level Function	Residential
Upper Level Function	Residential

BUILDING DISPOSITION
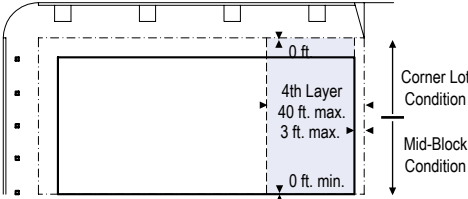

BUILDING HEIGHT

TRANSECT ZONE DIAGRAM

PUBLIC THOROUGHFARE

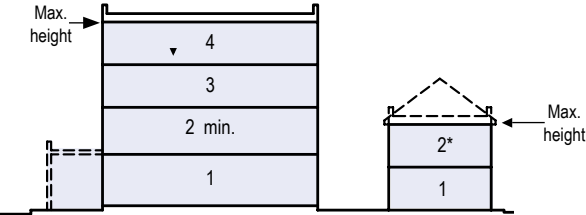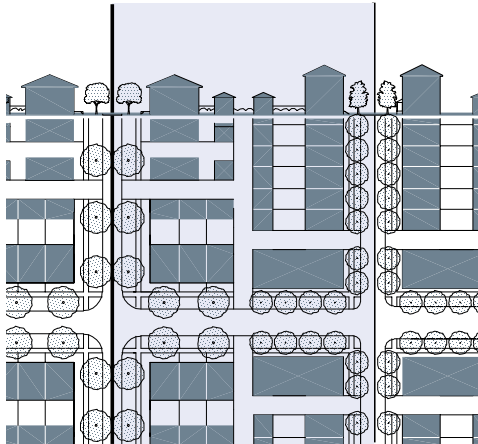| PRIVATE FRONTAGE	
Private Frontage Type	Common Lawn/ Porch & Fence
Principal Building Height	4 stories max. 2 stories min.
Outbuilding Height	2 stories max.
First Floor above Grade	12 in. min.
Building Disposition	Sideyard, Courtyard, Rearyard
Lot Width	18 ft. min 200 ft. max
Lot Coverage	80% max.
Building Frontage at setback	20% of lot width min.
Front Setback	0 ft. min. 12 ft. max
Side Setback	0 ft. min. 24 ft. max
Rear Setback	3 ft. min.
Outbuilding Setback	40 ft. max from rear prop.
Ground Level Function	Office, Retail
Upper Level Function	Office, Residential

PRIVATE FRONTAGE

BUILDING DISPOSITION
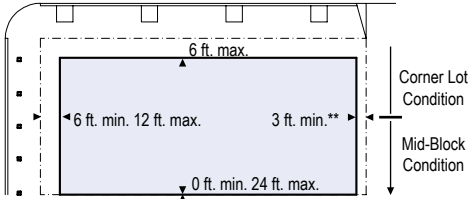
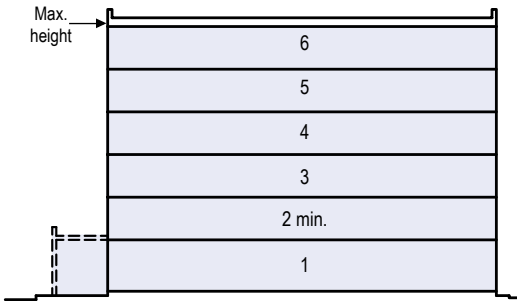

BUILDING HEIGHT

TRANSECT ZONE DIAGRAM

PUBLIC THOROUGHFARE

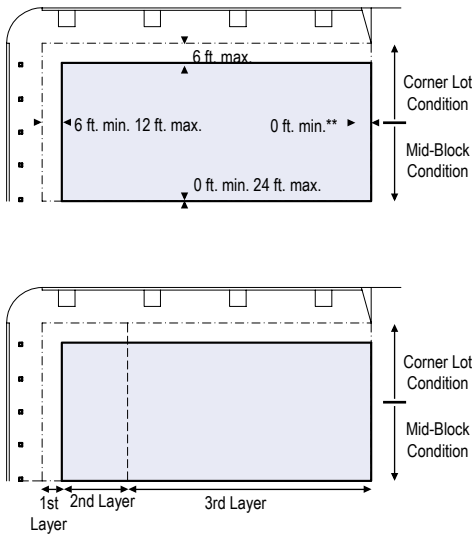

PRIVATE FRONTAGE

PRIVATE FRONTAGE	
Private Frontage Type	Forecourt, Stoop, Gallery, Arcade
Principal Building Height	6 stories max. 2 stories. min
Outbuilding Height	N/A
First Floor above Grade	12 in. min.
Building Disposition	Rearyard, Courtyard
Lot Width	18 ft. min 400 ft. max
Lot Coverage	90%
Building Frontage at setback	20% of lot width min.
Front Setback	0 ft. min. 12 ft. max
Side Setback	0 ft. min. 24 ft. max
Rear Setback	3 ft. min.
Outbuilding Setback	N/A
Ground Level Function	Commercial
Upper Level Function	Commercial/ Residential

BUILDING DISPOSITION

BUILDING HEIGHT

TRANSECT ZONE DIAGRAM