

# Clayton Road Urban Design District



APPROVED BOARD OF ALDERMEN  
OCTOBER 25, 2005

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# I. INTRODUCTION

## A. PROJECT OVERVIEW

During the fall of 2001, the city of Clayton established and adopted design standards for five Urban Design Districts (UDDs) in attempt to mitigate the impacts of redevelopment and infill on the community’s established neighborhoods. In some cases, significant redevelopment had already occurred—in others, it was anticipated to occur, and protective measures were desired. As part of this earlier process, UDDs were prepared for the following neighborhoods: Clayton Gardens, Clayshire, Topton Brighton, Westwood Corridor, and the Christian Brothers Campus (now owned by the Concordia Seminary)—each of which has a distinct character. Since their adoption, the UDDs have proven effective in meeting the community’s objectives and have resulted in development that is much more compatible with the character of the city’s neighborhoods.

This process, which began in December 2004, will culminate in the adoption of an additional Urban Design District for a portion of Clayton Road, as defined on the map below. The current process is being undertaken in much the same manner as the earlier UDDs and is being conducted in response to recent redevelopment pressures in the area and their potential impacts upon adjacent neighborhoods to the north. As a first step, the consulting team toured the Clayton Road Urban Design District (CR-UDD), reviewed existing plans and

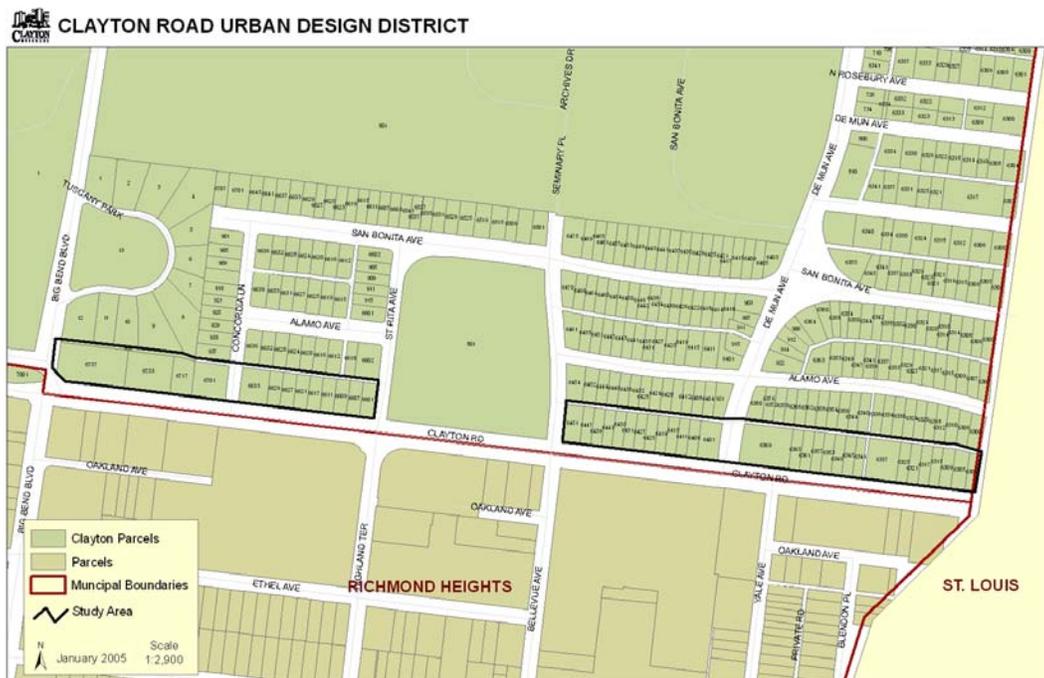


Figure 1—Clayton Road Urban Design District Boundary

policies pertaining to the area, and reviewed development proposals that had been submitted prior to the commencement of this process. The consultants conducted interviews with numerous project stakeholders to assess potential issues with the existing zone district, including residents, city officials, developers, and property owners. In addition, a community workshop was held in December 2004 to solicit public input on the key issues to be addressed. Approximately 50 people attended this workshop. Based upon this background research and the community workshop, the consulting team prepared a diagnosis of the strengths and weaknesses of the existing zone district in light of the city's land use goals and objectives for the area and an annotated outline of possible design standards. Extensive feedback was received from the community on the Draft Annotated Outline/Diagnosis. Recommendations set forth in the Annotated Outline/Diagnosis have since been translated into draft design standards for consideration. Once adopted, the standards will be applied by the city as outlined on page 9 in existing development review processes.

## **B. KEY ISSUES AND GOALS FOR IMPROVEMENT**

In conceiving this project, the city identified a number of key issues to be addressed during the process. These were confirmed and supplemented during the stakeholder interview process, in meetings with staff and city officials, and during the December 2004 community workshop. These issues provide a context for and guide the more detailed design standards that follow. They include:

*Ensure that the character of future development within the Clayton Road Urban Design District (CR-UDD) is compatible with the character of adjacent residential neighborhoods and is "community friendly".*

Although its character has traditionally been primarily residential, with a pedestrian-friendly feel, the Clayton Road corridor has been zoned for commercial development since the early 1960's and has evolved over time. Today its character is varied—with existing uses that range from a drug store, restaurants, and a bank, to churches and small offices, to single-family residential homes and multi-family apartments. Recently, the area has begun to experience pressure for redevelopment at significantly higher densities than exist today, bringing to light a number of issues that will need to be addressed by the CR-UDD.

Perhaps the most crucial of these issues is the need to ensure that future development is compatible with its residential neighbors to the north. Defining compatibility in this instance will be extremely challenging, as it can be linked to several factors such as:

- the scale, mass, and height of proposed development;
- the provision of parking and access; and
- the actual uses that are permitted or prohibited within the district.

Each of these influencing factors, along with potential design standards or related recommendations to address them is discussed in greater detail in Sections V and VI of this document.

*Increase the predictability and flexibility of future development within the Clayton Road UDD.*

While the terms predictability and flexibility may seem somewhat contradictory at first, in this case, they are very interrelated. Having a comfortable level of predictability as to what to expect from future redevelopment in the CR-UDD is a major issue for both residents of adjacent neighborhoods and property owners within the district. In order to address this, the CR-UDD will need to incorporate a set of clear, quantitative standards that reduce the need for negotiation and individual interpretation on individual development proposals.

Along with a desire for predictability, however, comes a desire for flexibility not possible within bound of the “strict interpretation” of the existing C-2 district. While many of the issues of flexibility (i.e., permitted vs. conditional uses, parking requirements, etc.) can technically be addressed through the Planned Unit Development process, it may be beneficial to explore ways to accomplish this within the CR-UDD in order to more directly address specific goals and to balance the desire for predictability discussed above. A set of recommended revisions to address these issues are provided in Section VI of this document.

*Establish the Clayton Road UDD as a distinctive gateway for the city of Clayton and the adjacent neighborhoods.*

Despite differences in interest, a general sentiment that seemed to resonate from the many comments and discussions was that the Clayton Road corridor serves as a major gateway to the city from the east and south and its visual quality should be protected. In addition to a general desire for high quality development as a gateway element, retaining the more pedestrian-friendly, “green” development character interspersed with modest-scale residential and retail buildings exhibited in the CR-UDD was a priority. This attractive character contrasts, in many citizens’ minds, the more automobile-oriented, commercial character of development located south of Clayton Road, in Richmond Heights.

In addition to its role as a significant city gateway, many also pointed out the role of the CR-UDD (with four streets providing access to the north) as a gateway to two adjacent residential neighborhoods, Hi-Pointe/De Mun and Tuscany Park. While not all of these intersections are marked with formal gateway markers, the location of mixed-use developments at the corners of several of the intersections to serve neighborhood residents provides an informal gateway element. The retention and/or enhancement of these ideas are embodied in many of the design standards and related recommendations for the CR-UDD contained in this document.

## **C. DOCUMENT ORGANIZATION**

This document is organized into five main sections, including this introductory section:

**Section I** provides an overview of the project and sets forth key issues and goals for the CR-UDD.

**Section II** provides a character analysis of the CR-UDD.

**Section III** provides an overview of the general intent and applicability of the design standards, as well as a discussion of the review process and the use of alternative compliance.

**Section IV** defines key terms used throughout the document.

**Section V** provides design standards for the CR-UDD in a format that contains design principles and regulatory language. Design standards are organized into two sub-sections: Site Planning and Architectural Character and Compatibility. Each subsection contains the following components that should be applied as discussed.

- *Intent Statement*—This is a broad statement explaining the design intent for the standards that follow. It should be used to help interpret the application of a standard in a specific situation. Special conditions may arise in certain cases that will not be addressed by the design standards, in which case, the intent statement should serve as the basis for determining the appropriateness of the proposed design.
- *Design Standard*—The text indicates whether the proposed regulation is a standard or guideline. Standards (“shall”) are mandatory; guidelines (“should” or “may”) are advisory, but strongly recommended.

**Section VI** provides related recommendations that would be incorporated as amendments to the existing C-2 district, and would only be applicable within the CR-UDD. Recommendations pertain to Permitted/Prohibited Uses within the CR-UDD. The section contains the following components that should be applied as discussed.

- *Intent Statement*—This is a broad statement explaining the intent for the recommendations that follow. It should be used to help interpret the application of a recommendation in a specific situation.
- *Recommended Revision*—The text indicates the recommended revision to the underlying C-2 district for the CR-UDD. Recommended revisions would not be applicable to existing C-2 districts located in other areas of the city.

**Section VII** contains guidelines for tree preservation as pertaining to the standards contained in Section V.

## D. HOW TO USE THIS DOCUMENT

Listed below are the key steps in the development process and points at which the design standards should be consulted and applied:

- Discuss the proposed project with city staff (informal discussion only-typically pre-design).
- Review the design standards for the Clayton Road Urban Design District.
- Understand the context of the building site; inventory adjacent structures.
- Develop the site plan and building design using the standards in conjunction with relevant chapters of the Municipal Code and other applicable development regulations and policies.
- Contact staff regarding a pre-application conference, as outlined in the Zoning Ordinance.
- Complete the application checklist to ensure conformance with the design standards and site plan requirements.

- Contact staff regarding site plan review by appropriate city departments, for proper submittal procedure as outlined in Chapter 22 of the Municipal Code, Site Plan Review.
- Revise plans to meet clarifications and deficiencies identified during Site Plan Review.
- Submit the project for formal review before the Planning Commission and Architectural Review Board as set forth in the Municipal Code.

## II. CONTEXT/CHARACTER ANALYSIS

### BACKGROUND

When constructed during the 1920's and 30's, the four block area that today comprises the CR-UDD was primarily a residential district of single and multi-family homes, with the exception of a church, a mortuary and a few neighborhood retail storefronts at key intersections. The potential for change in the land use composition of the district was triggered during the 1960's when its zoning was changed to its present commercial (C-2) designation. The C-2 designation allows a range of general commercial uses such as banks, dry cleaners, and medical or dental clinics by-right, and others (some of which are potentially incompatible neighbors to residential development), such as retail, restaurants, car washes, and gas stations as conditional uses. According to the C-2 designation, development within the CR-UDD is limited to 5 stories or 65 feet in height. (Note: This reflects a reduction made in 2001 specific to the CR-UDD area. The standard height limit for a C-2 district is 7 stories or 90 feet.)



Figure 2—Typical character of original residential and retail storefronts.

### EXISTING LAND USES/CHARACTER

As a result of the change in zoning, a number of the remaining single-family homes have been converted to offices over time, but maintain their residential character with broad front lawns, detached sidewalks and—in many areas—tree lawns (the planting area between the sidewalk and the street) and rear parking. This is particularly evident on the blocks located between DeMun and Skinker, and Seminary Place and DeMun. In these areas in particular, many of the original 2-story brick, multi-family buildings remain and are currently being used as rental apartments, although some renovation and conversion of units—which have a similar character and scale—to for-sale condominiums has begun to occur in the adjacent Hi-Pointe/DeMun neighborhood.



Figure 3—Typical character of commercial development on west end of district—Big Bend/St. Rita block. St. Louis Bread Company is visible in the foreground, one of two churches is visible at right.

Commercial redevelopment and reuse has also begun to occur in recent years, primarily between Big Bend and S. Rita Avenues—with a new Walgreen’s drug store and a St. Louis Bread Company; however, because lots in the district are relatively shallow, providing adequate parking can be a challenge and has caused tension between business owners and adjacent residents. Due in large part to the parking and other site constraints, the scale of development in this area is relatively modest in scale (1-11/2 stories) more typical of a neighborhood commercial district, and sidewalks have been pushed to the street edge. A couple of commercial structures also remain vacant due to the same constraints.

As viewed from the alley that separates the district from the adjacent neighborhoods, the district also has a varied character. Informal parking areas are common and most have little if any landscaping to buffer them from their neighbors. Most trash receptacles are not enclosed. Rear yard setbacks vary, but in many cases are substantial, ranging anywhere from 5 feet for garages and some new development to between 65 and 100 feet for residential structures without garages. Blank rear walls without windows or façade articulation are common with newer structures. Topographical variations in the east end of the district have resulted in the construction of many retaining walls over time to provide a transition between parking areas and the building entrance above. Some of the walls appear to be nearing the end of their life cycle. As a result of the topographic variations, buildings within the CR-UDD appear somewhat taller to adjacent residents, despite being the same height.



Figure 4—Typical view of CR-UDD from alley looking southwest.

## ADJACENT DEVELOPMENT PATTERNS

The CR-UDD is bounded by the City of Richmond Heights on the south. The character of Clayton Road in Richmond Heights is dramatically different than it is in Clayton and is much more typical of a bustling, auto-oriented commercial arterial—with most buildings standing behind broad setbacks and large parking lots in many cases. Most sidewalks have been pushed to the street edge, creating an uncomfortable and unsafe environment for pedestrians. One of the area’s most prominent, and long-standing uses is the multi-story St. Mary’s Health Center Complex, a major area employer.



Figure 5—St. Mary’s Health Center as viewed from CR-UDD at DeMun/Clayton Road intersection.

On the north, the district is separated by an alley from the Hi-Pointe/DeMun and Tuscany Park neighborhoods. Zoning for these areas ranges from R-1 and R-2 single-family to R-5 multi-family. Each of the neighborhoods has a distinct character typical of Clayton’s early residential areas, featuring red brick construction with stone and tile accents, street trees, and consistent setbacks with broad lawns. Garages, parking, and refuse dumpsters for the Hi-Pointe/DeMun neighborhood are located behind buildings and accessed from the alley shared with the CR-UDD.

The nomination of the Hi-Pointe/DeMun neighborhood to the National Register of Historic Places was recently approved, based on the role of Henry Wright in the area’s design. A portion of Hi-Pointe/DeMun is included in the CR-UDD, specifically the area between University Lane and Skinker Boulevard.



*Figure 6—Typical residential streetscape, HiPointe/DeMun neighborhood.*

On the west, the district is bounded by Big Bend Boulevard, which separates it from Oak Knoll Park. On the east, the district is bounded by Skinker Boulevard, which also serves as a north/south boundary between the Cities of Clayton and St. Louis. East of Skinker, in St. Louis, lies Forest Park.

The former Christian Brothers Campus (now owned by the Concordia Seminary) lies directly at the center of the CR-UDD, providing a one-block break in the district. An Urban Design District was adopted for the campus in 2001.



*Figure 7—Rear parking on alley, St. Louis Bread Company.*

## REDEVELOPMENT CHALLENGES

Although the CR-UDD has been zoned for commercial uses since the early 1960’s, little redevelopment of existing uses for new commercial uses has occurred since then. Based upon discussions with property owners and

developers, and on past experiences with similar zoning districts in comparable communities, this is likely due at least in part to the following issues:

- The depth of the lots within the district is relatively shallow, making it challenging to accommodate commercial uses and necessary surface parking lots and access without the consolidation of several lots or the use of structured parking. Mid-block commercial development is particularly difficult for these reasons.
- Parking requirements for conditional uses allowed within the district, such as mixed-use (office, residential, and retail) are in some cases excessive by modern standards and make development difficult to achieve while still remaining within allowable floor

area ratios (although they may be waived by the Board of Aldermen for a CUP or PUD); and

- Access to nearly all of the lots within the district is currently provided using a rear alley, which is adequate for uses that generate relatively low traffic volumes, such as a small accounting or law office, but would be problematic for auto-oriented commercial uses that are currently allowed by-right, such as a retail establishment. The addition of more curb-cuts along Clayton Road to better facilitate this type of development would need to be approved by the County and would likely be discouraged due to the high volume of traffic along Clayton Road today and in some portions of the district, due to the close proximity of lots to the intersection of Clayton Road and Skinker Boulevard.

### III. GENERAL PROVISIONS

#### A. GENERAL INTENT

Based upon the character analysis, a review of the existing zoning provisions, and discussions with numerous project stakeholders to assess potential issues with the existing zone district, it is clear that given the depth of lots, lack of parking, and limited access for mid-block properties within the district, commercial development will continue to be a challenge. Recognizing that this is somewhat problematic for an area that is currently zoned for commercial development, several targeted refinements to the C-2 zoning as applicable along Clayton Road within the CR-UDD have been proposed, in addition to a number of design standards for consideration. As with the standards, the recommendations are intended to help promote a more residential/mixed-use pattern of development that is more compatible with the adjacent neighborhoods and to ensure that the corridor remains a visually appealing gateway to the community; however, in addition, they have the potential to expand redevelopment options for properties within the district over time. The PUD process would also remain a development option, as it would in any district. These recommendations are discussed in detail in Section VI. Related Recommendations.

The general intent of these regulations and standards is to:

- To minimize the impacts of future development within the CR-UDD on the adjacent residential neighborhoods;
- To help promote a mixed-use/residentially-oriented pattern of development that is more compatible with the adjacent neighborhoods than traditional commercial uses found in other areas of the Clayton Road corridor;
- To increase the predictability and flexibility of future development within the CR-UDD; and
- To maintain the CR-UDD a visually appealing gateway for the City of Clayton and the adjacent neighborhoods.

#### B. APPLICABILITY

These design standards shall apply to the following developments within the CR-UDD:

- An infill project, including associated accessory surface or structured parking, proposed for a vacant or substantially vacant lot within the CR-UDD.
- A redevelopment project, including associated accessory surface or structured parking, proposed for a developed lot within the CR-UDD where all or most of the existing structure would be razed and a new structure or structures built.
- An addition or renovation project proposed within the CR-UDD where the total square footage of the proposed addition is greater than fifty percent (50%) of the total square footage of the existing principal structure.

### **C. REVIEW PROCESS**

These standards shall be applied in the normal Site Plan Review processes for development plans as set forth in Section 22-10.2 of the Municipal Code; however, said review processes shall be applicable to all development within the CR-UDD as defined in Section III.B, above.

### **D. ALTERNATIVE COMPLIANCE**

Upon request of an applicant, the Planning Commission or Architectural Review Board, as appropriate depending on the type of development and application, may approve an alternative approach that may be substituted in whole or in part for a plan meeting these design standards. This approach is intended to apply in unusual circumstances that might arise where an alternative approach would provide a result that is equal to or superior to that which would be provided by the approach outlined by the standards in this ordinance. Economic consideration shall not be a basis for alternative compliance.

***Procedure***—An alternative compliance approach shall be prepared and submitted in accordance with the submittal requirements as set forth by the City of Clayton. The approach shall clearly identify and discuss the modifications and alternatives proposed and the ways in which the plan will better accomplish the intent of these design standards than would an approach which complies with these design standards.

***Review Criteria***—To approve an alternative approach, the Planning Commission or Architectural Review Board must find that the proposed alternative approach accomplishes the intent of these design standards equally well or better than would an approach which complies with these design standards.

## IV. DEFINITIONS

As used in this document, the following terms shall mean:

**Accent Material**—Material covering twenty-five percent or less of the wall elevation or roof.

**Articulation**—The manner in which various features are arranged on a building elevation.

**Block**—The properties abutting both sides of a street and lying between the two nearest intersecting or intercepting streets, or nearest intersecting or intercepting street and railroad right-of-way, unsubdivided land, watercourse, or city boundary.

**Block Face**—The properties abutting one side of a street and lying between the two nearest intersecting or intercepting streets, or nearest intersecting or intercepting street and railroad right-of-way, unsubdivided land, watercourse, or city boundary.

**Buffer**—Open spaces, landscaped areas, fences, walls, berms, or any combination thereof, used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, buildings, other nuisances, or provide privacy.

**Building Form**—The shape and structure of a building as distinguished from its substance or material.

**Building, Height of**—The vertical distance from the average existing grade of the site to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the mean height level between eaves and ridge of a gable, hip, or gambrel roof. In the case of new construction and building additions, building height shall be measured from average existing grade prior to the commencement of any construction.

**Building Mass**—The three-dimensional bulk of a building height, width, and depth.

**Building Scale**—The size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

**Character**—Those attributes, qualities, and features that make up and distinguish a development project and give such project a sense of purpose, function, definition, and uniqueness.

**Dormer**—A window set upright in a sloping roof. Also used to refer to the roofed projection in which this window is set.

**Dwelling**—Any building, or portion, thereof, which is designed and used exclusively for residential purposes.

**Dwelling, Two-Family (Duplex or Townhouse)**—A building containing two separate dwelling units, either stacked or side-by-side, connected by a common wall, designed and used for occupancy by two (2) families.

**Dwelling, Multifamily**—A building or portion thereof designed and used for occupancy by three (3) or more families each in a separate dwelling unit. A tri-plex, four-plex, townhouse (connected by a vertical party or common wall), or apartment.

**Elevation**—The external faces of a building; also a mechanically accurate, “head-on” drawing of any one face (or elevation) of a building or object, without any allowance for the effect of the laws of perspective.

**Façade**—Any side of a building that faces a street or other open space. The “front façade” is the front or principal face of a building.

**Guidelines**—Advisory regulations. Guidelines are indicated by use of the terms “may” and “should.”

**Impervious Material**— A surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water. It includes, but is not limited to, surfaces such as compacted sand, limerock, or clay, asphalt concrete, driveways, retaining walls, stairwells, stairways, walkways, decks and patios at grade level, pools and other water features, and other similar structures. For the purposes of calculating impervious coverage, pools shall only count at 50% of the actual pool size.

**Impervious Coverage**—That area within a lot that is covered by impervious materials.

**Live/Work Unit**—A structure with a combination of uses where work activities occur and a dwelling unit is included for the business occupant. Such unit shall have only one kitchen and not more than 50% of the structure shall be dedicated for a business use. The dwelling unit shall be occupied by either the owner, the tenant, or the owner or tenant’s employee. The residence must be the residence of a person responsible for the work performed on the premises.

**Maximum Extent Feasible**—No feasible and prudent alternative exists, and all possible efforts to comply with the regulation or minimize potential harm or adverse impacts have been undertaken. Economic considerations shall not be the overriding factor in determining “maximum extent feasible.”

**Maximum Extent Practicable**—It is the responsibility of the developer to show clearly and convincingly to the satisfaction of the Plan Commission that under the circumstances, reasonable efforts have been undertaken to comply with the regulation or requirement, that the cost of additional compliance measures clearly outweigh the potential benefits to the public or would unreasonably burden the proposed project, and reasonable steps have been undertaken to minimize any potential harm or adverse impacts resulting from the noncompliance.

**Mixed Use Development**—Development containing a mix of complementary uses within the same building. Typically, mixed use buildings contain some combination of retail, office, and residential uses, with retail uses located at the ground floor and office or residential uses located above. Residential units shall contain a floor area no less than seven hundred fifty (750) square feet.

**Orient**—To bring in relation to, or adjust to, the surroundings, situation, or environment; to place with the most important parts (e.g., the primary building entrance and the designated “front” of a building) facing in certain directions; or to set or arrange in a determinate position, as in “to orient a building.”

**Primary Material**—Material covering seventy-five percent or more of the wall elevation.

**Redevelopment**—Development on a tract of land with existing structures where all or most of the existing structures would be razed and a new structure or structures built.

**Roof Accent**—Roof accents are typically found on flat-roofed structures which have false roof lines along the front façade that give the appearance of a pitched roof when viewed from the street or are used to highlight a particular architectural feature, such as an entryway or window(s).

**Setback**—The open space between the property line of the lot and the nearest projection of a structure.

**Standards**—Mandatory regulations. Standards are indicated by use of the terms “shall” and “must.”

**Town Home Dwelling**—A type of multifamily dwelling in which individual dwelling units are attached by one or more vertical party walls, with the habitable spaces of different dwelling units arranged on a side-by-side rather than a stacked configuration. Each individual town home dwelling unit has its own front and rear access to the outside. Town home dwelling units are typically, but not always, surrounded by common areas owned and maintained by a property or homeowners association.

**Tree Lawn**—The landscaped area between the street and the sidewalk.

## V. DESIGN STANDARDS

### A. SITE PLANNING

#### 1. Front Setback

a) Intent

- (1) To maintain the pedestrian-oriented, landscaped character of the front setback where still evident (such as the frontage between DeMun and Skinker).
- (2) To avoid creating an imposing, “canyon” of taller buildings along the Clayton Road street frontage, as is beginning to develop in Richmond Heights.
- (3) To establish intersections within the CR-UDD as prominent gateways to the adjacent neighborhoods.

b) Design Standards

- (1) Front setback may be reduced to 12.5 feet for mixed-use development located on corner lots. Reduced setback shall be allowed within 60 feet of the applicable intersection (as measured from the property line at the back of the sidewalk) and shall only be applicable to lots adjacent to the following intersections:

- (a) De Mun Avenue and Clayton Road;
- (b) University Lane and Clayton Road;
- (c) St. Rita Avenue and Clayton Road; and
- (d) Concordia Lane and Clayton Road.

*(Note: This provision would allow existing setback conditions for corner lots, as outlined above, to be overridden. Street frontages would be addressed equally through the use of two front setbacks and the remaining setbacks would be addressed in the same manner as they would for a mid-block lot, as illustrated on the diagram below. It would only apply to mixed-use development and would only be applicable where the existing setback is at least 10 feet.)*

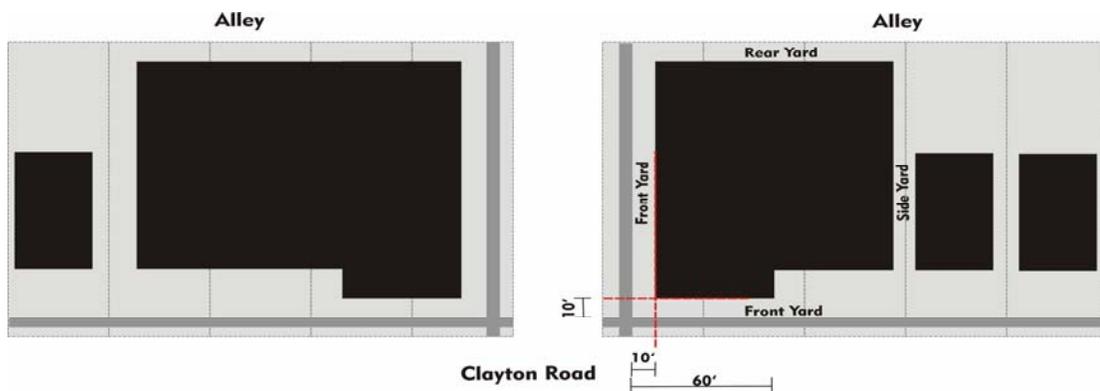


Figure 8—Front setbacks may be reduced to 12.5 feet within 60 feet of the corner to emphasize gateways and encourage mixed-use development.

(2) See also V.A.4.b) (2), Landscaping and Screening.

## **2. Front Lot Coverage**

### **a) Intent**

(1) To minimize the impacts of paving and other hard materials that can detract from the existing green, landscaped character desirable along the north Clayton Road frontage.

(2) To maintain the green, landscaped character of the front setback where still evident (such as the frontage between DeMun and Skinker).

### **b) Design Standards**

(1) Residential and mixed-use developments shall have no more than 30% of the required front yard setback covered by impervious material. This standard shall not be applicable to commercial development and shall only be applicable to the portion of a corner development where a reduced front setback is not permitted (See Section V.A.1.b) (1). If a corner development does not opt to reduce the front setback for the area permitted, the above provision would apply to the entire lot frontage.)

(2) Surface parking shall be prohibited between the site's primary building(s) and Clayton Road.

## **3. Building Orientation**

### **a) Intent**

(1) To maintain the traditional orientation of buildings and the pedestrian-oriented character of development along the Clayton Road frontage.

### **b) Design Standards**

(1) The primary entrance of all new structures shall be oriented towards Clayton Road, as is characteristic of existing structures within the CR-UDD.

## **4. Landscaping and Screening**

### **a) Intent**

(1) To enhance and soften the appearance of new development as viewed from adjacent neighborhoods and from Clayton Road.

(2) To ensure that parking and service areas are screened from adjacent neighborhoods and from Clayton Road.

(3) To maintain the tree-lined appearance of the Clayton Road frontage.

(4) To protect the established tree canopy within the district.

(5) To provide a mechanism for tree replacement where necessary.

### **b) Design Standards**

- (1) The perimeter of all surface parking and service areas, shall be screened using one of the following methods:
  - (a) A low continuous landscaped hedge a minimum of 3 feet high, consisting of a double row of shrubs planted 3 feet on center in a triangular pattern; or
  - (b) A low masonry wall or fence 3 feet high in combination with landscaping (landscaping shall be planted between the wall and the public right-of-way, sidewalk, or boundary).

(2) Existing tree lawns shall be retained as part of any redevelopment project. In instances where the tree lawn has been removed previously, it shall be re-established as part of any redevelopment project.

(3) Retaining walls shall not exceed 5 feet in height. Where a larger wall is required to create a transition in grade, a landscaped terrace, a minimum of 3 feet in depth, shall be provided between each 5-foot wall section.

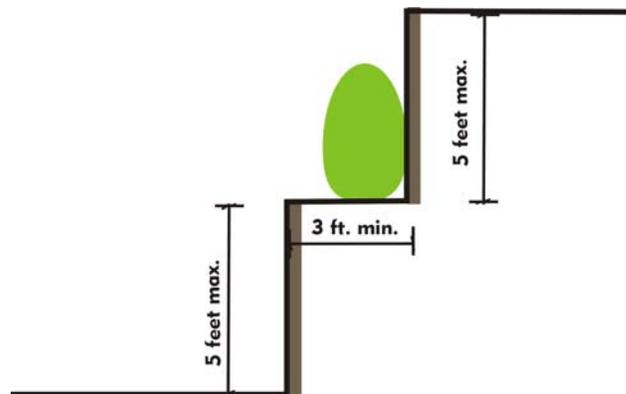


Figure 9—Retaining walls may not exceed 5-feet in height without being terraced as illustrated above.

- (4) Significant trees shall be preserved to the maximum extent feasible. For the purposes of this standard, the caliper of a “significant” tree shall be as set forth in the Appendix of this document, Guidelines for Tree Preservation.
- (5) Significant trees not feasible for preservation shall be replaced with trees of the largest caliper possible to equal the total caliper inches removed. Trees shall be replaced on site to the maximum extent feasible; however, a contribution to the City Forestry Fund may be made in lieu of on site replacement as recommended by the City’s landscape architect. Trees shall be replaced with like species to the maximum extent feasible.
- (6) No cut or fill (grading) over a 4” depth shall occur within the drip line or root area of any preserved tree without evaluation and approval of the disturbance by a qualified arborist or forester.
- (7) Street trees shall not be removed without City approval. New street trees shall be installed by the developer at a similar spacing as those already established along the street. This would apply on an “as needed” basis at the time of redevelopment. A list of appropriate tree species shall be provided by the City’s Public Works Department on a site-by-site basis.
- (8) All trees designated for preservation shall be protected by construction fencing or other method deemed appropriate by the City’s landscape architect.

## 5. Side Setback

### a) Intent

- (1) To maintain light access and air circulation for adjacent residential neighborhoods.
- (2) To maintain visual breaks in development along Clayton Road, particularly when multiple lots are consolidated for a single development.

### b) Design Standards

- (1) A 5-foot side yard setback shall be provided for all development within the CR-UDD, with the following exception:

#### (a) Town home development.

- (i) Required side setbacks may be reduced or eliminated to allow for creativity in building design; however, the following additional standards shall apply:

(a) Building heights shall not exceed 3 stories or 45 feet above the average existing grade, whichever is less;

(b) Total building length shall not exceed 110 feet and shall contain the required offsets specified in these standards. (Partial stories with dormers or sheds may be permitted under sloping roofs. Partial stories shall be completely contained beneath the slope of the roofline.); and

(c) A 5-foot side yard setback shall be provided on either end of a multi-unit town home structure, where the structure is adjacent to an existing structure or a property not under ownership of the applicant.

## 6. Rear Setback

### a) Intent

- (1) To maintain visual relief between residential lots south of the alley (within the Hi Pointe/De Mun neighborhood) and new development within the CR-UDD.
- (2) To minimize shadowing of residential lots north of the alley.

### b) Design Standards

(1) A landscape buffer a minimum of 4 feet shall be provided along the rear building wall to soften its appearance when viewed from the alley or adjacent residences. The landscape buffer shall include evergreen shrubs with an upright growth habit that are a minimum of 5 feet tall at the time of installation and are spaced a maximum of 4 feet on center. A variety of other complementary planting material shall also be incorporated to provide visual interest.

(2) The following incentives shall be provided to increase buffering and open space for by-right mixed-use developments (See also, Section VI.A.2.a.):

- (a) Floor Area Ratio may be increased by 0.1 above the 1.5 Floor Area Ratio maximum for:

- (i) Each 200 square feet of usable open space provided in the form of a central courtyard opening onto the alley; or
- (ii) Each additional 2 feet added to the minimum rear setback.

*(Note: This incentive is only available to by-right mixed-use development in the district (See also, Section VI.A.2.a.). The ability of an applicant to seek an increased FAR or a variation in a side setback through the PUD process would not be affected; however, it is provided as a means of encouraging additional open space along the alley to buffer adjacent neighborhoods.)*

- (b) The maximum Floor Area Ratio that may be achieved using this incentive shall be 2.0.

## **7. Grading and Drainage**

### **a) Intent**

- (1) To mitigate storm water runoff caused by new development within the CR-UDD onto properties in the adjacent residential neighborhoods.

### **b) Design Standards**

- (1) To the maximum extent feasible, new construction shall follow and respect the existing topography of the site. The finished grade of the front yard shall match that of adjacent properties to avoid creating a “stepped” appearance along the Clayton Road frontage (i.e., steep transitional slopes or retaining walls between properties).

- (2) Site drainage patterns shall be designed so as to minimize concentrated surface drainage and run-off onto adjacent properties.

- (3) Storm water drainage shall be connected to a storm sewer where available.

*(Note: City has existing provisions to address drainage issues under Article X. Site Plan Review.)*

## **B. ARCHITECTURAL CHARACTER AND COMPATIBILITY**

### **1. Building Materials**

#### **a) Intent**

- (1) To ensure that future development provides an attractive visual gateway to the City of Clayton.

- (2) To ensure that future development incorporates materials that are compatible with the traditional development character found within the district and adjacent residential neighborhoods.

- (3) To ensure future development incorporates materials that provide a sense of permanence and quality.

b) Design Standards

(1) Primary building materials and accent materials shall be limited to masonry materials, such as brick or a combination of brick and stone, as traditionally found within the district and adjacent residential neighborhoods.

(a) All materials shall be similar in color, texture and scale as those traditionally found within the district and in adjacent residential neighborhoods and the Hi-Pointe/DeMun Historic District. Materials characteristic of the Hi-Pointe/DeMun Historic District include: Decorative terra cotta tile (either red unglazed or green glazed) and slate roof accents;

(b) Decorative brick patterns;

(c) Cut stone foundations and accents;

(d) Varied, but muted, brick colors including greens, tans, yellows, and browns;

(e) Varied brick textures ranging from smooth faced to heavily textured; and

(f) Varied mortar colors including brown, red, light gray and sand, but with black being predominant.

(2) The following materials shall not be permitted for use as primary building materials or accent materials:

(a) EIFS;

(b) "Jumbo" brick;

(c) Split-faced block; or

(d) Stucco.

(3) Retaining walls shall be constructed of materials similar in color, texture, and scale as the primary building materials. The following materials shall not be used for any retaining walls visible from Clayton Road, the alley, or any adjacent property:

(a) Wood ties;

(b) Keystone;

(c) Windsor; or

(d) Similar modular block wall systems.

(4) All exposed concrete walls (such as for the exterior walls of enclosed parking areas) shall be faced with the primary building material and/or a predominant accent material.

**2. Building Height/Massing/Form (Relationship to surrounding development)**

a) Intent

(1) To ensure that the height, mass, and bulk of new development does not adversely affect the character of adjacent residential properties or the quality of life of neighboring residents.

(2) To maintain visual breaks in development along Clayton Road, particularly when multiple lots are consolidated for a single development.

(3) To maintain light access and air circulation for adjacent residential neighborhoods.

(4) To emphasize the role of the CR-UDD as a gateway to the adjacent neighborhoods.

b) Design Standards

(1) Buildings that exceed 3 stories or 45 feet in height shall step down to the height of the adjacent rear

building elevation or 30 feet, whichever is greater. The height of the adjacent rear building elevation shall be measured from the average existing grade of the site to the peak of the roof. The depth of each step shall be a minimum of 15 feet.

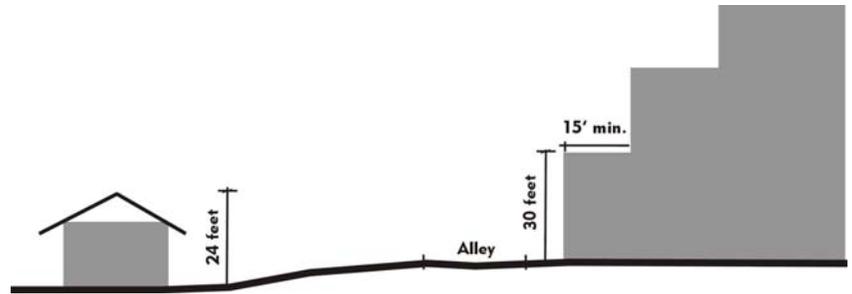


Figure 10—Buildings that exceed 3 stories or 45 feet in height must step down to height of adjacent rear building elevation or 30 feet, whichever is greater.

(2) The following incentive shall be provided to encourage a reduction in total building height for by-right mixed-use development (See also, Section VI.A.2.a.):

(a) An increase in Floor Area Ratio of 0.1 above the 1.5 Floor Area Ratio maximum may be granted for each 2-foot reduction in height below the allowable maximum.

(b) The maximum Floor Area Ratio that may be achieved using this incentive shall be 2.0.

*(Note: The ability of an applicant to seek an increased FAR through the PUD process would not be affected.)*

(3) A shadow study shall be provided for all new development that exceeds 35-feet in height. Such study shall be funded by the applicant and shall be conducted by an independent contractor to the City. The study shall demonstrate that shadows would not have a significant adverse affect on neighboring residents.

(4) Where multiple lots have been assembled, resulting in a combined lot that is significantly larger than the traditional 40' lot width typically found within the district, the following standards shall apply:

(a) For buildings that exceed 3 stories or 45 feet in height one of the following standards or combinations of standards shall apply:

(i) Option A:

(a) The total length of buildings shall be limited to 80 feet; and

(b) Variation in the building façade shall be provided using a combination of accent materials, offsets, windows, and other features;

(ii) Option B:

(a) The total length of buildings may be increased to a maximum of 165 feet provided that the building is organized as a series of smaller building modules defined by a gap or separation in the building façade to allow light to penetrate through the CR-UDD to the adjacent neighborhood.

(b) The gap or separation shall:

(i) Be a minimum of 5 feet in width;

(ii) Extend from the top of the first floor of the building to the top of the roof for buildings up to 4-stories or 52 feet in height; and

(iii) Extend from the top of the second story of the building to the top of the roof for buildings that exceed 4-stories or 52 feet in height.

(iv) For the purposes of satisfying the above standards, the width of building modules may vary dependant upon the total length and design of the building, however, no individual building module shall exceed 80 feet in length.

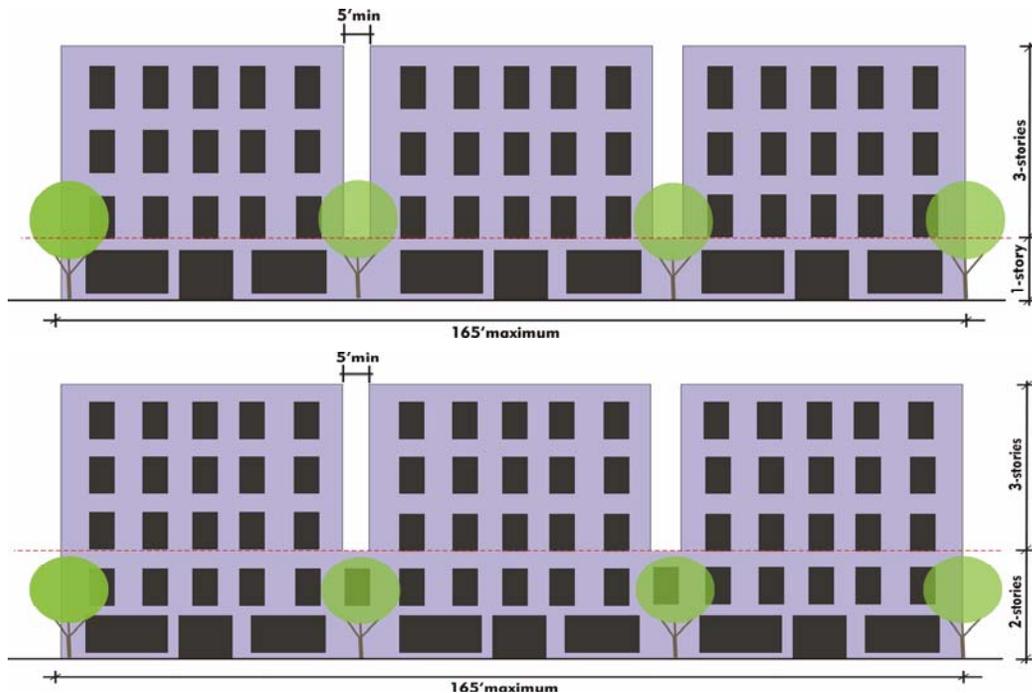


Figure 11—Buildings on consolidated lots may be up to 165 feet in length, provided the building mass is divided into a series of smaller modules defined by a separation in the building façade to maintain the penetration of light into the adjacent neighborhood. (Option B)

(iii) Option C:

(a) The total length of a building may be increased to a maximum of 165 feet provided that the building is organized in a courtyard or “u-shaped” configuration and that the courtyard is a minimum of 25 feet deep (as measured from the front setback) and a minimum of 40 feet in length.

(iv) Option D:

(a) The total length of a building may be increased to a maximum of 165 feet provided that a minimum of 3 offsets are provided along the front façade of the building.

(b) Offsets shall be a minimum of 5 feet in depth.

(b) For buildings that are less than 3 stories or 45 feet in height, the following standards shall apply:

(i) The total length of buildings shall be limited to 80 feet; and

(ii) Variation in the building façade shall be provided using a combination of accent materials, offsets, windows, and other features.

### **3. Architectural Detail (Roof Form, Façade, Doors, Windows)**

a) Intent

(1) Ensure that new development is compatible with the traditional character of original structures within the district and that of adjacent residential neighborhoods.

b) Design Standards

(1) New structures shall incorporate architectural detailing that is compatible with the traditional character of original structures found in the CR-UDD and that of structures in adjacent neighborhoods and the Hi-Pointe/DeMun Historic District (i.e., scale and types of materials, roof treatments, or other similar features). Architectural accents characteristic of the Hi-Pointe/DeMun Historic District include:

(a) Decorative terra cotta tile roof accents,

(b) Contrasting brick work and limestone or terra cotta accents; and

(c) Divided light windows above the first floor level for mixed-use buildings

(2) “Warehouse” style architecture typically characterized by a blocky form, flat rooflines, and sparse architectural detail shall be prohibited.

(3) Blank walls, void of windows or architectural detailing are prohibited. All façades visible from the Clayton Road frontage or other public right-of-way (including the alley) shall incorporate a similar level of wall articulation and architectural detailing as the front façade.

(4) Mixed-use and commercial structures shall incorporate large, “store-front” windows, architectural detailing, and other features at the ground floor to maintain a pedestrian-friendly environment at the street edge.

## **VI. RELATED RECOMMENDATIONS**

### **A. PERMITTED/PROHIBITED USES**

#### **1. Intent**

- a) Allow for a broader range of uses within the CR-UDD to promote neighborhood compatibility and to enhance opportunities for the future redevelopment of mid-block lots.
- b) Encourage mixed-use development within the CR-UDD, particularly at key intersections, where access can be more easily managed and mixed-use can help reinforce these locations as gateways to the adjacent neighborhood.
- c) Limit auto-intensive uses that are incompatible with and could potentially be disruptive to adjacent residential neighborhoods.
- d) To promote uses within the CR-UDD (such as live/work) that generate low volumes of traffic, making them more compatible with adjacent residential neighborhoods.

#### **2. Recommended Revisions**

- a) For properties located within the CR-UDD, the following use may be permitted by-right, subject to the applicable design standards set forth in Section V and in the Zoning Ordinance and subject to Site Plan Review, which may include studies to evaluate the potential effects or functions of one or more of the following: lighting, traffic, parking, and shadowing:
  - (1) Mixed-use development (See definition in Section IV.)
- b) Residential uses shall be prohibited on the first floor of mixed-use developments unless such units are used for live/work purposes (see VI.A.2.c., below.)
- c) For properties located within the CR-UDD, the following use may be permitted by conditional use permit or through the planned unit development process, subject to the design standards set forth above.
  - (1) Live/work development (See definition in Section IV.). Such uses are required a live/work occupancy permit to be renewed on an annual basis for the first three years of such use. The staff will submit an annual report to the City's Plan Commission regarding live/work uses each January for three years.
- d) Live/work developments containing 4 or less units shall provide parking as follows:
  - (1) 1.5 spaces per residential unit and 2 spaces per 1,000 square feet of business space.
- e) Live/work developments containing more than 4 units shall provide a parking study that demonstrates adequate parking will be provided.
- f) The following uses may be permitted by conditional use permit or through the planned unit development process, subject to the design standards set forth in Section V and in the Zoning Ordinance:
  - (1) Multi-family residential development; and

- (2) Town home residential development.
- g) To maintain corner properties for commercial and mixed-use development, single-use residential development shall not be permitted within 60 feet of the following intersections:
  - (1) De Mun Avenue and Clayton Road;
  - (2) University Lane and Clayton Road;
  - (3) St. Rita Avenue and Clayton Road; and
  - (4) Concordia Lane and Clayton Road.
- h) The following uses shall be prohibited within the CR-UDD:
  - (1) Utility, utility station, or substation.
  - (2) Gasoline and oil service stations; and
  - (3) Car wash establishments.
  - (4) Surface parking, as a primary use; and
  - (5) Structured parking, as a primary use.
- i) Surface and structured parking shall continue to be permitted as a primary use for municipal purposes.

## **VII. APPENDIX**

### **A. GUIDELINES FOR TREE PRESERVATION**

#### **LARGE DECIDUOUS TREES**

For the purposes of the Tree Preservation standards contained in this document, a “significant” large deciduous tree shall include trees of the below species, in the varieties listed, that are a minimum of 4 inches in caliper at a 4 foot trunk height.

##### **Ash (Seedless)**

- Green varieties
- White varieties

##### **Bald cypress**

##### **Honey locust (Thornless varieties)**

##### **Maple**

- Norway
- Red
- Sugar

##### **Oak**

- Bur
- English
- Pin
- Red, Scarlet
- Swamp White
- White
- Black

#### **MEDIUM – SIZED DECIDUOUS TREES**

For the purposes of the Tree Preservation standards contained in this document, a “significant” medium deciduous tree shall include trees of the below species, in the varieties listed, that are a minimum of 3 inches in caliper at a 4 foot trunk height.

##### **Gingko**

##### **Japanese pagoda tree**

##### **Linden**

- Littleleaf var.
- American var.

##### **River Birch**

##### **Yellowwood**

## **SMALL DECIDUOUS TREES**

For the purposes of the Tree Preservation standards contained in this document, a “significant” small deciduous tree shall include trees of the below species, in the varieties listed, that are either a minimum of 2 inches in caliper at a 4 foot trunk height or a minimum of 10 feet high.

**Amur maple**  
**Golden – rain tree**  
**Trident maple**

## **FLOWERING ORNAMENTAL TREES**

For the purposes of the Tree Preservation standards contained in this document, a “significant” flowering ornamental tree shall include trees of the below species, in the varieties listed, that are either a minimum of 2 inches in caliper at a 4 foot trunk height or a minimum of 10 feet high.

**Callery pear** (improved varieties such as Aristocrat, Respire and Chanticleer)  
**Crab apple** (disease-resistant varieties)  
**Eastern redbud**  
**European mountain ash**  
**Flowering cherry** (weeping and improved varieties such as Mazzard, Higan, Kwanzan, Sargent)  
**Flowering dogwood**  
**Japanese dogwood**  
**Cornelian cherry dogwood**  
**Hawthorn species**  
**Saucer magnolia**  
**Star magnolia**  
**Serviceberry species**

## **NEEDED EVERGREENS**

For the purposes of the Tree Preservation standards contained in this document, a “significant” needed evergreen tree shall include trees of the below species, in the varieties listed, that are a minimum of 10 feet in height.

### **Pine**

- White pine
- Austrian pine
- Japanese black pine

### **Spruce**

- Norway spruce
- Black Hills spruce
- Colorado blue spruce
- Colorado spruce

**Fir**

- White fir
- Douglas fir

**Hemlock**

- Canadian hemlock

**Cedrus species (true cedars)**

**Arborvitae**

- American
- Oriental

**Juniper (upright cultivars)**

- Blue Heaven
- Burki
- Canaartii
- Keteleeri
- Wichita Blue
- Skyrocket

**BROAD-LEAF EVERGREEN TREES**

For the purposes of the Tree Preservation standards contained in this document, a “significant” broad-leaf evergreen tree shall include trees of the below species, in the varieties listed, that are a minimum of 10 feet in height.

**Foster’s holly**

**Southern magnolia**