



Department of Planning and Development

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 862-6767, Fax: (314) 862-3168

AGENDA
PLAN COMMISSION MEETING

University City, Missouri City Hall - 5th Floor Council Chambers
6801 Delmar Avenue., University City, MO 63130
6:30 pm; Thursday January 23, 2020

1. Roll Call

2. Approval of Minutes – November 20, 2019 Plan Commission meeting

3. Hearings – 2005 Comprehensive Plan Amendment – Parkview Gardens
Neighborhood Sustainable Development Plan Supplement

4. Old Business

a. Resolution Adopting an Amendment to the Comprehensive Plan Update of 2005 to remove the “Parkview Gardens Neighborhood Sustainable Development Plan” as a supplement.

b. Map Amendment & Preliminary Development Plan Approval - PC 19-09

Applicant: ALP Acquisition LLC

Request: Approval of a Zoning Map Amendment from General Commercial (PC) to Planning Development – Mixed Use PDM. Approval of a Preliminary Development Plan.

Address: 8400 Delmar Boulevard
(*VOTE REQUIRED*)

5. New Business

a. 8817 Washington Construction – Infill Review Board

6. Other Business

a. Election of Officers – Nomination and election of Chairperson, Vice-Chairperson, and Designated Alternate.

b. 2020 Comprehensive Plan Update – Commission Consultant Discussion & Recommendation.

7. Reports

a. Council Liaison Report

8. Adjournment

PLAN COMMISSION

City Hall of University City

6801 Delmar Blvd, University City, MO 63130

6:30pm; Wednesday, November 20, 2019

The Plan Commission held their regular meeting at City Hall located at 6801 Delmar Boulevard, University City, Missouri on Wednesday, November 20, 2019. The meeting commenced at 6:35pm and concluded at 8:55pm.

1. **Roll Call**

Voting Members Present

Michael Miller

Judith Gainer (arrived 6:39pm)

Cirri Moran – Chair

Ellen Hartz

Cynthia Head

Mark Harvey

Margaret Holly

Voting Members Absent

Non-Voting Council Liaison

Paulette Carr

Staff Present

Gregory Rose, City Manager

John Mulligan, City Attorney

Clifford Cross, Director of Planning and Development

Adam Brown, Planner

2. **Approval of Minutes**

Mr. Miller moved approve the minutes of October 23, 2019. Ms. Head seconded. The motion passed unanimously.

3. **New Business**

Text Amendment: PC 19-11, adjusting parking regulations for beauty and nail salons.

Mr. Cross introduced the amendment and gave some background on research comparing University City's regulations to other nearby communities. In the case of beauty salons, nail salons, etc., other communities (such as Clayton, Maplewood, and Creve Coeur) calculate required parking based on square footage of the building instead of by the number of chairs, as University City's code does. The amendment calls for 1 parking space for every 200 square feet of floor area in multi-use buildings or if the business is a secondary use. Mr. Cross also noted that for stand-alone buildings, staff recommends removing the specific requirements other than those applying to a normal retail establishment.

Ms. Holly asked what the basic retail requirement for parking is, and Mr. Cross answered it is 1 space per 200 square feet. Ms. Holly asked why we are calling this out separately, and why it is not included with all other retail uses. Mr. Cross stated that this may have come from trying to regulate beauty schools. There was discussion about stand-alone beauty salons, and although they do exist, there was consensus that they are generally not common in commercial areas. There was discussion about the use of nail salons, and how many people are generally at the salon.

Mr. Mulligan summarized the possible solutions presented for the Kingsland and Vernon site. The first was a shared parking agreement with the site across the street. The second was increasing the maximum site coverage, which would, with a CUP, allow another 7% site coverage which would require a code amendment and could be used to take the green space between the street and the existing parking lot. A third option was purchasing land in University Heights to convert to parking. Another option would be adding back subsection F from the parking ordinance adopted earlier this year, regarding multi-tenant commercial buildings, and the final option was a reduction for the nail salon.

In 2016 code was amended to bring number of spaces down to two spaces per station, however, this was amended back to the original requirement of 3 per station. The ratios would require 36 spaces currently, 24 with the 2016 amendment, and about 9 with the proposed amendment, and this amendment would allow the proposed convenience store to occupy the vacant space in the plaza. There was discussion among the Commission and the Council Liaison about how many spaces are reasonable for a salon with 12 chairs.

There was discussion about the various options for adding more parking. There were concerns from neighbors in the past about the property in the back of the plaza being converted to parking. Mr. Cross also explained that to create more spaces in the front strip (about nine spaces), and the challenges with engineering new parking in that area. The commission discussed the desire not to “spot zone” for this particular property, but to make a code change that would be consistent throughout the community.

Mr. Rose said that we could go back with the developer to see what options there are, and that the developer must come up with a way to meet the parking standards.

Mr. Harvey noted that the business owner feels his customers would come in quickly and leave quickly, and that he would not need as many spaces.

Mr. Mulligan asked if the commission felt that 36 spaces was the right number for a nail salon with 12 stations. The shared parking standards are subject to the CUP process, so these times and standards could be adjusted on a case-by-case basis through the CUP. He said building in flexibility to the parking code may be a good thing to address similar cases to this. Ms. Moran asked what a 1.5 ratio per seat for beauty salons would lead to with the development on Kingsland. Mr. Cross explained he would need to re-calculate the totals based on this change. Mr. Miller said he felt square footage was a better way to calculate parking than number of stations.

Ms. Gainer asked if the shared parking calculations use averages or site-specific classification. Mr. Cross explained that these are based on the schedule of parking. Ms. Hartz pointed out that with the square footage, the City does not need to enforce the number of chairs listed by the business, which could change, but by square footage. Ms. Carr asked about how the industry standards are arrived at, and Mr. Cross explained that his research found industry data referring to the North American Industry Classification System (NAICS) in which beauty salons and similar businesses are classified along with other service businesses. Mr. Cross explained that some communities now do minimum/maximum standards, which could be part of the Code rewrite after the Comp Plan. Ms. Holly asked if permeable pavement could be required as part of the CUP process. Mr. Cross said it could. Ms. Carr pointed out that some of the classifications in the parking code give an either/or such as one space per square footage or spaces per configuration, whichever is greater.

Mr. Mulligan raised the point that transportation is evolving given the shared economy, Uber, etc, and we want to have flexibility in looking forward to the future of parking needs. For big impact projects, a CUP is desired by Council, in order to fine-tune the project and requirements to accommodate good businesses within the code. There is the possibility of further research on this topic if needed. There was a question about whether this was verging on spot zoning, but Mr. Mulligan and Mr. Cross felt this was not a case of spot zoning.

Ms. Hartz moved to approve the text amendment as proposed, 1 space per 200 square feet of floor area that are secondary use, Ms. Gainer seconded. There was discussion about this amendment. This would be a temporary solution (Mr. Miller) as a stopgap measure before the overhaul of the entire zoning code. Mr. Cross confirmed that the Comprehensive Planning

process would most likely address parking, and then a code revision would follow (this would all happen in about a three-year timeframe).

Mr. Mulligan pointed out that the two proposed amendments could be combined to take into account any building type by removing the stand-alone classification. The new language would include 3 spaces for any barber/beauty shop other than secondary use or within a multi-unit building, which would require a space per 200 square feet. There was discussion about the rationale behind distinction between stand-alone buildings and spaces included in multi-unit or secondary use buildings. Mr. Mulligan asked if there was a rationale behind this difference that could justify this difference.

Motion on the floor failed 3-4. The Commission felt that staff should do further research and re-write the amendment. There was discussion about the effect this would have on the Kingsland development. Mr. Harvey looked up the recommended amount of space per nail salon station, which is 8 stations to 1500 square feet, or 35 square feet per station, and the average size nail salon is 1300 square feet.

Ms. Carr stated a possible motion of 1 parking space per 200 square feet, or one space per station, whichever number is greater (more restrictive).

Mr. Harvey moved as stated above, and Ms. Holly seconded. There was no discussion. The motion carried unanimously.

4. **Other Business**

Mr. Miller asked about fire and police response to the Planned Development on Delcrest. Mr. Cross stated that the project is on hold, and if the applicant proceeds, staff will bring that input before the commission.

Mr. Cross updated the Commission on the Comprehensive Plan process. He is working to get the Commission all the materials.

Mr. Cross explained that the Parkview Gardens plan was adopted as an amendment to the Comprehensive Plan update of 2015. Mr. Cross expressed concern over whether the Parkview Gardens (MO state statute 89-360 requires a public hearing at a Plan Commission meeting, which there was no evidence that this ever happened) was adopted legally as part of the 2014 update to the Comprehensive Plan. He also explained that the adoption of form-based code was one of the highest priorities of the plan, and that this was never moved forward on, so the plan could not be implemented. He recommended that legal needed to review and it should not be inappropriately referenced as part of the comp plan. Mr. Rose stated that the intent of staff was to de-couple the Parkview Gardens Plan from the Comprehensive Plan. He expressed concern that there was never a fiscal impact study to implement the plan. Ms. Moran asked if the consultant should have performed a fiscal impact study, Mr. Rose said there is no evidence. Ms. Carr stated that the City would be doing a fiscal impact study, and that a developer should NOT do a fiscal impact study because they are selling a product. Ms. Carr presented a set of issues and challenges from the executive summary. She said the plan is a gentrification plan, and that Washington University sees the Parkview Gardens area as their student housing.

Ms. Carr noted that a plan, although in the past not classified as a policy document, is something to follow when developments come up. She felt that Wash U did not want their students to go north for services like laundry shops, etc. The core commercial district (the Loop) is the City's downtown. The Parkview Gardens plan lumps together the core commercial and residential neighborhoods. Ms. Carr feels that this plan should be reevaluated for what parts are valuable – she feels this plan was to sequester and separate the neighborhood. She calls it a gentrification plan and pointed out that Vernon would be cut off as the gateway to the neighborhood. She pointed out that the original plan and the amended plan were 20 months apart, and there were no public hearings on the plan. She recommends Plan Commission review the plan thoroughly to examine what is good in the plan and what should be left out.

Mr. Cross clarified that the plan was brought to the commission for general discussion. In order to de-couple the plan from the comp plan, Mr. Cross recommends bringing this to the Commission via public hearing next month as a resolution to amend the current Comp Plan to remove the Parkview Gardens plan before considering for fiscal impact and appropriateness. Ms. Moran noted that the Bike/Walkability plan was also adopted without a fiscal study.

Mr. Cross said the staff was shooting for a Plan Commission meeting around the week of December 18th. He also said there will be a joint meeting with Council in early December on the Comprehensive Plan.

Mr. Mulligan noted that the meeting the week of the 18th was to have a public hearing to amend the Comp Plan and sever the Parkview Gardens plan.

Mr. Miller moved to place the item on the agenda for the week of December 18th with a public hearing, and Ms. Holly seconded.

Ms. Holly asked if the City would still own the plan if it was removed from the Comp Plan. Mr. Mulligan said council could adopt the plan as a stand-alone plan. This could be the recommendation of the Plan Commission; it would be a stand-alone plan adopted by the Council to be administered by the City Manager.

Mr. Rose said he didn't see staff making the recommendation to adopt it as a stand-alone plan before a fiscal impact study was done. He said if they were interested in adopting the plan at some point, staff would probably be recommending a fiscal impact study of the plan.

Mr. Harvey asked if Mr. Rose would like the Plan Commission to recommend the fiscal impact study. Mr. Rose said that would be consistent with what he would recommend to Council.

Mr. Mulligan clarified that in effect the plan would be repealed if it was severed from the Comp Plan, pending possible adoption in the future – Mr. Rose clarified that it would be a submitted plan under consideration. Mr. Cross pointed out that the Comprehensive Planning process would include a fiscal analysis. Mr. Mulligan again clarified that this plan would no longer be in effect. If the Council wanted to adopt it again with or without amendments in the future. Ms. Moran asked if other plans that were coupled with the Comp Plan which do not have fiscal impact studies should be reconsidered as well. Mr. Cross explained that these could come before the Plan Commission as well. Ms. Carr explained that by state statute there is a required

public hearing at the Plan Commission. Mr Cross explained that the City, in order to insure it has legally removed the plan from the Comp Plan, would proceed with a Plan Commission hearing. The Plan Commission can adopt a plan without Council approval – Mr. Mulligan said 89.30 (CHECK) this – our charter requires the City Council to approve the plan, but it still makes sense to do the Plan Commission public hearing which will cover City for state statute. This will all be done for extra caution.

Mr. Mulligan stated motion as amended; a Public Hearing will be scheduled at the next Plan Commission date on Dec 18, 2019, 6:30pm (tentatively scheduled), to consider an amendment of the Comprehensive plan by repealing the Parkview Gardens neighborhood plan and recommending this repeal to council. Mr. Miller moved as stated above, Ms. Holly seconded. The motion passed unanimously.

Mr. Miller asked about any action on the Olive and North and South. Mr. Cross said there was no project underway at that location. Mr. Miller asked if there a new payday loan place in the Schnucks plaza? Mr. Cross said he would take a look at that and whether it was a zoning issue or business permit issue.

Mr. Miller said there is a by-phone doctor in U City approving people for medical marijuana and was caught – Mr. Cross said he would take a look at this as well. This would require a home occupation permit.

The meeting was adjourned at 8:55pm.

Prepared by Adam Brown, Planner



Department of Planning and Development

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 862-6767, Fax: (314) 862-3168

MEMORANDUM

TO: Plan Commission

FROM: Clifford Cross, Director of Planning & Development

DATE: December 12, 2019

SUBJECT: December 18, 2019 Plan Commission meeting – Proposed Resolution Adopting an Amendment to the Comprehensive Plan Update of 2005 to remove the “Parkview Gardens Neighborhood Sustainable Development Plan” as a supplement.

CC: Gregory Rose, City Manager
John Mulligan, City Attorney

At an upcoming Plan Commission meeting, members will consider an amendment to the current University City Comprehensive Plan. Specifically, staff will be seeking the adoption of a formal resolution, by the Plan Commission, to approve the removal of the “Parkview Gardens Neighborhood Sustainable Development Plan” as a supplement to the current plan. Staff will further seek a Plan Commission recommendation that City Council further adopt a formal resolution revoking City Council resolution no. 2014-35 which was originally approved to incorporate the aforementioned Parkview Gardens plan as a supplement to the Comprehensive Plan Update of 2005. The formal adoption of the proposed resolution is intended to serve as the Plan Commissions official action to remove the supplement and further recommend City Council also adopt a resolution to revoke resolution no. 2014-35.

Background Review:

The City of University City is in the process of moving forward with the development of a new 20-year comprehensive plan. As part of that process city staff, policy makers and stakeholders will carefully consider prior plans and how they pertain to future policy of the City. During staff's initial review, of existing plans and documents, concerns have arisen how effective and sustainable the “Parkview Gardens Neighborhood Sustainable Development Plan” is based upon no fiscal impact analysis being completed as part of its development. As a result, staff discussed these concerns with the Plan Commission during their November 20, 2019 meeting to seek guidance on how to address these concerns? Based upon that discussion it was determined that staff should begin the process of removing this supplement from the current comprehensive plan with the intent of re-evaluating it, and its overall sustainability, as part of the new 20 year comprehensive re-write process.

To achieve this request staff is presenting an adopting resolution to the Plan Commission for their approval to remove the “Parkview Gardens Neighborhood Sustainable Development Plan” as a supplement. Furthermore, based upon the prior adoption of “Resolution No. 2014-35”, staff is further requesting that Plan Commission recommend that City Council adopt a resolution to revoke resolution no. 2014-35 and ratify the Plan Commission resolution adopting the amendment that will remove the “Parkview Gardens Neighborhood Sustainable Development Plan” as a supplement.

RESOLUTION 2020

A RESOLUTION OF THE CITY OF UNIVERSITY CITY PLAN COMMISSION APPROVING AN AMENDMENT TO THE COMPREHENSIVE PLAN UPDATE OF 2005

WHEREAS, the *City of University City* recognizes that a healthy environment is integral to the long-term economic health and sustainability of the City; and

WHEREAS, the *Comprehensive Plan Update of 2005* is an official policy guiding document for the City of University City. It provides a concise statement of the City's policy guiding objectives and implementation measures for future development and redevelopment within the City. Periodically, amendments to the Plan are recommended to respond to changing conditions; and

WHEREAS, on December 23, 2013 *the City of University City* Plan Commission approved a resolution endorsing the updated revised draft "Parkview Gardens Neighborhood Sustainable Development Plan" and recommend approval of the Plan as a supplement to the *Comprehensive Plan Update of 2005* to City Council; and

WHEREAS, the *City of University City*, City Council adopted resolution no. 2014-35 adopting the "Parkview Gardens Neighborhood Sustainable Development Plan" as a supplement to the *Comprehensive Plan Update of 2005*; and

WHEREAS, the adopted "Parkview Gardens Neighborhood Sustainable Development Plan" identifies "Economics" as one of the 3 E's that are interrelated to the ultimate success or failure of the environment and is further recognized as a goal of sustainable planning; and

WHEREAS, there is no evidence that a fiscal impact analysis was conducted to determine the impacts that the execution of the "Parkview Gardens Neighborhood Sustainable Development Plan" would have on University City's financial and economic sustainability; and

WHEREAS, it is desirable to further evaluate the "Parkview Gardens Neighborhood Sustainable Development Plan" as part of the upcoming 20-year Comprehensive Plan re-write process; and

WHEREAS, due notice of a public hearing to be held by the University City Plan Commission in the 5th Floor Council Chambers of City Hall at 6:30 pm, January 23, 2020, was duly published in the St. Louis Countian, a newspaper of general circulation within said City on January 8, 2020; and

WHEREAS, said public hearing was held at the time and place specified in said notice, and all suggestions or objections concerning said resolution amending the *Comprehensive Plan Update of 2005* were duly heard and considered by the Plan Commission; and

WHEREAS, the City Plan Commission in a meeting held in the 5th Floor Council Chambers at the University City, City Hall located at 6801 Delmar Boulevard, University City, Missouri on January 23, 2020, at 6:30 pm approved a resolution amending the *Comprehensive Plan Update of 2005* by removing the "Parkview Gardens Neighborhood Sustainable Development Plan" as a supplement; and

WHEREAS, the Plan Commission further recommends that City Council adopt a formal resolution revoking resolution no. 2014-35 removing the "Parkview Gardens Neighborhood Sustainable Development Plan" as a supplement.

NOW, THEREFORE, BE IT RESOLVED BY THE PLAN COMMISSION OF THE CITY OF UNIVERSITY CITY, MISSOURI, AS FOLLOWS:

The *City of University City Plan Commission* hereby adopts this resolution to approve an amendment of the *Comprehensive Plan Update of 2005* by removing the “Parkview Gardens Neighborhood Sustainable Development Plan” as a supplement.

The *City of University City Plan Commission* hereby further recommends that the University City, City Council adopt a formal resolution ratifying the adoption of this resolution and revoke resolution no. 2014-35 removing the “Parkview Gardens Neighborhood Sustainable Development Plan” as a supplement to the *Comprehensive Plan Update of 2005*.

This Resolution shall be in full force and effect from and after its passage by the Plan Commission and signature by the Chairperson.

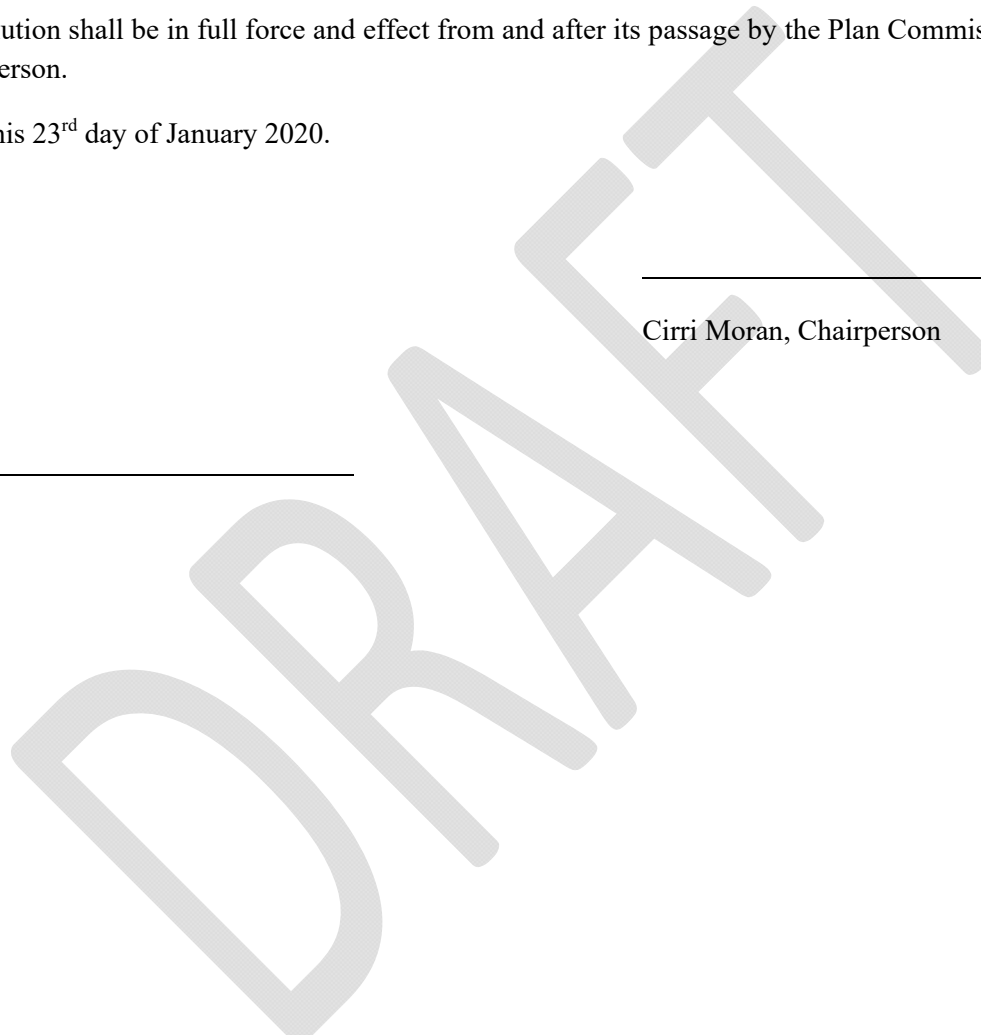
Adopted this 23rd day of January 2020.

(SEAL)

Cirri Moran, Chairperson

ATTEST:

City Clerk





Department of Planning and Development

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 862-6767, Fax: (314) 862-3168

MEMORANDUM

TO: Plan Commission

FROM: Clifford Cross, Director of Planning & Development

DATE: January 16, 2020

SUBJECT: Delcrest Plaza Zoning Map Amendment and Preliminary Plan Approval Request

CC: Gregory Rose, City Manager
John Mulligan, City Attorney

At an upcoming Plan Commission meeting, members will continue to consider a request to rezone the property from General Commercial (GC) to Planned Development Mixed Use PD-M. Furthermore, the Commission will also be tasked with the consideration of recommending approval of a preliminary development plan for a mixed-use development. Specifically, the Commission will be considering a previously tabled request that proposes a new upscale mixed-use development that will include corner retail with outside dining, a 5-story Element by Westin Hotel, one of Marriott's "distinctive stay" brands, and a luxury 4-story apartment building. The combination of uses are all built over a 2-level podium garage that is buried on the Delmar and Delcrest sides and is semi-open but screened with landscaping to the West and to the South. The exterior materials consist of 2 colors of grey brick with accents of soldier coursing and rowlocks at windows and doors, smooth fiber cement panels, "wood look" fiber cement panels, and pre-finished metal. Both residential buildings will offer amenities including pools, outdoor living areas, grills, lounges, bars, and fitness centers. The developer has site control and intends to start the 18-24-month construction projects upon receiving zoning and building permit approval.

During the October 23, 2019 meeting staff and the applicant presented the proposal to the Plan Commission. During that meeting concerns surfaced in reference to the required parking for the project. As a result, the item was tabled and the applicant has moved forward with completing a requested draft parking study in their efforts to seek a 16.5% reduction in the parking requirements. The applicant is eligible to request this reduction as part of the Conditional Use Permit Process per section 400.2120, Subsection B of the zoning code and identified below;

"In situations where a use is proposed that the schedule of parking and loading requirements does not adequately address parking requirements for such use, then such use shall be considered a conditional use, if not already a conditional use. The conditional use permit for such use shall specify the required number of off-street parking spaces and loading spaces that satisfies the peak demand for parking and loading associated with such use. In making its determination, the Plan Commission and City Council shall consider information on the parking and loading demand associated with the proposed use as presented by the applicant and City staff."

Approval of the C.U.P. cannot provide relief exceeding 20% of the parking requirements. Specifically, as identified in Section 400.2700, Subsection D(2) City Council can only adjust the standards that are less restrictive by no more than 20% as identified below;

“The City Council, in imposing conditions and restrictions, may adjust the standards set forth in this Chapter when it finds such adjustment will be more effective in achieving the spirit and intent of the Chapter. Such adjustments are permitted to be more restrictive or less restrictive, provided that no dimensional regulations or standard shall become less restrictive by a factor of more than twenty percent (20%).”

As a result, of the above process, the Plan Commission would need to incorporate a condition of approval that a Conditional Use Permit must be approved prior to “Final Plan” approval of the proposed development plan.

The request pertaining to this application will require two actions of the Plan Commission. The actions are as follows;

- 1) Recommend Approval or Denial of an Ordinance for a Map Amendment to Rezone the Property from General Commercial (GC) to Planned Development-Mixed Use (PD-M)
- 2) Recommend Approval or Denial of a Resolution pertaining to the Preliminary Development Plan.

Attachments:

Updated Staff Report
Transportation Engineers Parking Study
Resolution
Concept Plan
Survey
Ordinance



Department of Community Development

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 862-6767, Fax: (314) 862-3168

STAFF REPORT

(Updated Report)

MEETING DATE: January 23, 2020

FILE NUMBER: PC 19-09

COUNCIL DISTRICT: 1

Applicant: ALPS Acquisition LLC

Location: 8400 Delmar Boulevard (Delcrest Plaza)

Request: 1) A Zoning Map Amendment from General Commercial (GC) to PD-M Planned Development-Mixed Use District; and
2) Preliminary Development Plan approval

Existing Zoning: General Commercial

Proposed Zoning: PD-M Planned Development-Mixed Use District

Existing Land Use: Office Building/Commercial

Proposed Land Use: Mixed-Use Development with Commercial, Hotel & Multi-Family Residential Uses

Surrounding Zoning and Land Use

North:	GC-General Commercial	Commercial
	MR – Medium Density Residential	Multi-Family Residential
East:	GC-General Commercial	Commercial, Walgreens
South:	PD-Planned Development Mixed Use	Residential/Commercial, (Crown)
West:	GC-Industrial Commercial District	P-ROW/170

COMPREHENSIVE PLAN CONFORMANCE

Yes No No reference

STAFF RECOMMENDATION

Approval Approval with Conditions in Resolution (Attachment B) Denial

ATTACHMENTS

- A. Application Documents
- B. Draft Resolution
- C. Preliminary Development Plan
- D. Draft Ordinance

Existing Property

St. Louis County Locator ID: 18K430172 The subject property is approximately 2.19 acres and is currently houses an older office building and a small commercial building. It is located at the southwest corner of Delmar Boulevard and Delcrest Drive.

Background

The subject property has housed an approximate 60,000 square foot office building that has been on site for approximately 50 years. The site also contains an approximate 2500 square foot commercial building that primarily has housed commercial businesses thru the years. The current site conditions, associated with the property, consists of a 100% Impervious Surface Ratio that houses the aforementioned buildings and approximately 200 on-site parking spaces. It is currently zoned GC-General Commercial and continues to operate under that zoning classification. The property is not currently within a historic district, defined on the national register or part of an identified overlay district.

Applicant's Request

The applicant is requesting that the subject property be rezoned from General Commercial (GC) to Planned Development Mixed Use PD-M in conjunction with approval of a preliminary development plan for a mixed-use development.

The proposed development proposes a new upscale mixed-use development that will include corner retail with outside dining, a 5-story Element by Westin Hotel, one of Marriott's "distinctive stay" brands, and a luxury 4-story apartment building. The combination of uses are all built over a 2-level podium garage that is buried on the Delmar and Delcrest sides and is semi-open but screened with landscaping to the West and to the South. The exterior materials consist of 2 colors of grey brick with accents of soldier coursing and rowlocks at windows and doors, smooth fiber cement panels, "wood look" fiber cement panels, and pre-finished metal. Both residential buildings will offer lots of amenities including pools, outdoor living areas, grills, lounges, bars, and fitness centers. The developer has site control and intends to start the 18-24-month construction projects upon receiving zoning and building permit approval.

The hotel component, of the development, will consist of 133 units that contain 41 Kings, 26 Studio Kings, 14 Studio Queens, 40 One Bedroom, 4 Conference Suite, 6 Commons "A" and 2 Commons "B". The various units will be located on floors 2 thru 6 of the development totaling an approximate square footage of 89,916 square feet with an average of approximately 16,000 square feet per floor.

The multi-family residential component will consist of approximately 160 units that will contain 29 studio units, 102 one-bedroom units and 29 two-bedroom units. These units will total approximately 160,134 square feet and be located on floors 2 thru 5 of the proposed development. The average square footage per floor will be approximately 37,916 square feet.

The remaining breakdown, of utilized space, will be accessory uses associated with the hotel and apartment complex. Specifically, Level 1 will consist of an approximate 8650 square foot restaurant, 8650 square foot apartment common area, hotel lobby and meeting rooms. In addition, Level 1 will also provide 134 interior parking spaces. The

lower level of the development will consist of 204 interior parking spaces. Level 1 parking will be entered by a grade access point on Delmar Boulevard and the lower level parking area will be entered by a grade access point on Delcrest Drive.

The preliminary development plan shows the proposed complex's front yard setback at approximately 15 feet from right-of-way along Delmar Boulevard. The southern section of the proposed complex is shown to be located approximately 15 feet from the south property line and the western most portion of the complex is approximately 9 feet from the western property line. The eastern portion of the complex is shown to be up to the eastern property line along Delcrest Drive.

Surrounding Zoning and Land Use

The subject property is located at the southwest corner of Delmar Boulevard and Delcrest Drive. The properties surrounding the development consist of a mix of commercial, office and residential uses. Specifically, to the east there is an existing commercial use (Walgreens), to the south there is a mixed-use development (Crown Center) and to the north a multi-tenant commercial development containing restaurants, salons, etc. Future Land Use (FLU) Designations, per Map 23 of the 2005 Comprehensive Plan, identify the subject property as having a Mixed-Use/Transit Oriented Development designation. The properties to the north, south and west have the same FLU and the Walgreens property has a Commercial FLU. In addition, to the north east of the subject property there is also an identified Multi-Family FLU.

Analysis

Zoning

Article 14, Section 400.3180 of the Zoning Code requires that Plan Commission review a request for a map amendment and forward its recommendation to City Council. A public hearing will be conducted at the City Council level.

The purpose of "PD" Planned Development Districts, as set forth in Section 400.720, of the Zoning Code, is "to provide a means of achieving greater flexibility in development of land in a manner not always possible in conventional zoning districts; to encourage a more imaginative and innovative design of projects; to promote a more desirable community environment; and to retain maximum control over both the design and future operation of the development." The Code further states, "The city council, upon review by the plan commission, may, by an ordinance adopted in the same manner as a rezoning is approved, authorize a planned development district when the proposed development or use of a specific tract of land or area warrants greater flexibility, control and density than is afforded under the general regulations of standard zoning districts."

It is important to note, especially as it relates to PD-M designated developments, that the purpose for allowing flexibility through Planned Developments is to create developments that adapt better to site conditions and the relation to surrounding properties otherwise not possible under traditional district regulations, thus resulting in developments that are more compatible and consistent with surrounding neighborhoods.

The relationship of planned development districts to the zoning map is set forth in Section 400.730 of the Zoning Code, which states in paragraph 1, "The "PD" designation, as detailed in this section, is a separate use district and may be attached to a parcel of land through the process of rezoning and zoning map amendment." However, in addition to the rezoning of a parcel of land, development plan approval is required. Section 400.730, paragraph 2 states, "It is the intent of this chapter that no development or redevelopment of the property encompassed by the "PD" designation take place until an acceptable development plan has been reviewed and approved in conformance with the requirements of this section, Article 14, "Amendments," of this chapter and applicable sections of Chapter 405, "Subdivision and Land Development Regulations," of the University City Municipal Code."

Uses

The proposed mix of uses can be accommodated under the proposed PD-M District Zoning. In staff's opinion, a mixed-use development containing residential and commercial uses is appropriate for this site. It is located at the signalized intersection of two major streets. Additional residents on the site will result in additional patronage for the surrounding commercial uses. The proposed mix of residential and commercial uses would also be compatible with the surrounding uses which include commercial and residential uses. The residential portion of the development is compatible and consistent with the residential neighborhood to the south which contains many four-story apartment buildings.

Section 400.760 of the Zoning Code establishes the permitted uses within a "PD-M" District. The specific permitted land uses shall be established in the resolution adopted by the City Council governing the particular PD-M District. Specific uses may include those uses designated as permitted, accessory, or conditional uses in any of the residential districts, and/or in the "LC" – Limited Commercial District, "GC" – General Commercial District, and "CC" – Core Commercial District. The proposed uses comply with those set forth in the Zoning Code.

Minimum Site Size

The minimum site size for developments in any planned development district is one (1) acre. The Code states that the minimum site size may be waived by the City Council upon report by the Plan Commission; if it is determined that the uses proposed is desirable or necessary in relationship to the surrounding neighborhood; or, if the city council should determine such waiver to be in the general public interest. The subject site is situated in close proximity to other commercial uses and medium to high density multi-family dwellings to the east, south, northwest, and west. Thus, the proposal would be compatible with the existing pattern of development and existing surrounding uses. Also, the proposed development could be an impetus for further redevelopment of properties centering this intersection into a node for this neighborhood. There is no need for a waiver based upon the site containing more than one (1) acre.

Density and Dimensional Regulations

Density and dimensional regulations for PD-M Planned Development-Mixed Use District developments are set forth in Section 400.780 of the Zoning Code and are to incorporate the regulations set forth in both subsections dealing specifically with "PD-R" and "PD-C" developments. Any discrepancies between the two sets of regulations and

resolutions thereof shall be set forth in the map amendment ordinance and/or the resolution approving the development plan. Section 400.780 of the Zoning Code also states that the approval of a development plan may provide for exceptions from the regulations associated with traditional zoning districts as may be necessary to achieve the objectives of the proposed planned development.

Density under the “PD-R” regulations in Section 400.780 states that the density may be limited to that which is established in the original residential district or which is consistent with nearby existing developed areas. Density is not addressed in the “PD-C” regulations. The density for the proposed development is 73.05 units per acre. The density is below the maximum allowed 87 units per acre for elevator apartment buildings as set forth in the Zoning Code and is compatible with the neighborhoods to the south which is approximately 62 units per acre.

Floor Area Ratio is not addressed in the “PD” Section of the Zoning Code. The HR – High Density Residential District allows for elevator apartment developments with a Floor Area Ratio of up to 2.0 when developed on a lot of at least one acre in area. The Floor Area Ratio for the proposed development is 3.68 and thus would require a waiver to accommodate the approximate 160,314 square feet of multi-family residential use.

Site coverage regulations state that total site coverage by uses permitted in the “PD-C” or “PD-I” districts shall be seventy (70) percent. Maximum site coverage may be increased up to ninety (90) percent if the development plan complies with four or more criteria from a list of eleven listed in the Zoning Code. Site coverage is not addressed in the “PD-R” regulations. Among the criteria listed for granting an increase in site coverage are providing a mixed-use development, and any other performance criteria that further the goals, objectives and policies of the comprehensive plan. The site coverage for the proposed mixed-use development is 86.5 percent (Approximately 95,400 / 12,900). Thus, the site coverage of the proposed mixed-use development would reduce the existing 100% site coverage and is reasonable.

Building Setbacks and Buffers

Required building setbacks or buffers shall be as specifically established in the governing ordinances and resolutions for PD-M Developments on a case by case basis. A perimeter buffer of fifty (50) feet is required when a PD-C or a PD-I development abuts a residential district. It is noted that the subject property does not abut any residential district. Where a PD-R development abuts a commercial or industrial use or district, a thirty (30) – foot wide buffer is required with landscaping and screening.

If the applicable setback was contingent upon the current underlying General Commercial (GC) district then the setbacks would be based upon Chapter 400, Article IV, Division 8, Section 400.580, Subsection B of the zoning code. Therefore, if applicable, the required front and side yard setbacks would be 15 feet from the applicable right-of-way (ROW) lines assuming there are no parking areas located between the ROW and principle building. Additionally, the rear property line setback would be a minimum of 5 feet based upon the non-residential Planned Development Mixed-Use district located to the south of property.

Building Height

The proposed building is five stories above grade and approximately 65-85 feet in height. It is noted that there is no maximum building height typically established for elevator apartment buildings. Being located at the intersection of two major roads, the subject site is an ideal node for dense development. The neighborhoods to the south and east are predominately four-story apartment buildings. It is staff's opinion that the proposed building height is reasonable and appropriate for this location.

Landscaping/Screening

The Preliminary Development Plan shows the areas of open space being along the landscape buffers, of the property, and within Level 2 of the plan. Landscaping is proposed along all boundaries of the subject property. Staff will require an acceptable detailed landscape plan during the land disturbance review process. Based upon the layout staff has not identified the need for additional screening.

Vehicular Access/Circulation

Vehicular access to the parking garage serving the development is provided by two grade level access point. All parking will be located within the development and cancelled from public view. The lower level parking area will contain 204 parking spaces and be accessible from Delcrest Drive. The level 1 parking area will contain 134 parking spaces and be accessible by a proposed right in / right out design. Existing curb cuts on both Delmar and Delcrest exist and can be utilized as part of the design.

Sidewalks

At the location of the proposed development, it is staff's opinion that promoting a pedestrian-friendly and walkable environment is of the utmost importance. The proposed development is at a signalized intersection of two major roads. The development is within close proximity to the Centennial Greenway Trail and the site is well-served by mass transit routes.

Parking

Under the PD – Planned Development District regulations, relief from conventional zoning standards may be provided when the proposed development warrants greater flexibility than afforded under the general regulations. The preliminary development plan shows a total of 338 off-street parking spaces.

Based on preliminary parking analysis, and consideration of the characteristics of the proposed development and the surrounding area, staff has verified the following parking would be required. The parking requirements are based upon the current code that would require approximately 506 spaces (266 Residential and 240 Commercial). The specific calculations for each use would be as follows;

- 160 Residential Units
 - 29 Two Bedroom Units @ 2 spaces per unit = 58
 - 131 One Bedroom/Studio Units @ 1.5 spaces per unit = 196.5
 - Plus 1 Space for Every 6 Units up to 30 Units = 5
 - 1 Space for additional 20 after 30 for 130 Units = 6.5

- Hotel Use
 - 133 Units @ 1.1 per unit = 146.3
 - Approximate 4,500 gross floor area @ 1 per 75 = 60
 - Approximate 1,700 square foot meeting area @ 1 per 50 = 34

In evaluating the shared parking options, pertaining to the site, staff has verified that the parking demand ranges would be from 203.5 spaces required to 449.1 spaces. The utilization of shared parking would approximate a 11% reduction in required parking. The individual ratios are as follows;

- 6 am – 5 pm M-T = 203.5 spaces
 - 66.5 Residential
 - 30 Restaurant
 - 34 Meeting
 - 73.15 Hotel
- 5 pm – 1 am M-T = 434.47 Spaces
 - 239.4 Residential
 - 60 Restaurant
 - 3.4 Meeting
 - 131.67 Hotel
- 6 am – 5 pm F-S = 291.12 Spaces
 - 133 Residential
 - 45 Restaurant
 - 3.4 Meeting
 - 109.72 Hotel
- 5 pm – 1 am F-S = 449.1 Spaces
 - 239.4 Residential
 - 60 Restaurant
 - 3.4 Meeting
 - 146.3 Hotel
- Night Time = 429 Spaces
 - 266 Residential
 - 15 Restaurant
 - 1.7 Meeting
 - 146.3 Hotel

Based on the proposed mix of uses, within the development, the proposed parking associated with the plan would require an approximate 16.5% reduction to the required parking (approximately 66 spaces). The proximity of the development to transit locations would allow for a 10% reduction. To accommodate the proposed use a waiver granting a 16.5% reduction in the parking would be required.

Building Design

No set building design is required per the current code but the applicant has proposed an architectural design that can be locked in as part of the approval. The proposal is a proposed prescriptive “Formed Based Code” concept.

Sustainability

Additional sustainability measures should be incorporated into the proposed development for environmental considerations and to compensate for the 86.5% of site coverage proposed for the development.

Comprehensive Plan

It is staff’s opinion that the proposed mixed-use development, as shown on the Preliminary Development Plan submitted, is consistent with the goals and objectives of the University City Comprehensive Plan Update of 2005. Applicable sections from the Plan Update that support this opinion are included below:

In Chapter 3 of the Comprehensive Plan Update of 2005, under Housing, as an implementation action it states, *“Encourage new housing development that is mixed-use and supports pedestrian oriented activities. Encourage planned housing developments to integrate different types, densities and income levels.”* It goes on further to state, *“Ensure flexibility in land use regulations so that a variety of developments are more feasible. Ensure that the Zoning Code permits mixed-use activities and amenities. For example, review the parking requirements and investigate the possibility of parking credits if located near commercial or employment activities, on-street parking, or transit stations (such as the proposed MetroLink stations); review design elements to ensure flexible development standards for creating various positive attributes of mixed use housing such as open spaces; allow flexibility in lot sizes; review the possibility of allowing additional non-residential uses in planned residential developments.”*

Also, in Chapter 3, of the Comprehensive Plan Update of 2005, under Land Use and Redevelopment, as a general policy it states, *“The City will strongly support development(s) that promote desirable planning concepts such as neighborhood-serving, mixed uses and transit-oriented development and enhance the pedestrian character of the City.”*

Conclusion/Recommendation

Based on the preceding considerations, staff would recommend 1) approval of the Zoning Map Amendment from General Commercial to PD-M Planned Development-Mixed Use District; and 2) approval of the Preliminary Development Plan based upon the following;

- 1) C.U.P Condition for Waiver of Parking Regulations by 16.5%.
- 2) Waiver to Floor Area Ratio by 1.68 to accommodate the proposed 3.68 FAR.
- 3) Lot Consolidation Required As Part of the Subdivision Process
- 4) Provide a Fiscal Impact Analysis Prior to City Council Submittal

December 30, 2019

Mr. Vic Alston
RevivalSTL
5501 Pershing Avenue
St. Louis, Missouri 63112

RE: Shared Parking Study
Proposed Mixed-Use Development
8400 Delmar Boulevard at Delcrest West
CBB Job No. 095-19

Dear Vic:

In accordance with your request, CBB has completed a shared parking study to address your proposed mixed-use development at 8400 Delmar Boulevard in University City, Missouri. The project site is generally bound by Delmar Boulevard to the north, Decrest West to the east, and a private road/I-170 to the west.

This study addresses parking sufficiency for the current development plan provided by you which includes a 133-room business hotel with a 4,300 square foot restaurant and 1,700 SF meeting space area(s) as well as a 160-unit apartment building with associated structured parking providing 338 total parking stalls. The apartment mix is shown as 29 studio, 102 one-bedroom and 29 two-bedroom units. CBB followed typical requirements outlined by University City in preparing this study.

The study addresses parking needs for each land use over 24-hours and determines the peak need based on the operating characteristics of the various uses. These parking demand forecasts were compared to the number of spaces proposed on the current site plan.

Basic Parking Terminology and Concepts

When describing parking characteristics it is important to understand the terminology. This section defines common parking terms to clarify certain parking topics. The **parking ratio** is the number of parking spaces provided per unit of land use (i.e. 1,000 gross s.f. or per residential unit). The **parking demand** is the number of parking spaces being occupied by vehicles at a specific land use for a specific moment in time, typically addressing a peak time period. **Parking Supply** is the total number of spaces provided or available to serve the site.





Parking facilities are generally perceived to be full by users and illegal parking and cross-parking increases when more than 85-95% of the parking spaces supplied are full. It is generally appropriate to supply 5-10% more parking than the peak parking demand. The cushion (or surplus) reduces the need to circulate and search the entire area for the last few available parking spaces, reduces user frustration, provides for recurring peak operating load fluctuations, visitors, misparked vehicles, snow cover, vehicle maneuvering, and vacancies created by reserving spaces for specific users. The supply cushion also provides for unusual peaks in activity on the site.

Standard Parking Requirements per City Zoning Ordinance

The City's Zoning Ordinance provides minimum off-street parking requirements for a variety of land uses. The applicable standard rates for the proposed uses are summarized below from the March 25, 2019 Text Amendment to Chapter 400 of the City's Code (Ordinance 7100):

160 Apartment Units

The "multiple dwellings" rate would apply for the residential units, which requires 1.5 parking spaces per single bedroom dwelling unit and 2.0 parking spaces per multi-bedroom dwelling unit as well as 1.0 visitor space per six total dwelling units for the first 30 units and 1.0 visitor space per twenty dwelling units for the remaining units beyond 30). This would result in a requirement of 266 spaces for the 160 apartment units. It should be noted that the parking rates revised by the March 2019 text amendment are 0.5 spaces higher than those previously required by University City.

The straight application of City's Zoning Ordinance would require 266 total off-street parking spaces for the proposed apartments.

133 Room Hotel with Restaurant and Meeting Space

The "hotel/motel" rate would apply for the hotel rooms, which requires 1.1 parking spaces per unit plus other spaces are required for the auxiliary functions such as restaurant and meeting space. This would result in a requirement of 147 spaces for the 133 hotel rooms.

The "Restaurant, bars and taverns" rate would apply for the 4,500 SF hotel restaurant, which requires 1.0 parking spaces per 75 SF gross floor area. This would result in a requirement of 60 spaces for the hotel restaurant.

The "places of public assembly" rate would apply for the 1,700 SF hotel meeting space, which requires 1.0 parking spaces per 50 SF net useable area. This would result in a requirement of 34 spaces for the hotel meeting space.



The straight application of City’s Zoning Ordinance would require 241 total off-street parking spaces for the proposed 133-room hotel, restaurant and auxiliary meeting space.

Total City Code Required Parking

The straight application of City’s Zoning Ordinance would require 507 total off-street parking spaces for the development plan; however, the City Code allows shared parking reductions using specific factors for various land use types. Applying the daily and hourly factors to the code requirements noted above, the maximum parking requirement (for Friday through Sunday, 5:00 p.m. to 1:00 a.m.) would be 450 parking spaces. Furthermore, the City Code allows a transit reduction of 10% overall for sites located along transit lines. The transit reduction would reduce the final City Code requirement to 405 parking spaces. The peak parking demands based on the City Code for the proposed mixed-use development are summarized in **Table 1**.

Since 338 parking stalls are proposed on the current site plan, the site would be 67 stalls short of the adjusted City Code requirement (a 16.5% deficit).

For the weekends, ITE provides an average peak parking demand rate of 1.15 spaces per dwelling unit for the multifamily housing (mid-rise), 0.64 spaces per room for the hotel and 12.28 spaces per 1,000 SF for the restaurant. The 85th Percentile parking demand increases the rates to 1.37 spaces per dwelling unit, 0.75 spaces per hotel room and 24.91 spaces per 1,000 SF for the restaurant space.

Table 1: Parking Requirements per City Code

8400 Delmar Parking City Code Calcs				City Shared Parking Factors					Parking Stalls Required with Sharing					
Land Use	Size/ Units	Unit	City Standard Requirement	Calculated Parking	M-TH		F-SU		Night	M-TH		F-SU		Night
					6-5	5-1	6-5	5-1	1-6	6-5	5-1	6-5	5-1	1-6
Hotel (Sleeping Rooms)	133	Rooms	1.1	146.3	50%	90%	75%	100%	100%	73.15	131.67	109.725	146.3	146.3
Hotel (Meeting Space)	1700	SF	0.02	34.0	100%	10%	10%	10%	5%	34	3.4	3.4	3.4	1.7
Hotel (Restaurant - GFA)	4500	SF	0.0133333333	60.0	50%	100%	75%	100%	25%	30	60	45	60	15
Apartments (studio)	29	Units	1.5	43.5	25%	90%	50%	90%	100%	10.875	39.15	21.75	39.15	43.5
Apartments (1 BR)	102	Units	1.5	153.0	25%	90%	50%	90%	100%	38.25	137.7	76.5	137.7	153
Apartments (2 BR)	29	Units	2	58.0	25%	90%	50%	90%	100%	14.5	52.2	29	52.2	58
Apartments (visitors, first 30 units)	30	Units	0.166666667	5.0	25%	90%	50%	90%	100%	1.25	4.5	2.5	4.5	5
Apartments (visitors, rem 130 units)	130	Units	0.05	6.5	25%	90%	50%	90%	100%	1.625	5.85	3.25	5.85	6.5
SUBTOTAL				507						204	435	292	450	429
With Transit Reduction	10%			457						184	392	263	405	387

**338 = 16.5% Reduction
405**



Estimated Parking Demand Based on Available Reference Materials

Industry standard parking data from the Institute of Transportation Engineers (ITE) was investigated in more detail.

ITE Parking Method

In order to quantify the anticipated parking needs for the proposed mix of uses, the Institute of Transportation Engineers *Parking Generation Manual* (5th Edition) was utilized. This manual provides peak parking demand rates for various land uses based on empirical nationwide studies. The ITE Land Use 221 – Multifamily Housing (Mid-Rise) on a weekday in general urban/suburban, near rail transit, was utilized for the residential component, ITE Land Use 312 Business Hotel was used for the hotel and meeting space components, and ITE Land Use 932 Family Restaurant was used for the restaurant space. It should be noted that the ITE Land Use 312 incorporates the parking demands for ancillary meeting space into the base rates for the hotel.

For weekdays, ITE provides an average peak parking demand rate of 1.12 spaces per dwelling unit for the multifamily housing (mid-rise), 0.72 spaces per room for the hotel and 9.44 spaces per 1,000 SF for the restaurant. The 85th Percentile parking demand increases the rates to 1.27 spaces per dwelling unit, 0.83 spaces per hotel room and 17.4 spaces per 1,000 SF for the restaurant space.

ITE also provides parking demands by time of day as a percentage of peak parking. The peak parking demands based on the ITE data for the proposed mixed-use development are summarized in **Tables 2 and 3** for each land use type.

The apartment units and hotel rooms are expected to have their highest parking demands overnight, when the most residents and occupants are present. The apartment users would have higher parking demands on the weekend, while the hotel visitors would have higher demands during the week. The restaurant traffic would also be expected to have higher peak demands on the weekend.

As shown on Table 2, the maximum calculated parking demands on a weekday would be overnight with 276 parked vehicles on average and 315 parked vehicles for the 85th percentile. As shown on Table 3, the maximum calculated parking demands on a weekend would be 274 parked vehicles on average at 7:00 a.m. and 337 parked vehicles for the 85th percentile at 9:00 a.m.



**Table 2: Weekday Parking Demand Projection Using
 ITE's Parking Generation Manual (5th Edition)**

Hour Beginning	Units: 160 160			Units: 133 133			Size: 4300 4300			Subtotal Demand	
	Land Use 221 – Mid Rise Apartments (near rail transit)			Land Use 312 – Business Hotel (Includes 1,700 SF Meeting Space)			Land Use 932 - Restaurant HTSD				
	% of Peak Period	Ave. ITE Peak Demand	85th %-tile ITE Peak Demand	% of Peak Period	Ave. ITE Peak Demand	85th %-tile ITE Peak Demand	% of Peak Period	Ave. ITE Peak Demand	85th %-tile ITE Peak Demand	Ave. ITE Peak Demand	85th %-tile ITE Peak Demand
		1.12	1.27		0.72	0.83		0.00944	0.0174		
12:00 4:00 AM	100%	180	204	100%	96	111	0%	0	0	276	315
5:00 AM	94%	169	192	100%	96	111	0%	0	0	265	303
6:00 AM	83%	149	169	100%	96	111	10%	5	8	250	288
7:00 AM	71%	128	145	89%	86	99	25%	11	19	225	263
8:00 AM	61%	110	124	64%	62	71	68%	28	51	200	246
9:00 AM	55%	99	112	56%	54	62	72%	30	54	183	228
10:00 AM	54%	97	110	49%	47	55	77%	32	58	176	223
11:00 AM	53%	95	108	45%	44	50	83%	34	63	173	221
12:00 PM	50%	90	102	45%	44	50	100%	41	75	175	227
1:00 PM	49%	88	100	41%	40	46	91%	37	69	165	215
2:00 PM	49%	88	100	39%	38	44	56%	23	42	149	186
3:00 PM	50%	90	102	39%	38	44	42%	18	32	146	178
4:00 PM	58%	104	118	44%	43	49	42%	18	32	165	199
5:00 PM	64%	115	131	48%	46	53	64%	26	48	187	232
6:00 PM	67%	121	137	51%	49	57	87%	36	66	206	260
7:00 PM	70%	126	143	54%	52	60	79%	33	60	211	263
8:00 PM	76%	137	155	62%	60	69	65%	27	49	224	273
9:00 PM	83%	149	169	72%	69	80	42%	18	32	236	281
10:00 PM	90%	162	183	86%	83	95	21%	9	16	254	294
11:00 PM	93%	167	189	93%	90	103	0%	0	0	257	292

MAX--> 276 315



**Table 3: Weekend Parking Demand Projection Using
 ITE's Parking Generation Manual (5th Edition)**

Hour Beginning	Units: 160 160			Units: 133 133			Size: 4300 4300			Subtotal Demand	
	Land Use 221 – Mid Rise Apartments (near rail transit)			Land Use 312 – Business Hotel (Includes 1,700 SF Meeting Space)			Land Use 932 - Restaurant HTSD			Ave. ITE Peak Demand	85th %-tile ITE Peak Demand
	% of Peak Period	Ave. ITE Peak Demand	85th %-tile ITE Peak Demand	% of Peak Period	Ave. ITE Peak Demand	85th %-tile ITE Peak Demand	% of Peak Period	Ave. ITE Peak Demand	85th %-tile ITE Peak Demand		
		1.15	1.37		0.64	0.75		0.01228	0.02491		
12:00 4:00 AM	100%	184	220	82%	70	82	0%	0	0	254	302
5:00 AM	99%	183	218	96%	82	96	0%	0	0	265	314
6:00 AM	97%	179	213	96%	82	96	15%	8	17	269	326
7:00 AM	95%	175	209	98%	84	98	28%	15	30	274	337
8:00 AM	88%	162	193	87%	75	87	52%	28	56	265	336
9:00 AM	83%	153	182	74%	63	74	75%	40	81	256	337
10:00 AM	75%	138	165	64%	55	64	91%	49	98	242	327
11:00 AM	71%	131	156	56%	48	56	100%	53	108	232	320
12:00 PM	68%	126	150	48%	41	48	90%	48	97	215	295
1:00 PM	66%	122	145	44%	38	44	80%	43	86	203	275
2:00 PM	70%	129	154	40%	35	40	67%	36	72	200	266
3:00 PM	69%	127	152	46%	40	46	45%	24	49	191	247
4:00 PM	72%	133	158	48%	41	48	39%	21	42	195	248
5:00 PM	74%	137	163	55%	47	55	40%	22	43	206	261
6:00 PM	74%	137	163	60%	52	60	40%	22	43	211	266
7:00 PM	73%	135	161	64%	55	64	58%	31	63	221	288
8:00 PM	75%	138	165	67%	58	67	40%	22	43	218	275
9:00 PM	78%	144	171	81%	69	81	35%	19	38	232	290
10:00 PM	82%	151	180	88%	75	88	33%	18	36	244	304
11:00 PM	88%	162	193	100%	86	100	0%	0	0	248	293

MAX--> 274 337

Based on the location of the site, the types of uses and the availability of alternative travel modes, a 5% modal reduction was applied. These alternatives would encompass rideshare (Uber/Lyft), transit, walking, etc. Applying the 5% reduction would reduce the maximum parking demand projection to 320 parked vehicles at 9:00 a.m. on the weekend.

With a 5% utility increase adjustment for surplus supply (maximum 95% occupancy), the weekday average and 85th percentile parking supply range is calculated to be 276 to 315 parking spaces. With the same surplus factor, the weekend average and 85th percentile parking supply range is calculated to be 274 to 337 parking spaces.

Therefore, the ITE method projects a maximum supply requirement of 337 parking stalls for the proposed mixed-use development.



Parking Summary

The **proposed 338 parking stalls** do not meet the straight application of the individual City Code calculation (507 parking stalls), nor do they meet the adjusted Code requirement of **405 parking stalls** taking into account daily/hourly shared parking adjustments and a 10 percent transit reduction. The site will be 67 stalls short of the reduced City Code requirement as calculated herein, or approximately 16.5% deficit.

CBB also applied ITE industry standard methods to estimate parking supply needs for the site. With a 5% utility factor increase applied to allow for maximum 95% occupancy and a 5% modal factor reduction, the ITE method recommends **337 parking spaces** to serve the 85th percentile needs of the mixed-use site assuming shared parking. **The site plan will meet the parking needs as calculated using the ITE method.**

Due to the similar characteristics of hotel and apartment land uses, their ability to “share” parking spaces during their peak occupancy time frame (in the late evening/early morning hours) is limited, but the restaurant use is able to take advantage of shared parking with both the hotel rooms and apartments.

We trust that this report adequately addresses the parking demands associated with the proposed mixed-use redevelopment. Please contact me in our St. Louis office, 314-308-6547 or Lcannon@cbbtraffic.com should there be any questions regarding this report.

Sincerely,

Lee Cannon, P.E., P.T.O.E.
Principal - Traffic Engineer

RLC

RESOLUTION # _____

WHEREAS, Section 400.850 of the University City Zoning Code requires that a preliminary development plan be approved by the City Council by adoption of a resolution approving said preliminary development plan, with conditions as may be specified and authorizing the preparation of the final development plan. Section 400.760 of the Zoning Code requires that the permitted land uses and developments shall be established in the conditions of the ordinance adopted by the City Council governing the particular Planned Development-Mixed Use District.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY CITY, MO AS FOLLOWS:

The City Council hereby authorizes the preparation of the final development plan for the proposal for this map amendment and resolution, to be known as “Delcrest Plaza.” The proposed structures shall be developed with the following conditions:

1. The building and property shall be developed, constructed and maintained in compliance with the plans submitted and dated on October 17, 2019 with the approved application. The height and mass shall be restricted to that shown on the preliminary development plan.
2. The specific uses of “all permitted uses and/or conditional uses as set forth in the LC – Limited Commercial District, GC – General Commercial District, and CC – Core Commercial District, elevator apartment dwellings, and residential units” are designated as the permitted and conditional uses.
3. The maximum number of dwelling units permitted shall be limited to 160 units.
4. The minimum number of parking spaces allowed must be approved via the Conditional Use Permit process prior to Final Plan approval.
5. The maximum Floor Area Ratio (FAR) allowed cannot exceed 3.68.
6. A detailed landscape plan shall be submitted to the Director of Community Development for approval, in conjunction with a review by the City Forestry Supervisor.
7. A detailed construction traffic control and parking plan should be submitted to the Director of Community Development for approval. Said plan shall set forth details pertaining to worker and resident parking during all phases of the proposed construction. It shall further detail solutions to public property maintenance issues such as street cleaning and traffic diversion. Said plan shall be finalized prior to the issuance of a building permit. It shall be the applicant’s responsibility to obtain those approvals in written form in a timely manner prior to issuance of the building permit.

8. A Fiscal Impact Analysis/Study is completed prior to submittal to City Council.
9. A Lot Consolidation shall be completed and Final Plat Recorded Prior to issuance of building permits.
10. Approval of the Preliminary Development Plan shall be valid for a period of two years from the date of City Council approval. A Final Development Plan shall be submitted within the said two-year period per Sections 400.860 and 400.870 of the Zoning Code.

Moved by Council member _____.

Seconded by Council member _____ and carried.

Adopted this _____ day of _____, 2020.

I hereby certify that the above is a true excerpt from the minutes of the meeting of the City Council held on the _____ day of _____, 2020.

City Clerk



DELMAR BLVD STREET ELEVATION

A NEW MIXED-USE DEVELOPMENT



SCALE: 1" = 20'-0"

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI

27119266.00
10.17.2019



DELCREST STREET ELEVATION

A NEW MIXED-USE DEVELOPMENT



SCALE: 1" = 20'-0"

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI

27119266.00
10.17.2019



SOUTH ELEVATION

SCALE: 1" = 20'-0"

A NEW MIXED-USE DEVELOPMENT

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI



27119266.00
10.17.2019



PARTIAL WEST ELEVATION

A NEW MIXED-USE DEVELOPMENT



SCALE: 1" = 20'-0"

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI

27119266.00
10.17.2019



PARTIAL WEST ELEVATION

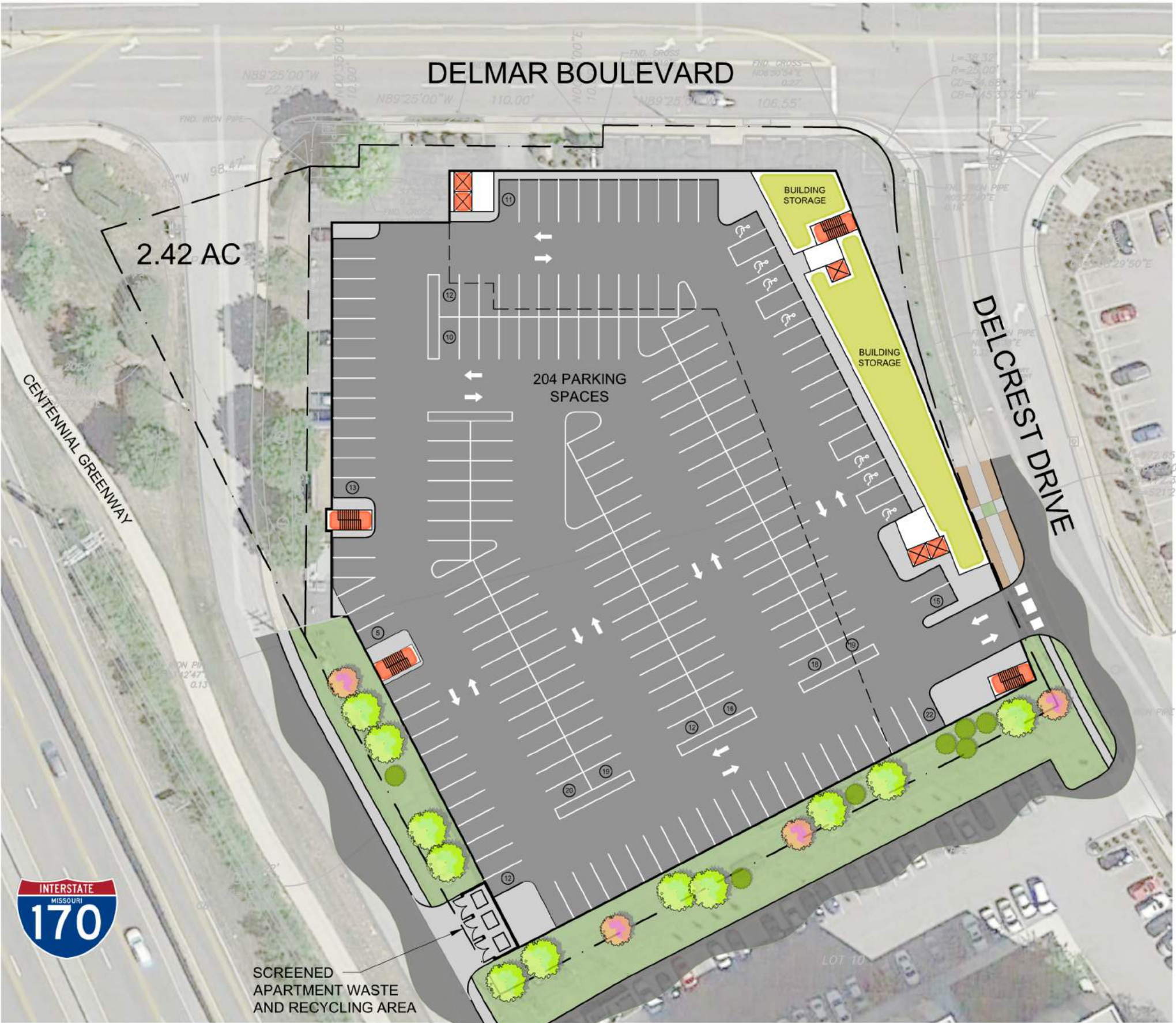
A NEW MIXED-USE DEVELOPMENT

SCALE: 1" = 20'-0"

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI

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27119266.00
10.17.2019



HOTEL Guest Room Count Breakdown

	1ST FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	5TH FLOOR	6TH FLOOR	TOTAL
KING		7	9	9	8	8	41
STUDIO KING		6	6	6	4	4	26
STUDIO QO		2	3	3	3	3	14
ONE BEDROOM		10	10	10	9	9	40
CONFERENCE SUITE			1	1	1	1	4
COMMONS K "A"					3	3	6
COMMONS K "B"					1	1	2
AREA CALCULATION	6719 SF	20,009 SF	15,797 SF	15,797 SF	15,797 SF	15,797 SF	89,916 SF
TOTAL		17	29	29	29	29	133 KEYS

APARTMENT Count Breakdown

	1ST FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	5TH FLOOR	TOTAL
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AREA CALCULATION	8,650 SF	37,916 SF	37,913 SF	37,916 SF	37,916 SF	160,314 SF
TOTAL		44	44	44	28	160 UNITS

Parking Tabulations		Restaurant Required Parking:	1 space per 75 SF Net	4500 SF / 75 = 60 spaces	TOTAL REQ 387 SPACES
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	LOWER LEVEL	LEVEL 01	PROVIDED:
PARKING SPACES	204	134	338 SP

MIXED-USE DEVELOPMENT PLANT LIST	
STREET PERIMETER TREES - 1 TREE PER 30 LINEAL FEET STREET FRONTAGE (+/- 1,319 L.F. / 30 = 44 TREES REQUIRED)	
STREET PERIMETER SHRUBS - 4 SHRUBS PER 30 LINEAL FEET STREET FRONTAGE (+/- 1,319 L.F. / 30 = 44 x 4 = 176 SHRUBS REQUIRED)	
STREET TREES (44 TREES REQUIRED)	
DECIDUOUS TREES SHALL BE BALLED AND BURLAPPED - 2.5" MINIMUM CALIPER:	
JAPANESE ZELKOVA - Zelkova serrata (TREES WITHIN TREE GRATES)	
EUROPEAN HORNBEAM - Carpinus betulus 'Fatigiata' (TREES WITHIN TREE GRATES)	
SAWTOOTH OAK - Quercus acutissima	
RIVER BIRCH - Betula nigra	
BALD CYPRESS - Taxodium distichum	
THORNLESS HONEYLOCUST - Gleditsia triacanthos var. inermis	
ORNAMENTAL DECIDUOUS TREES SHALL BE BALLED AND BURLAPPED - 2" MINIMUM CALIPER:	
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FLOWERING CHERRY - Prunus x yedoensis	
WASHINGTON HAWTHORN - Crataegus phaenopyrum	
ROYAL STAR MAGNOLIA - Magnolia stellata 'Royal Star'	
EVERGREEN TREES SHALL BE BALLED AND BURLAPPED - 6' MINIMUM HEIGHT FROM TOP OF BALL:	
LIMBER PINE - Pinus flexilis	
NORWAY SPRUCE - Picea abies	
WHITE FIR - Abies concolor	
SHRUBS (176 SHRUBS REQUIRED)	
PLANT LIST FOR SHRUBS SHALL BE SUBMITTED WITH THE FORMAL LANDSCAPE PLAN.	

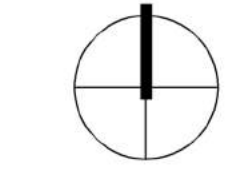
LOWER LEVEL CONCEPTUAL PLAN

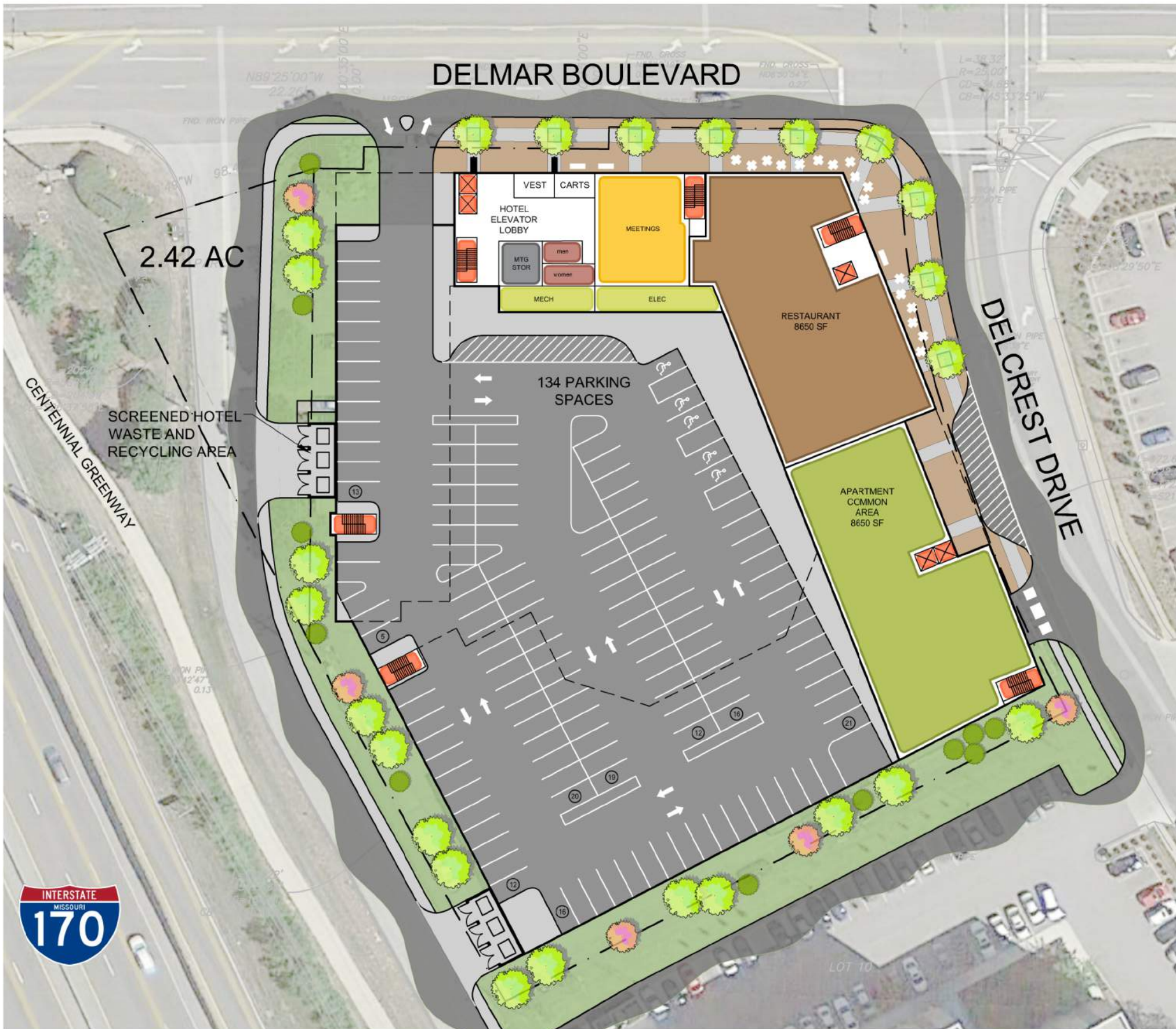
A NEW MIXED-USE DEVELOPMENT

SCALE: 1" = 50'-0"

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI

27119266.00
10.17.2019





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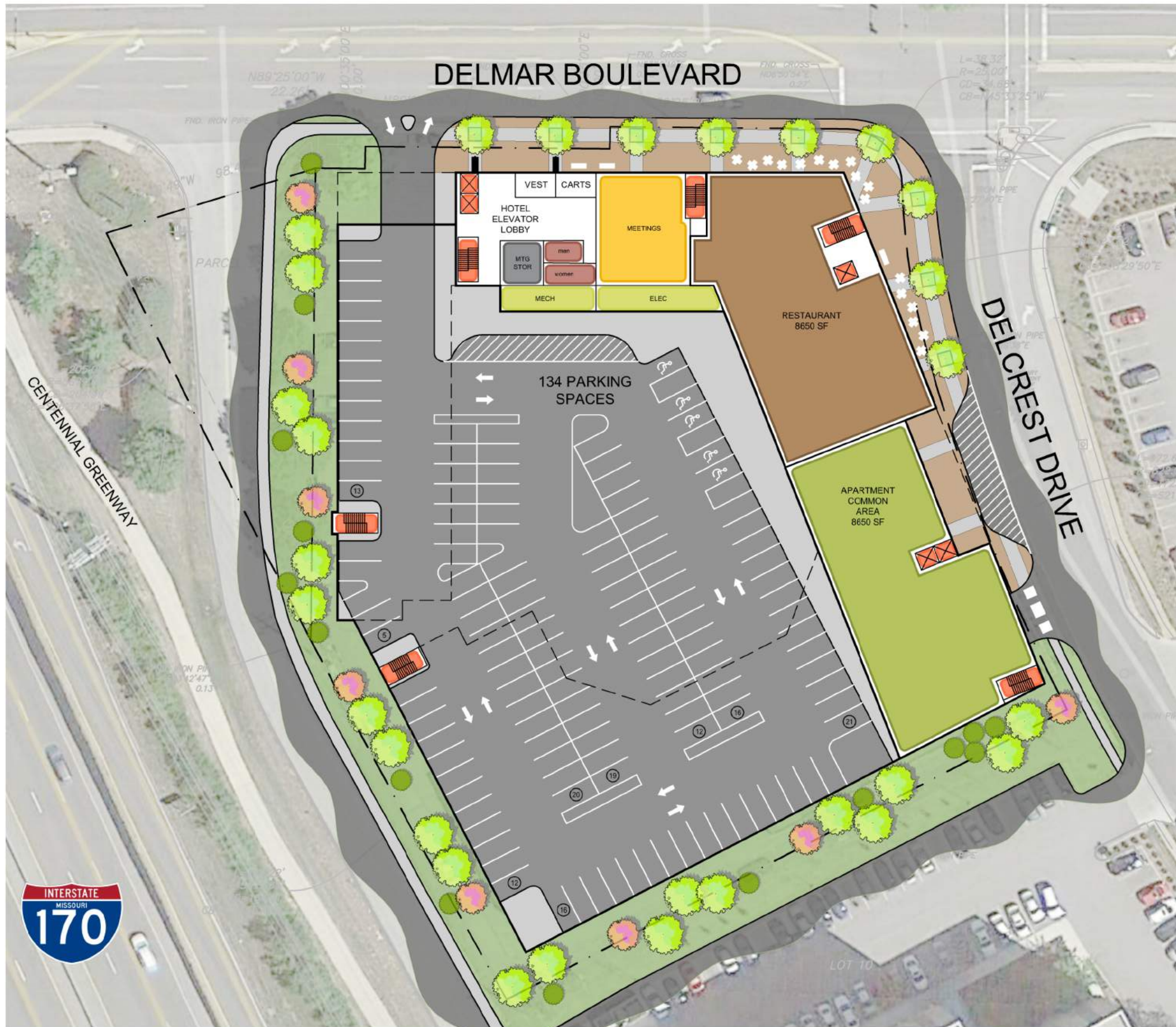
A NEW MIXED-USE DEVELOPMENT

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DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI

27119266.00
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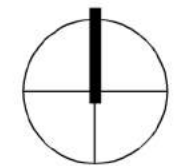


LEVEL 01 CONCEPTUAL PLAN

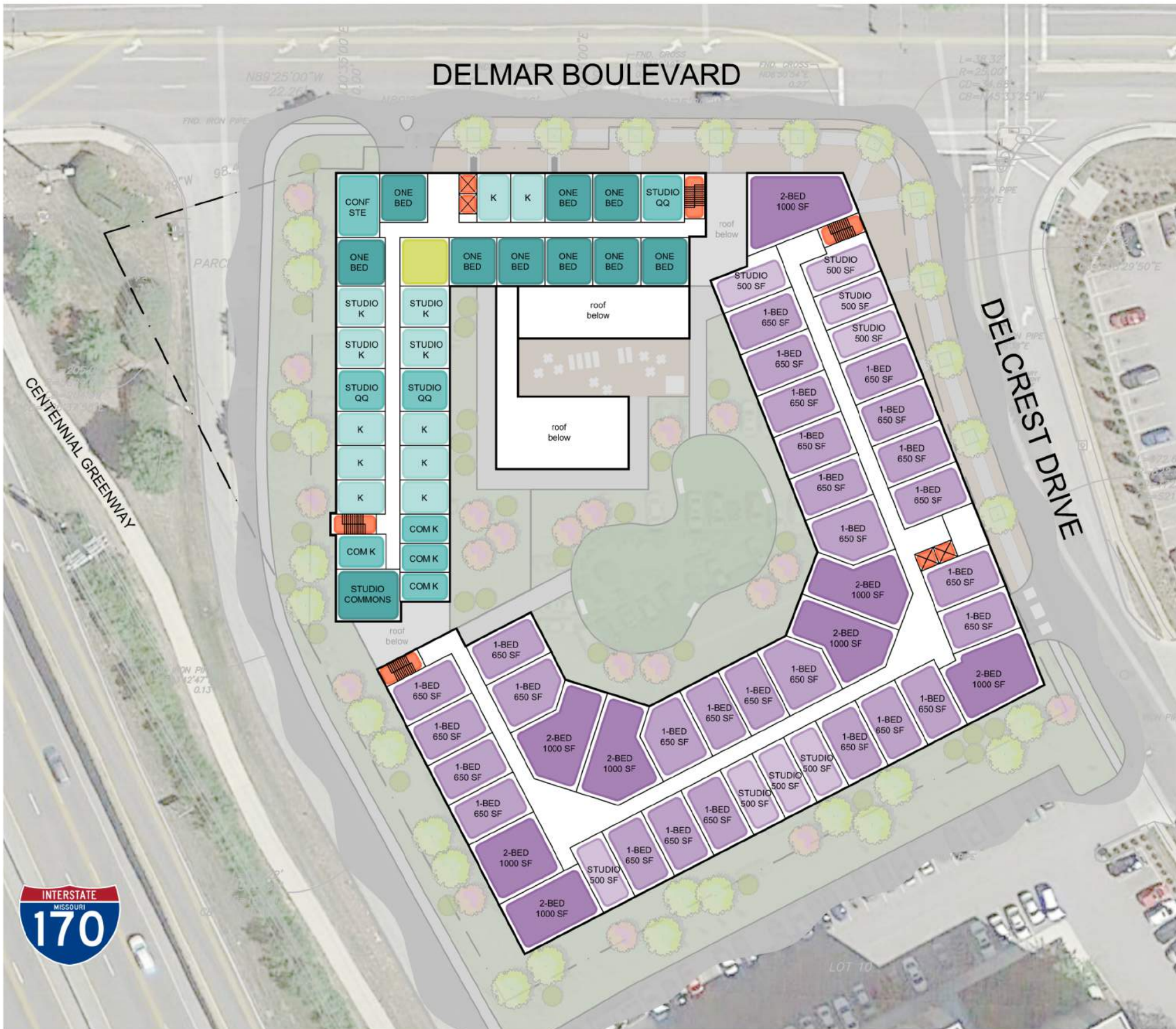
SCALE: 1" = 50'-0"

A NEW MIXED-USE DEVELOPMENT

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI



27119266.00
10.04.2019



HOTEL Guest Room Count Breakdown

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STUDIO KING		6	6	6	4	4	26
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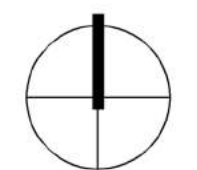


LEVEL 03 AND 04 CONCEPTUAL PLAN

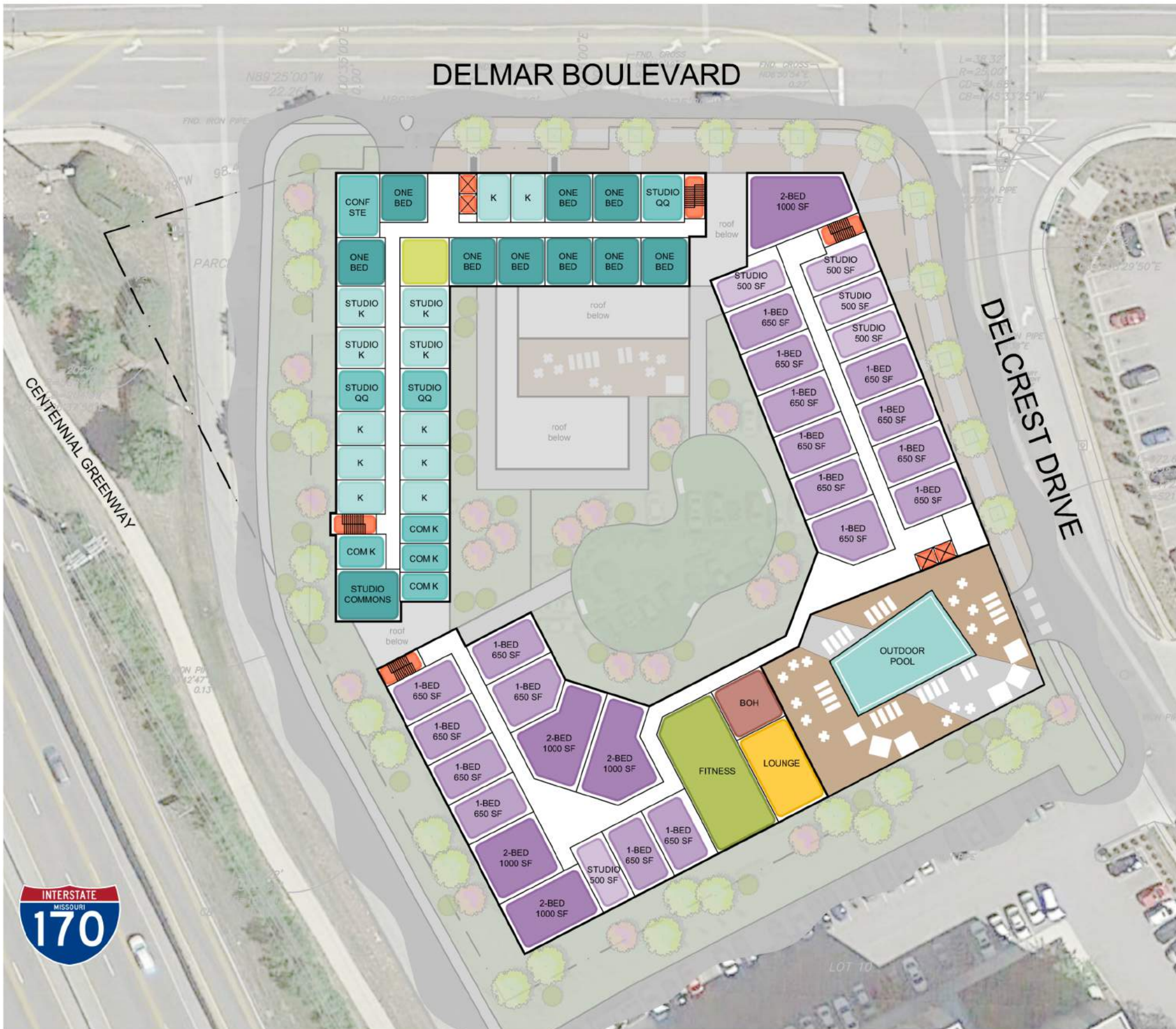
A NEW MIXED-USE DEVELOPMENT

SCALE: 1" = 50'-0"

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI



27119266.00
06.27.2019



HOTEL Guest Room Count Breakdown

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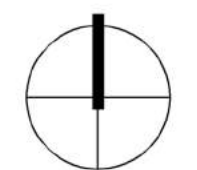


LEVEL 05 CONCEPTUAL PLAN

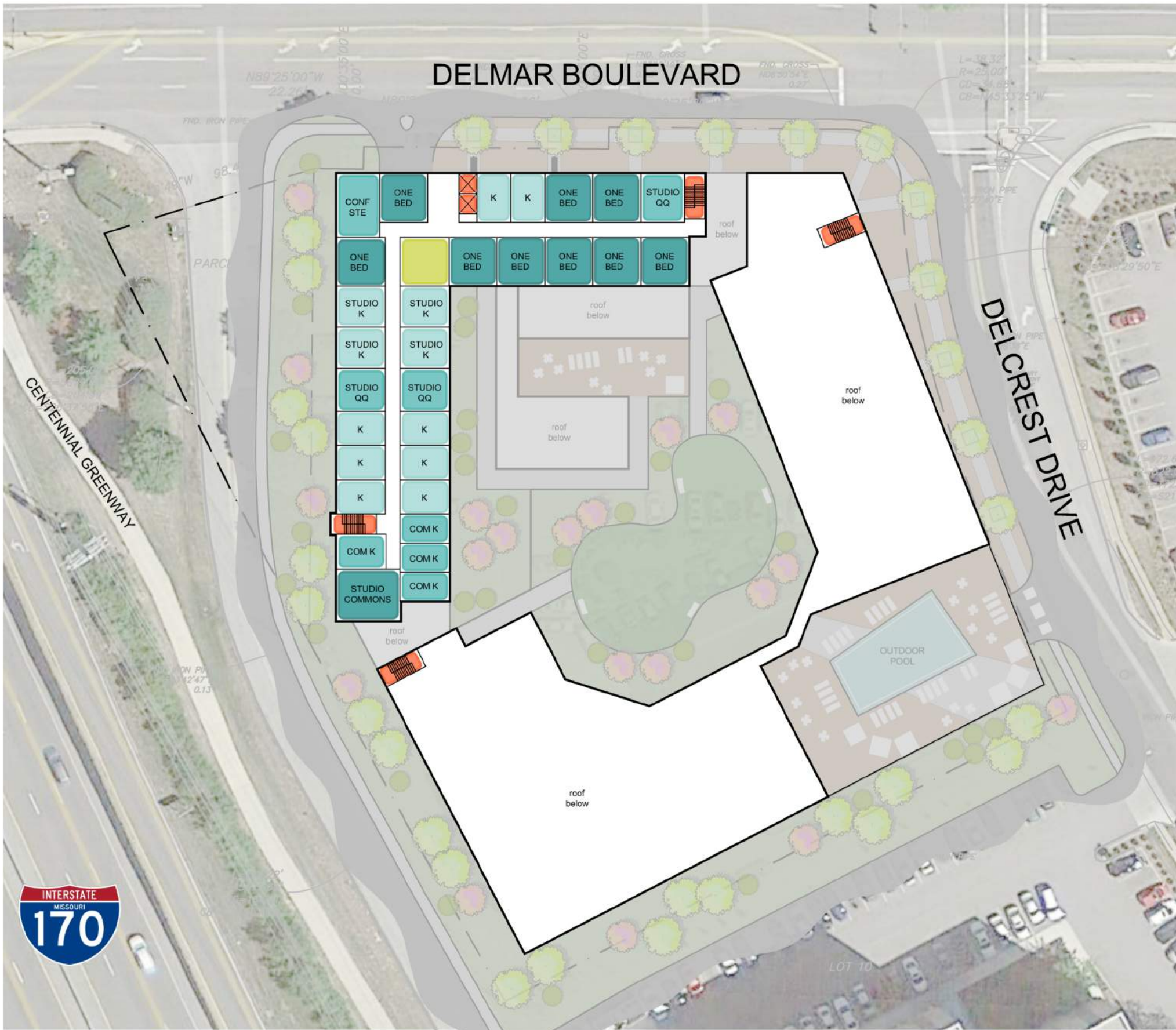
SCALE: 1" = 50'-0"

A NEW MIXED-USE DEVELOPMENT

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI



27119266.00
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HOTEL Guest Room Count Breakdown

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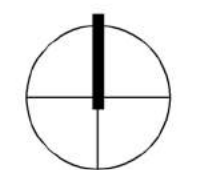


LEVEL 06 CONCEPTUAL PLAN

SCALE: 1" = 50'-0"

A NEW MIXED-USE DEVELOPMENT

DELMAR BOULEVARD AND I-170
UNIVERSITY CITY, MISSOURI

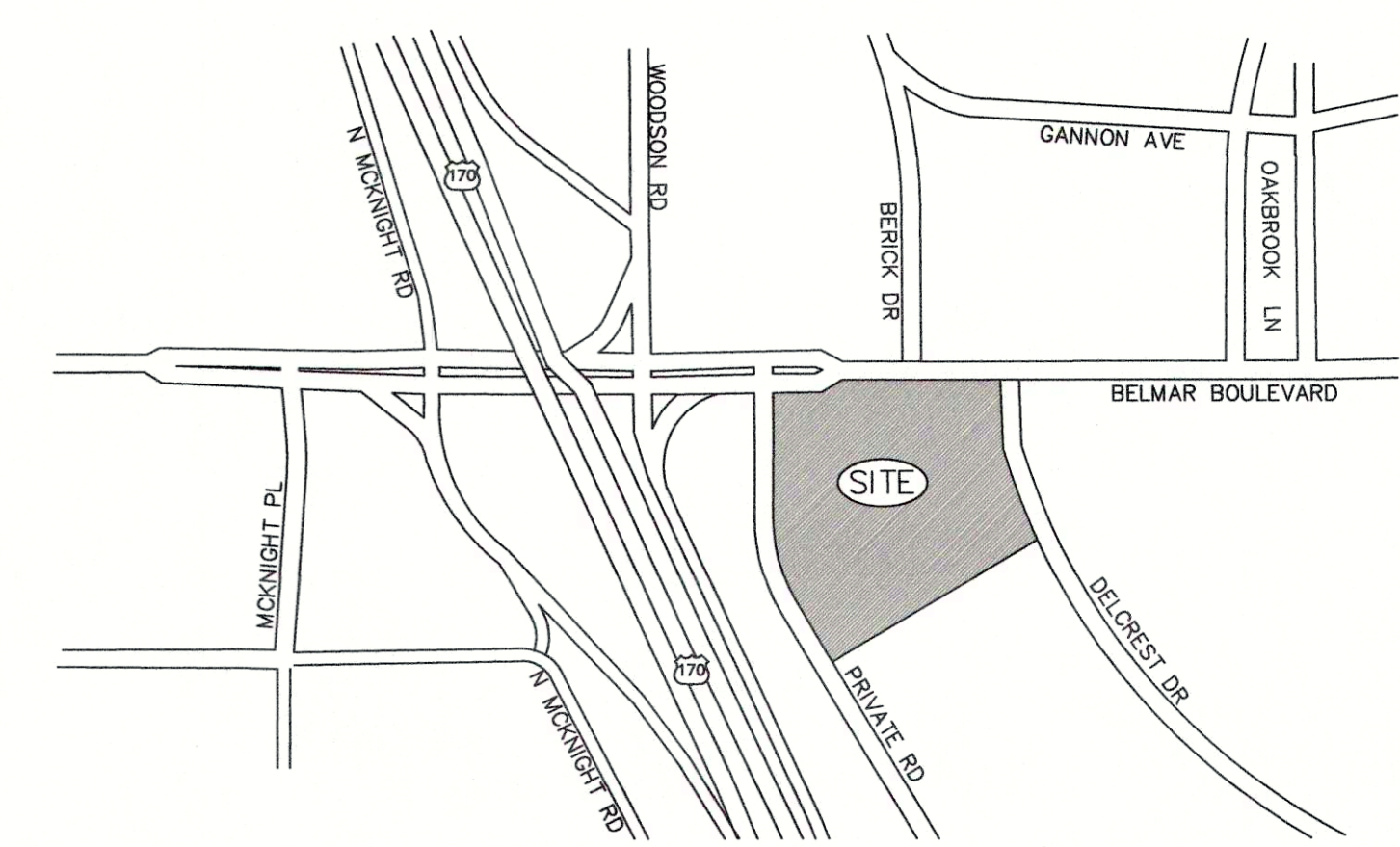
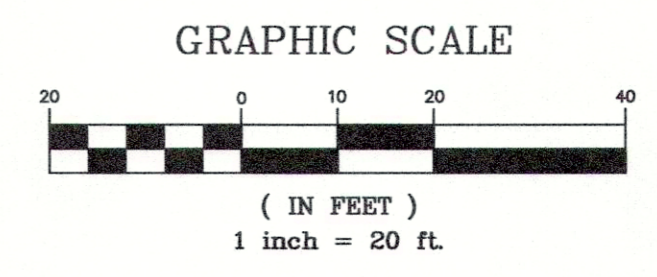


27119266.00
06.27.2019

DELMAR (WIDTH VARIES) BOULEVARD

"ALTA-NSPS LAND TITLE SURVEY"

VICINITY MAP



MISCELLANEOUS NOTES

- A) SOURCE OF TITLE: OLD REPUBLIC TITLE COMPANY FILE NO. 1902185 EFFECTIVE DATE MAY 13, 2019
B) SOURCE OF BEARINGS: DEED BOOK 45 PAGE 46
C) ALTA/NSPS LAND TITLE SURVEY TABLE A OPTIONAL SPECIFICATIONS:
1. MONUMENTS PLACED AT ALL MAJOR CORNERS - SHOWN HEREON.
2. ADDRESS - SHOWN HEREON.
3. FLOOD ZONE DESIGNATION - THE SITE IS LOCATED IN ZONE "X", AREA OF MINIMAL FLOOD HAZARD; NOT A SPECIAL FLOOD HAZARD AREA...

SCHEDULE B (SPECIAL EXCEPTIONS)

- SCHEDULE B - SECTION II - EXCEPTIONS
Item 1-4 Not survey related items.
Item 5 Conditions, restrictions and easements according to instrument recorded in Book 5873 page 429.
Item 6 Easement(s) granted to the City of University City recorded in Book 2200 Page 415. Unable to determine exact location due to illegible document.

To: Alps Acquisition LLC, Old Republic Title Company
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys...

Date of Plat: May 28, 2019

TITLE LEGAL DESCRIPTION
PROPERTY DESCRIPTION PER DEED BOOK 13275 PG. 525
Part of Lots 11 and 12 of DELCREST, a subdivision according to the plat thereof recorded in Plat Book 45 Page 46 of the St. Louis County Records...

LEGEND OF SYMBOLS

- UTILITY POLE
LIGHT POST
FIRE HYDRANT
WATER VALVE
WATER METER
HANDICAPPED PARKING
SIGN
GAS METER
GAS VALVE
GAS LINE
MANHOLE
SEWER LINE
OVERHEAD WIRE
AREA INLET
GROUND LIGHT
PVC = POLYVINYL CHLORIDE PIPE
RCP = REINFORCED CONCRETE PIPE

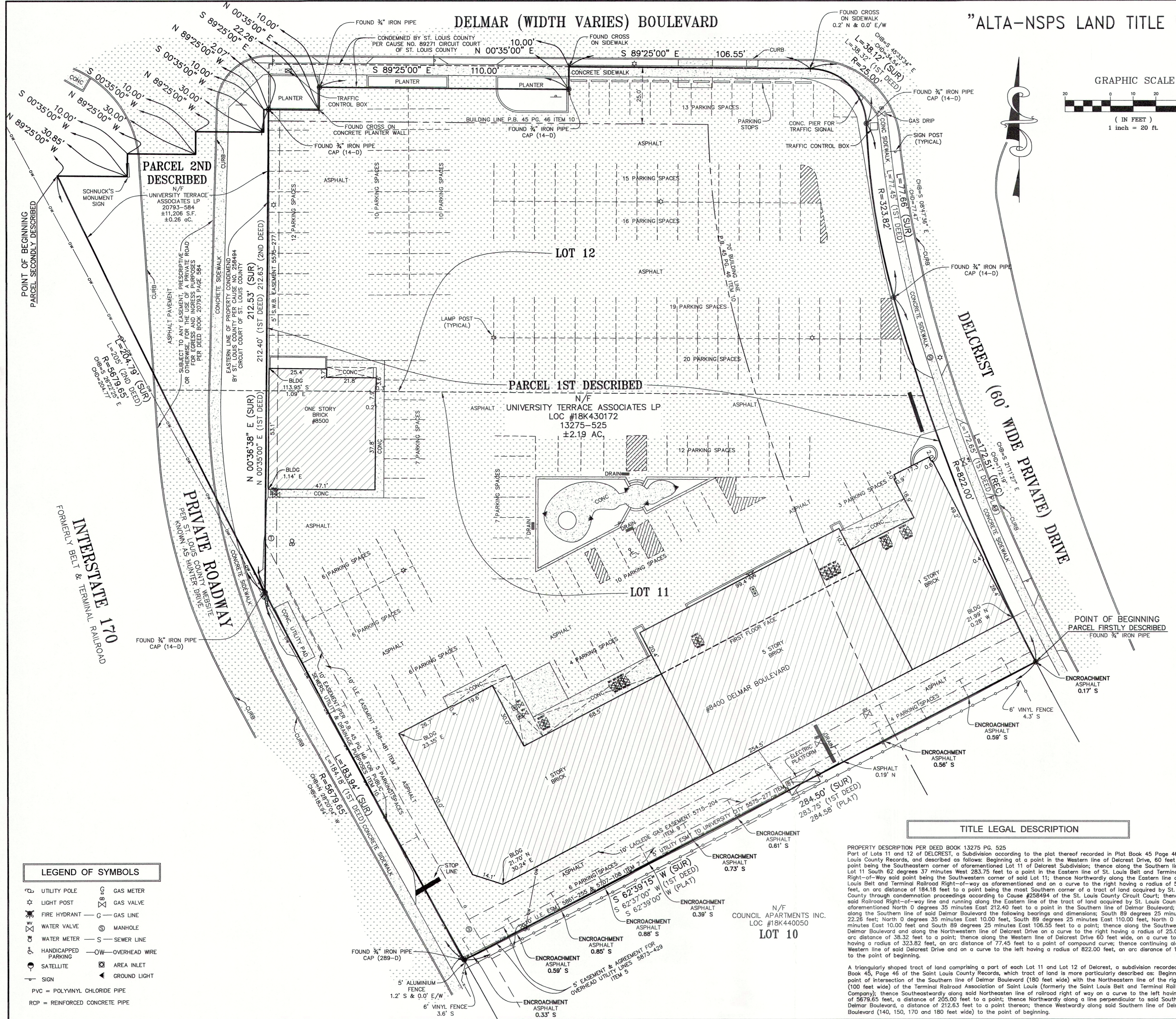


Table with columns: PROJECT NAME, PROJECT ADDRESS, TOPOS SURVEYING CORPORATION ORIGINAL CERTIFICATE NUMBER 000105, Revisions, No., Date, By, Description, 790 RUE ST. FRANCOIS FLORISSANT, MISSOURI 63031, Drawn by: NLO, Checked by: PJW, Sur. by: VF, Date: 05-23-2019, Survey No. 0519-0015

INTRODUCED BY: _____

DATE: _____

BILL NO.

ORDINANCE NO.

AN ORDINANCE AMENDING CHAPTER 400 OF THE MUNICIPAL CODE OF THE CITY OF UNIVERSITY CITY, MISSOURI, RELATING TO ZONING DISTRICTS ESTABLISHED PURSUANT TO SECTION 34-22 THEREOF, AND ENACTING IN LIEU THEREOF A NEW OFFICIAL ZONING MAP, THEREBY AMENDING SAID MAP SO AS TO CHANGE THE CLASSIFICATION OF PROPERTY AT 8400 DELMAR BOULEVARD TO “PD-M” PLANNED DEVELOPMENT-MIXED USE DISTRICT; AND ESTABLISHING PERMITTED LAND USES AND DEVELOPMENTS THEREIN; CONTAINING A SAVINGS CLAUSE AND PROVIDING A PENALTY.

WHEREAS, Chapter 400 of the University City Municipal Code divides the City into several zoning districts, and regulates the character of buildings which may be erected in each of said districts, and the uses to which the buildings and premises located therein may be put; and

WHEREAS, the City Plan Commission examined an amendment of the Official Zoning Map of the City which changes the classification of property at 8400 Delmar Boulevard from General Commercial (GC) to Planned Development-Mixed Use District (“PD-M”); and

WHEREAS, the City Plan Commission, in a meeting held in the 5th Floor Council Chambers at the University City, City Hall located at 6801 Delmar Boulevard, University City, Missouri on January 23, 2020, considered said amendment and recommended to the City Council that it be enacted into an ordinance; and

WHEREAS, due notice of a public hearing to be held by the City Council in the City Council Chambers at City Hall at 6:30 p.m., on February 24, 2020, was duly published in the St. Louis Countian, a newspaper of general circulation within said City on January 30, 2020; and

WHEREAS, said public hearing was held at the time and place specified in said notice, and all suggestions or objections concerning said amendment of the Official Zoning Map of the City were duly heard and considered by the City Council.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI, AS FOLLOWS:

Section 1. Chapter 400 of the University City Municipal Code, relating to zoning, is hereby amended by repealing the Official Zoning Map illustrating the zoning districts established pursuant to Section 400.070 thereof, and enacting in lieu thereof a new Official Zoning Map, thereby amending the Official Zoning Map so as to change the classification of property at 8400 Delmar Boulevard General Commercial (GC) to Planned Development-Mixed Use District (PD-M); The following land uses and developments may be permitted in said PD-M District, subject to approval of a final development plan: The specific uses of “all permitted uses and/or

conditional uses as set forth in the LC – Limited Commercial District, GC – General Commercial District, and CC – Core Commercial District, elevator apartment dwellings, and work/live units” are designated as the permitted and conditional uses.

Section 2. Said property at 8400 Delmar Avenue Boulevard, totaling 2.19 acres, is more fully described with legal descriptions, attached hereto, marked Exhibit “B” and made a part hereof.

The above described tract having St. Louis County locator number of:
8400 Delmar Boulevard – 18K430172

Section 3. The new Official Zoning Map of the City is attached hereto, marked Exhibit “A”, and incorporated herein by this reference thereto.

Section 4. By Resolution No. _____, the City Council approved a preliminary development plan for 8400 Delmar Boulevard, known as “Delcrest Plaza,” and authorized the preparation of a final development plan. A final development plan and plat (if applicable) must be approved by the City Council prior to the issuance of any building permits in connection with the development. The number and type of dwelling units authorized, including the number of bedrooms per dwelling unit by type, shall be as permitted for the zoning classification of “all permitted uses and/or conditional uses as set forth in the LC – Limited Commercial District, GC – General Commercial District, and CC – Core Commercial District, elevator apartment dwellings, and work/live units” and consistent with the Preliminary Development Plan Application PC 19-09; except that the maximum number of dwelling units shall not exceed 160 units.

Section 5. This ordinance shall not be construed so as to relieve any person, firm or corporation from any penalty incurred by the violation of Chapter 400, nor bar the prosecution of any such violation.

Section 6. Any person, firm, or corporation violating any of the provisions of this ordinance shall, upon conviction thereof, be subject to the penalties provided in Chapter 400, Section 400.2560 of the University City Municipal Code.

Section 7. This ordinance shall take effect and be in force from and after its passage as provided by law.

PASSED and ADOPTED this _____ day of _____, 2020.

MAYOR

ATTEST:

CITY CLERK

CERTIFIED TO BE CORRECT AS TO FORM:

CITY ATTORNEY

EXHIBIT B – LEGAL DESCRIPTIONS FOR REZONING – DELCREST PLAZA

Parcel ID 18K430172 8400 Delmar Boulevard



Department of Planning and Development

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 862-6767, Fax: (314) 862-3168

M E M O R A N D U M

TO: Plan Commission

FROM: Clifford Cross, Director of Planning & Development

DATE: January 16, 2020

SUBJECT: 2020 Comprehensive Plan Update – Commission Consultant Discussion & Recommendation.

CC: Gregory Rose, City Manager
John Mulligan, City Attorney

At an upcoming Plan Commission meeting, members will consider two proposals pertaining to the selection of a consultant to assist the City in our development of a 2020 Comprehensive Plan. Specifically, Future IQ and PlanningNext participated in a joint City Council / Plan Commission meeting and provided a brief presentation and answered questions pertaining to their proposals. At the completion of the meeting the next recommended course of action was to refer this back to the Plan Commission for additional discussion and comment prior to a formal recommendation to City Council. Based upon that directive staff has placed this item on the agenda to seek additional input and recommendation from the Plan Commission.

Attachments:
Matrix Template

Company Name & Principals (Ratings from 1-5, 1 being lowest)	Location & contact Info	Demonstrated Level of Qualifications, experience, professionalism of team	Level of Professional and Technical Expertise and proven record in the preparation of ED Strat Plans and planning experience	Demonstrated Level of Multi-disciplinary experience on project team as to range of experience and services	Demonstrated Experience in community engagement, public participation, & outreach	Demonstrated experience in working with public agencies, city depts and regional entities on similar efforts	Demonstrated Adherence to and ability to stay on task, schedule and budget	Demonstrated capacity of the firm to perform the work in the specified timeline	Overall proposal and proposed services relative to the level of creativity and innovation in the project approach	Score Rating of 1-5, 40 MAX	Consultant Fee
Future IQ, Inc <i>(Jon Stover & Associates (JS&A))</i>	P.O. Box 24687 Minneapolis, MN 55424 www.future-iq.com David Beurle Heather Branigin										\$184,430.00
Planning NEXT <i>(Ninigret Partners)</i>	75 West Third Avenue Columbus, Ohio 43201 www.planning-next.com Jamie A. Greene, AIA FAICP Sarah Kelly, AICP										\$178,000.00

Rating Scale:

- 1 = Significantly below criteria Required / Few or no Criteria Met
- 2 = Insufficeint For Performance / Generally Does Not Meet Criteria
- 3 = Adequate Criteria For Performance / Meets Several Criteria
- 4 = Very Good / Generally Exceeds Criteria / More than Adequate for Performance
- 5 = Excellent / Should ensure extremely effective performance / Significantly above criteria