



**Plan Commission**

6801 Delmar Boulevard • University City, Missouri 63130 • 314-505-8500 • Fax: 314-862-3168

MEETING OF THE PLAN COMMISSION  
VIA VIDEOCONFERENCE  
Wednesday, September 23, 2020  
6:30 p.m.

**IMPOTANT NOTICE REGARDING  
PUBLIC ACCESS TO THE PLAN COMMISSION MEETING & PARTICIPATION**

**Plan Commission will Meet Electronically on September 23, 2020**

On March 20, 2020, City Manager Gregory Rose declared a State of Emergency for the City of University City due to the COVID-19 Pandemic. Due to the current order restricting gatherings of people and the ongoing efforts to limit the spread of the COVID-19 virus, the September 23, 2020 meeting will be conducted via videoconference.

**Observe and/or Listen to the Meeting** (your options to joint the meeting are below):

**Webinar** via the link below:

<https://us02web.zoom.us/j/85708422803?pwd=bGk0d3lzY2tGVE9ldkVWRm1GYWh6dz09>

Passcode: 244205

**Audio Only Call**

iPhone one-tap : US: +13126266799,,85708422803#,,,,,0#,,244205# or +19292056099,,85708422803#

Or Telephone: Dial (for higher quality, dial a number based on your current location)

US: +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833

or +1 253 215 8782 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 857 0842 2803

**Citizen Participation**

Those who wish to provide a comment during the “Public Comment” and/or “Public Hearing” portions of the agenda: may provide written comments or request video participation invites to the Director of Planning & Development ahead of the meeting. Please specify which case and portion of the agenda you wish to comment.

ALL written comments or video participation invites must be received **no later than 12:00 p.m. the day of the meeting**. Comments may be sent via email to: [ccross@ucitymo.org](mailto:ccross@ucitymo.org) or mailed to the City Hall – 6801 Delmar Blvd. – Attention Clifford Cross, Director of Planning & Development. Such comments will be provided to the Plan Commission prior to the meeting. Comments will be made a part of the official record and made accessible to the public online following the meeting.

Please note, when submitting your comments or invites, a **name and address must be provided**. Please also note if your comment is on an agenda or non-agenda item, and a name and address are not provided, the provided comment will not be recorded in the official record.

The City apologizes for any inconvenience the meeting format change may pose to individuals, but it is extremely important that extra measures be taken to protect employees, residents board/commission members and elected officials during these challenging times.

**AGENDA**  
**(Revised)**

**PLAN COMMISSION**

1. Roll Call
2. Approval of Minutes – July 8, 2020 & August 26, 2020
3. Public Comments – (Limited to 3 minutes for individual’s comments, 5 minutes for representatives of groups or organizations.)

*ALL written comments or video participation invites must be received **no later than 12:00 p.m. the day of the meeting**. Comments may be sent via email to: [ccross@ucitymo.org](mailto:ccross@ucitymo.org) or mailed to the City Hall – 6801 Delmar Blvd. – Attention Clifford Cross, Director of Planning & Development. Such comments will be provided to the Plan Commission prior to the meeting. Comments will be made a part of the official record and made accessible to the public online following the meeting.*

*Please note, when submitting your comments or invites, a **name and address must be provided**. Please also note if your comment is on an agenda or non-agenda item, and a name and address are not provided, the provided comment will not be recorded in the official record.*

4. Old Business

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

**Applicant:** ALP Acquisition LLC

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

**Address:** 8400 Delmar Boulevard

*(VOTE REQUIRED)*

b. **Development Plan & Blight Study 353 Review/Recommendation**

**Applicant:** The McKenzie – Annapurna One LLC

**Request:** Study and Recommendation of 100% Tax Abatement for 10 Years and 50% Tax Abatement for an Additional 15 Years

**Address:** 8400 Delmar Blvd

*(VOTE REQUIRED)*

5. New Business

a. **Map Amendment – PC 20-09**

Applicant: Union Corporate Realty LLC (Attn: Louis A Vlasaty)

Request: Approval of a Zoning Map Amendment from Single-Family Residential (SR) to Limited Commercial (LC).

Address: 7800-7812 Groby Road

*(VOTE REQUIRED)*

6. Other Business

- a. Chapter 353 Tax Abatement Discussion

7. Reports

- a. Council Liaison Report

8. Adjournment



**Department of Planning and Development**

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8500, Fax: (314) 862-3168

## PLAN COMMISSION MEETING

Via Video Conference  
6:00 pm; Wednesday, July 8, 2020

The Plan Commission held a regularly scheduled meeting via video conference on Wednesday, July 8, 2020. The meeting commenced at 6:00pm and concluded at 6:56 pm.

### 1. Roll Call

**Present**

Margaret Holly  
Mark Harvey  
Ellen Hartz  
Judith Gainer  
Patricia McQueen

**Absent**

Cirri Moran  
Michael Miller

**Staff Present**

John Mulligan, City Attorney  
Clifford Cross, Director of Planning and Development

2. **Approval of Minutes** – The Plan Commission Did not review and approve minutes at this meeting.

### 3. Hearings

Chairwoman Holly asked if there were any public comments. Mr. Cross indicated there were no public comments forwarded to him nor any requests to speak concerning the public hearing item or any other agenda or non-agenda item.

### 4. Old Business

a. **Conditional Use Permit – PC 20-01**

***PUBLIC HEARING***

Applicant: The Trinity Company

Request: Approval for a Conditional Use Permit to establish and operate a Medical Marijuana Dispensary

Address: 6662 Delmar Blvd, Suite A

***(VOTE REQUIRED)***

Chairwoman advised that this was a previously tabled item per the motion of Mr. Harvey, seconded by Mrs. Moran and voted for by the Plan Commission during their June 18, 2020 meeting. Mrs. Hartz made a motion to take back the agenda item, Mrs. Gainer seconded the motion and the commission voted to reconsider the item.

Chairwomen Holly opened the discussion on the agenda item. Mr. Harvey made a motion to recommend approval of the request contingent upon the condition that an established parking agreement be in place to provide 10 offsite parking spaces. The motion to recommend approval passed unanimously by a 5 – 0 vote.

## **5. New Business**

There was no new business to consider.

## **6. Other Business**

### **a. Subcommittee Assignments.**

The commission discussed the subcommittee assignments. The discussion identified that there would be a need to evaluate the comprehensive plan and have a future work session.

## **7. Reports**

### **a. Council Liaison Report – There was no Council Liaison Report.**

## **8. Adjournment**

Chairwoman Holly adjourned the meeting at 6:56 pm.



**Department of Planning and Development**

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8500, Fax: (314) 862-3168

## PLAN COMMISSION MEETING

Via Video Conference

6:30 pm; Wednesday, August 26, 2020

The Plan Commission held a regularly scheduled meeting via video conference on Wednesday, August 26, 2020. The meeting commenced at 6:30 pm and concluded at 9:54 pm.

### 1. Roll Call

**Present**

Margaret Holly  
Mark Harvey  
Ellen Hartz  
Judith Gainer  
Michael Miller  
Cirri Moran  
Patricia McQueen  
Council Liaison Jeff Hales

**Absent**

**Staff Present**

Gregory Rose, City Manager  
John Mulligan, City Attorney  
Clifford Cross, Director of Planning and Development

2. **Approval of Minutes** – May 27, 2020 and June 18, 2020 Plan Commission meeting. Mr. Miller moved to approve the minutes of the February 26, 2020 with corrections. The motion was unanimously approved.
3. **Hearings**  
There were no comments or hearings on non-agenda items.
4. **Old Business**  
There were no old business agenda items.

## 5. New Business

### a. Conditional Use Permit – PC 20-07

#### **PUBLIC HEARING**

Applicant: 75Olikve, LLC

Request: Approval for a Conditional Use Permit to establish and operate a Medical Marijuana Dispensary

Address: 7555 Olive Blvd.

*(VOTE REQUIRED)*

Chairwoman Holly asked if there were any public comments concerning the public hearing for the medical marijuana dispensary at 7555 Olive Boulevard. Mr. Cross indicated that staff had not received any public comments to present to the Commission. Mr. Cross presented a power point presentation to introduce the agenda item. He identified the case specifics associated with case PC 20-07. Chairwomen Holly opened the discussion on this agenda item.

Mr. Harvey made a motion to approve the CUP and Mr. Miller seconded the motion. The Plan Commission unanimously recommended approval by a 7-0 vote.

### a. Map Amendment & Preliminary Development Plan Approval - PC 20-08

**Applicant:** Charles Deutsch and Company and Affiliates

**Request:** Approval of a Zoning Map Amendment from GC, HRO, SR & MR to Planned Development – Mixed Use PDM. Approval of a Preliminary Development Plan.

**Address:** 8630 Delmar Boulevard

*(VOTE REQUIRED)*

Chairwoman Holly introduced the agenda item. Mr. Cross briefly introduced, and the applicant presented their item. The plan commission considered the request and conducted discussion. Mrs. Gainer made a motion to recommend approval of the map amendment. The motion passed unanimously by a 7-0 vote. Mrs. Hartz made a motion to recommend approval of the preliminary plan. The motion passed by an identified 5 yes, 1 abstention and an unaccounted-for vote.

### c. Development Plan & Blight Study 353 Review/Recommendation

**Applicant:** Charles Deutsch and Company

**Request:** Study and Recommendation of 100% Tax Abatement for 10 Years and 50% Tax Abatement for an Additional 10 Years

**Address:** 8630 Delmar Blvd

*(VOTE REQUIRED)*

Chairwoman Holly introduced the agenda item. The plan commission considered the request and conducted discussion. Mr. Miller made a motion to recommend approval of the 353 Blight Study. The motion passed by an identified 4 yes and 3 against vote. Mrs. Hartz made a motion to recommend approval of the redevelopment plan. The motion passed by a unanimous 7-0 vote.

## **6. Other Business**

### a. Subcommittee Assignments.

The commission discussed the subcommittee assignments. The primary focus was on how to move forward with the Comprehensive Plan. The commission agreed we would move forward with a proposed work session.

## **7. Reports**

- a. Council Liaison Report – Council Liaison Hales was introduced as the new appointed Council Liaison.

## **8. Adjournment**

Chairwoman Holly adjourned the meeting at 9:54 pm.

DRAFT



**Department of Community Development**

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

**STAFF REPORT**  
**(Updated Report For Plan Commission)**

MEETING DATE: September 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. September 9, 2020 Revised Plan
- B. August 14, 2020 TIS
- C. August 14, 2020 Traffic Memo
- D. August 14, 2020 Parking Update



## **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**

At an upcoming Plan Commission meeting, members will be asked to re-consider a map amendment to rezone the property commonly known as 8400 Delmar Boulevard. Specifically, the request is to rezone the property known as Delcrest Plaza from General Commercial (GC) to Planned Development Mixed Use PD-M.

The Plan Commission considered this request at their October 23, 2019, January 23, 2020 and May 27, 2020 meetings. However, due to the current conditions, the applicant is requesting approval of a revised preliminary plan. Although the requested map amendment itself will not change, the revised preliminary plan proposal proposes a revised concept that needs to be reconsidered by the Plan Commission for their review and recommendation.

## **Applicant's Prior Recommend Approval 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 a corner restaurant with outside dining, a 9-story hotel element, a luxury 8-story apartment building and an 8-story parking garage. The combination of uses are all built along Delmar and Delcrest.

The hotel component, of the development, will consist of 133 units that contain 111 Studio Kings, 6 King One Beds and 16 DQ Studios. The various units will be located on 9 floors of the development. The hotel component will include common area and amenities. The total square footage for the hotel component is approximately 98,085 square feet.

The multi-family residential component will consist of 252 units that will contain 31 studio units, 66 studio – alcove units, 132 one-bedroom units and 23 two-bedroom units. These units will total approximately 168,685 square feet and be located within 8 stories of the proposed development. The residential component will also include a public restaurant of approximately 4,000 square feet.

The parking garage component will consist of a basement level component, 7 semi-enclosed levels and a rooftop level. The total proposed parking is 435 spaces totaling an approximate square footage of 170,131 square feet. The garage entrance and exit will be located on the south end of the development and accessible via Delcrest Drive. The traffic commission reviewed and recommended approval of the 435 proposed parking spaces.

## **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.

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 residential component is approximately 104 units per acre (500 average unit basis). The total projected density standards for Elevator Apartment Buildings, per Section 400.1140, Subsection B, is approximately 87 units per acre. The development to the south 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 FAR ratio for the proposed residential component is approximately 2.13.

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 9 stories above grade and approximately 120 feet in height. It is noted that there is no maximum building height 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.

#### Landscaping/Screening

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 a grade level access point. All parking will be located within the development. As previously identified, the parking garage access drive will be off of Delcrest Drive.

### 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 plan shows a total of 435 off-street parking spaces. These ratios were reviewed by the Traffic Commission and recommended for approval. A recorded detailed parking agreement would be required as part of the final plan approval.

### 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) Conditional Use Permit approving shared parking prior to final plan approval.
- 2) Lot Consolidation Required As Part of the Subdivision Process
- 3) Density and FAR Ratios Conditioned
- 4) Phasing Plan and Timeline Be Provided Prior To Final Plan Approval

Presented by:  
VE Design Group

9/9/2020

# MIXED USE DEVELOPMENT 8400 Delmar - University City, MO



# PROJECT PROGRAMMING

8400 DELMAR

## Apartment Summary

| (8) STORIES                | UNITS | MIX   | AVG SF | SF      |
|----------------------------|-------|-------|--------|---------|
| STUDIO                     | 31    | 12.3% | 496    | 15,372  |
| STUDIO - ALCOVE            | 66    | 26.2% | 582    | 38,425  |
| 1 BEDROOM                  | 132   | 52.4% | 685    | 90,461  |
| 2 BEDROOM                  | 23    | 9.1%  | 1,062  | 24,427  |
| TOTAL UNITS                | 252   |       |        | 168,685 |
| DECKS/PATIOS               |       |       | 2.4%   | 5,403   |
| COMMON AREA                |       |       | 15.3%  | 34,162  |
| AMENITY                    |       |       | 5.2%   | 11,645  |
| RESTAURANT                 |       |       | 1.6%   | 3,607   |
| TOTAL (APARTMENT BUILDING) |       |       |        | 223,501 |

## Hotel Summary

| (9) STORIES   | UNITS | MIX   | AVG SF | SF     |
|---------------|-------|-------|--------|--------|
| KING STUDIO   | 111   | 83.5% | 406    | 45,111 |
| KING ONE BED  | 6     | 4.5%  | 655    | 3,930  |
| DQ STUDIO     | 16    | 12.0% | 636    | 10,176 |
| TOTAL UNITS   | 133   |       |        | 59,013 |
| COMMON AREA   |       |       | 29.3%  | 28,739 |
| AMENITY       |       |       | 10.5%  | 10,333 |
| TOTAL (Hotel) |       |       |        | 98,085 |

## Garage

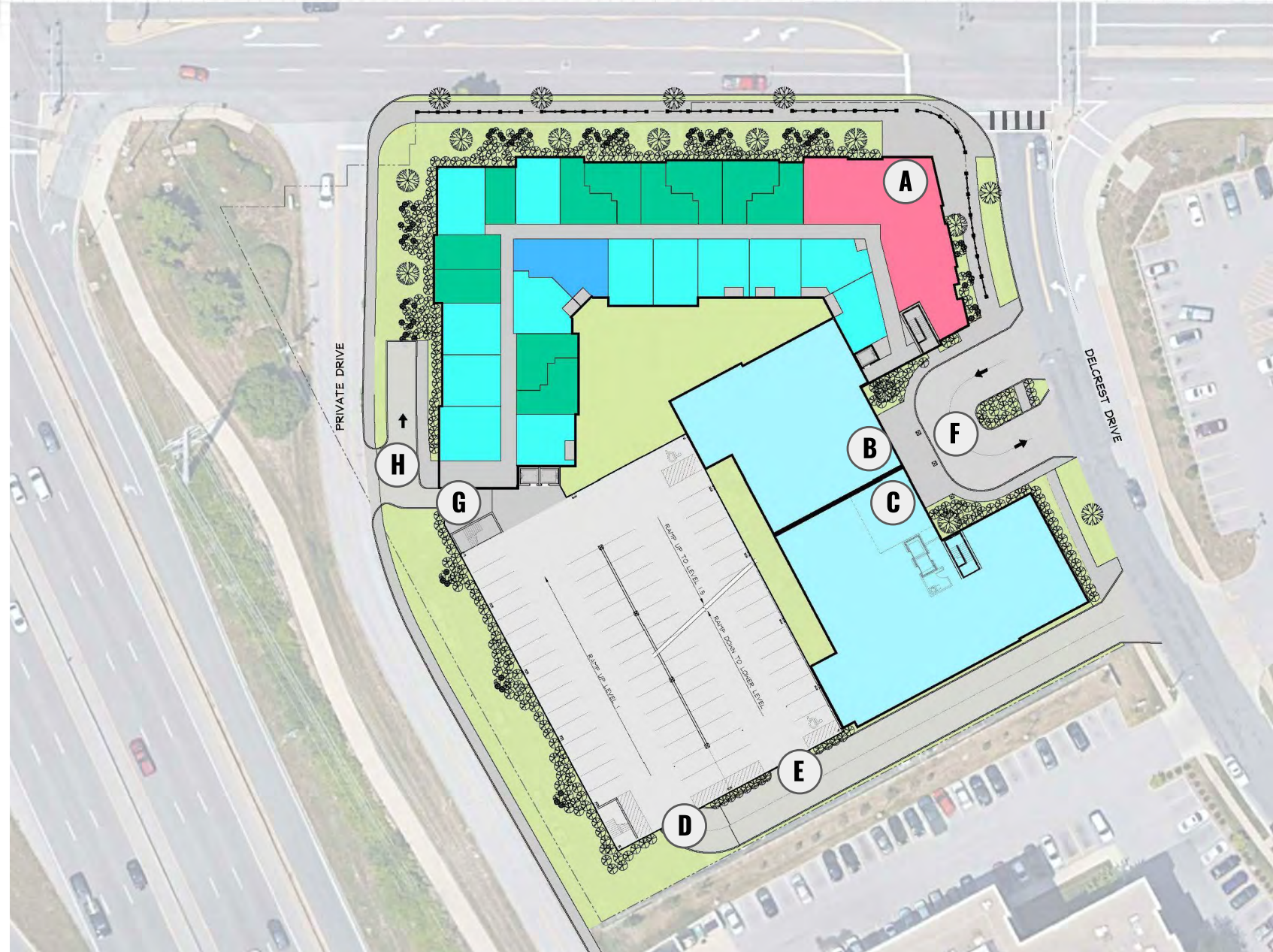
| (8) LEVEL PARKING GARAGE | PARKING SPACES | GARAGE SF | ROOF TOP SF | TOTAL SF |
|--------------------------|----------------|-----------|-------------|----------|
| BASEMENT                 | 59             | 19,808    |             | 19,808   |
| LEVEL 1                  | 57             | 19,808    | -           | 19,808   |
| LEVEL 2                  | 57             | 19,808    | -           | 19,808   |
| LEVEL 3                  | 57             | 19,808    | -           | 19,808   |
| LEVEL 4                  | 57             | 19,808    |             | 19,808   |
| LEVEL 5                  | 57             | 19,808    |             | 19,808   |
| LEVEL 6                  | 57             | 19,808    |             | 19,808   |
| LEVEL 7                  | 34             | 11,667    |             | 11,667   |
| LEVEL 8 (Rooftop)        | -              |           | 19,808      | 19,808   |
| TOTAL PARKING            | 435            | 150,323   | 19,808      | 170,131  |



# SITE LAYOUT

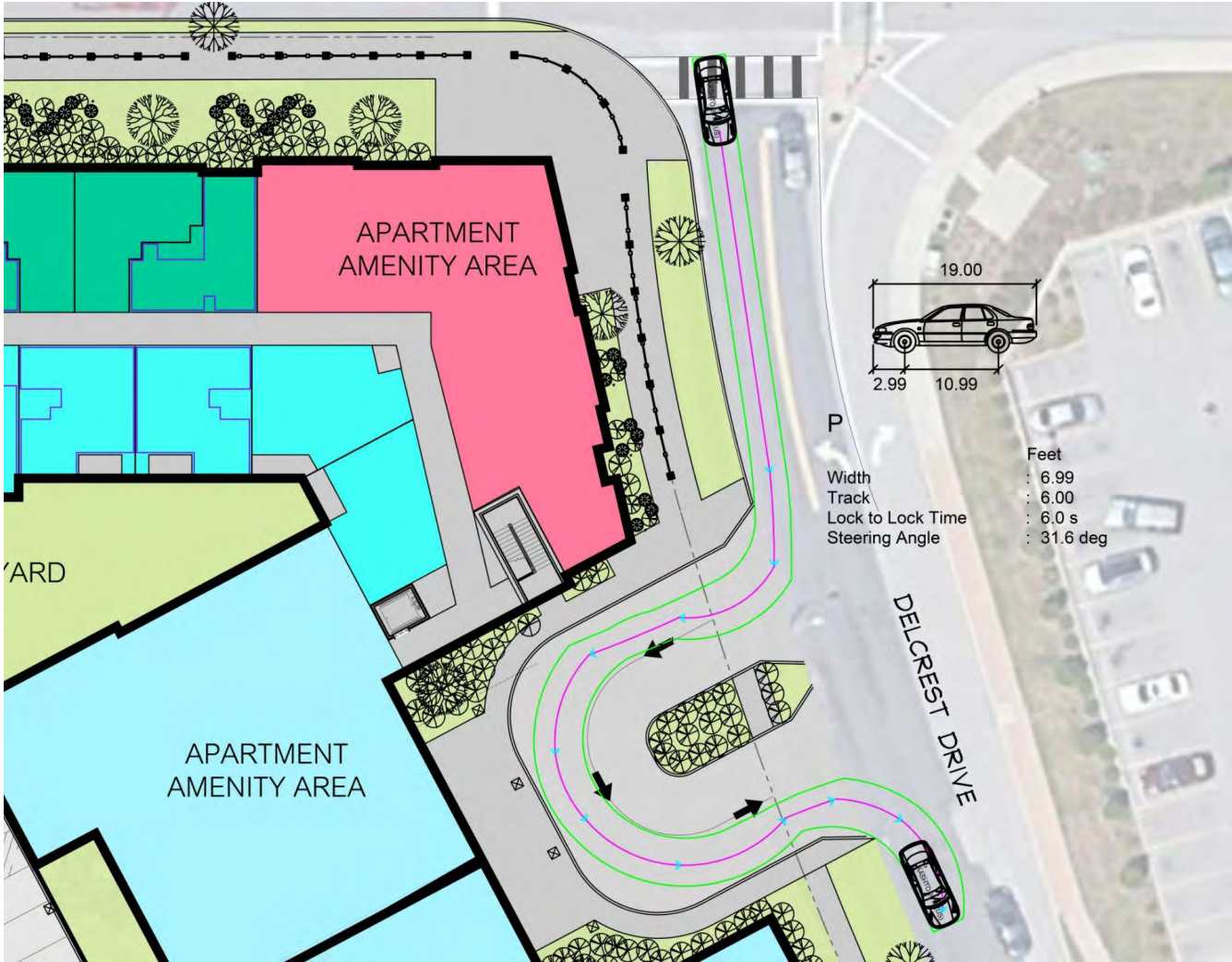
8400 DELMAR

- A - Restaurant with Outdoor Patio
- B - Apartment Entrance
- C - Hotel Entrance
- D - Garage Entrance
- E - Garage Exit
- F - Circle Drive
- G - Trash Room
- H - Loading Zone (controlled access)



# AUTO TURN AT MOTOR COURT

8400 DELMAR



Car & Package Delivery

# RENDERING FROM NORTHEAST

8400 DELMAR



# EAST ELEVATION

8400 DELMAR



MANGANESE  
BLACK MORTAR



MANGANESE  
LIGHT MORTAR



SNOW  
ALLURA PANEL



KNIGHTS ARMOR  
ALLURA PANEL



STERLING GRAY  
ALLURA PANEL

\*ALLURA PANEL  
MAY BE  
SUBSTITUTED  
FOR METAL  
PANEL

# NORTH ELEVATION

8400 DELMAR



STERLING GRAY  
ALLURA PANEL



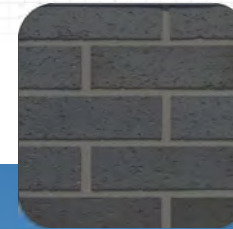
MANGANESE  
BLACK MORTAR



SNOW  
ALLURA PANEL



KNIGHTS ARMOR  
ALLURA PANEL



MANGANESE  
LIGHT MORTAR



\*ALLURA PANEL  
MAY BE  
SUBSTITUTED  
FOR METAL  
PANEL

# FLOOR PLAN - LOWER LEVEL

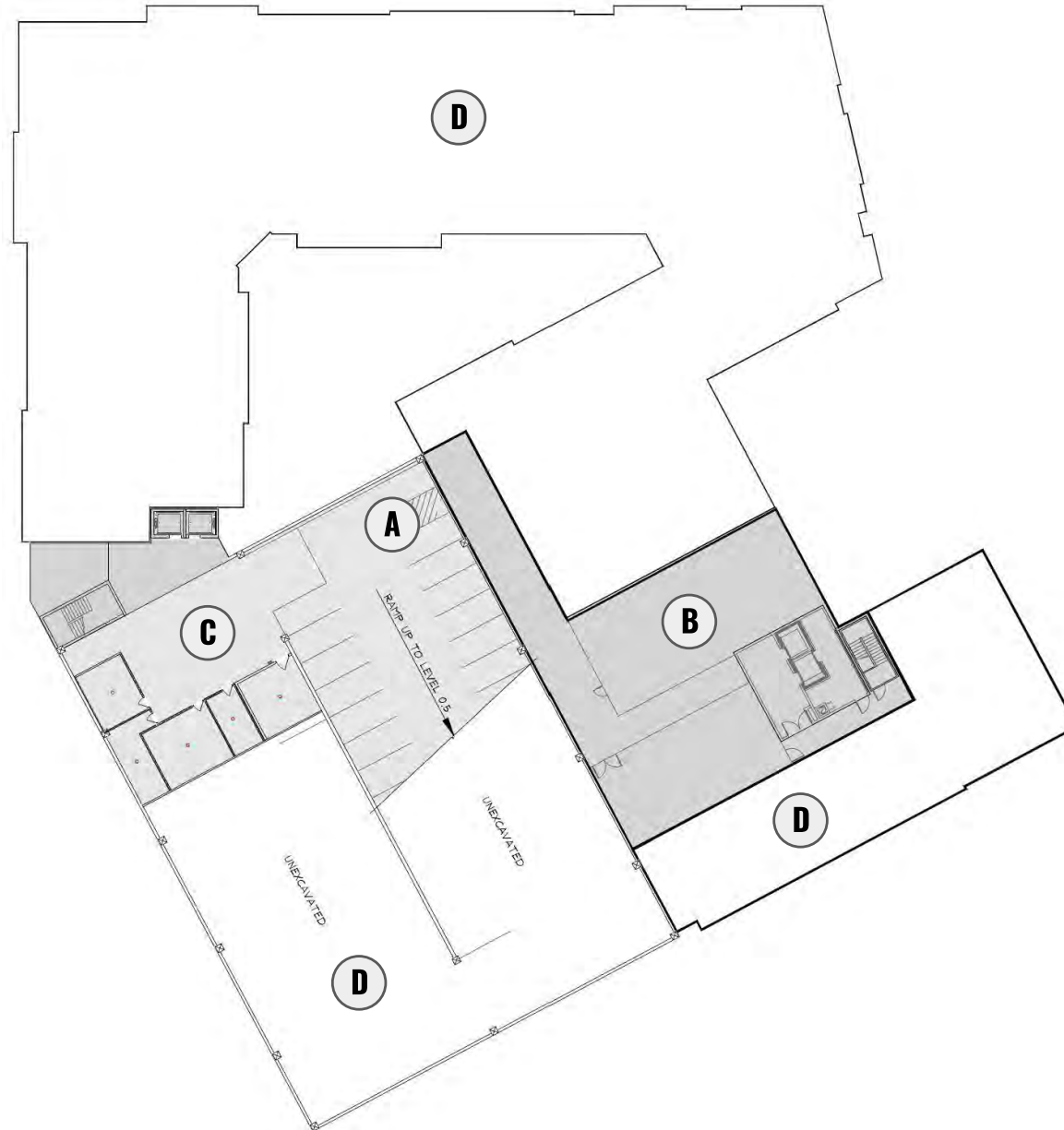
8400 DELMAR

A - Hotel Rear Entrance

B - Hotel Laundry, Breakroom, Etc.

C - Mechanical, Maintenance, Hotel Trash

D - Unexcavated

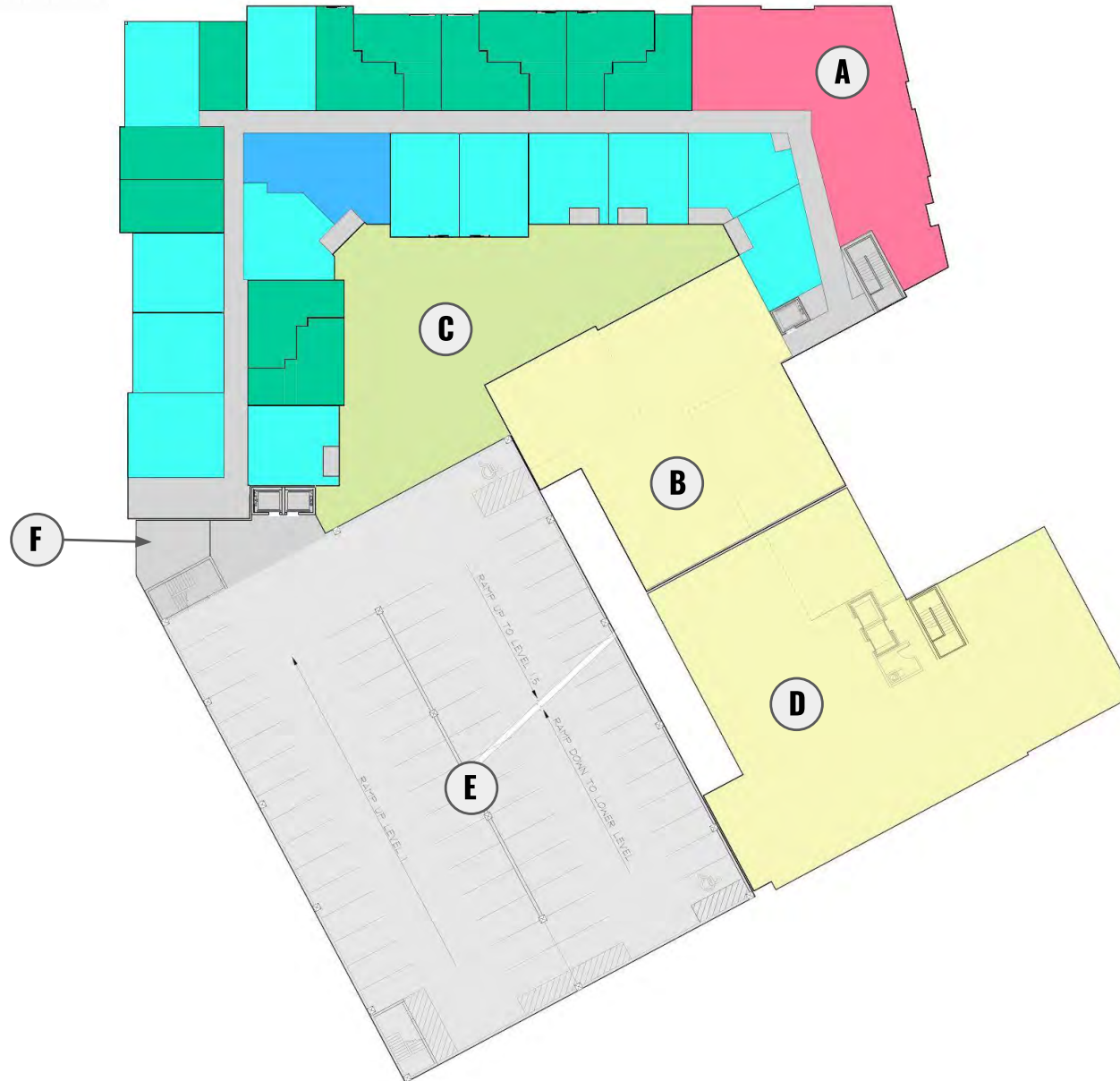


# FLOOR PLAN - LEVEL 1

8400 DELMAR

-  - Studio Unit
-  - 1 Bedroom Unit
-  - 2 Bedroom Unit
-  - King Studio
-  - Double Queen Studio
-  - King Bedroom

- A - Restaurant
- B - Apartment Lobby & Amenities
- C - Apartment Amenity Courtyard
- D - Hotel Lobby & Amenities
- E - Parking Garage
- F - Trash Room



# FLOOR PLAN - LEVEL 2

8400 DELMAR

-  - Studio Unit
-  - 1 Bedroom Unit
-  - 2 Bedroom Unit
-  - King Studio
-  - Double Queen Studio
-  - King Bedroom

A - Apartment Amenity

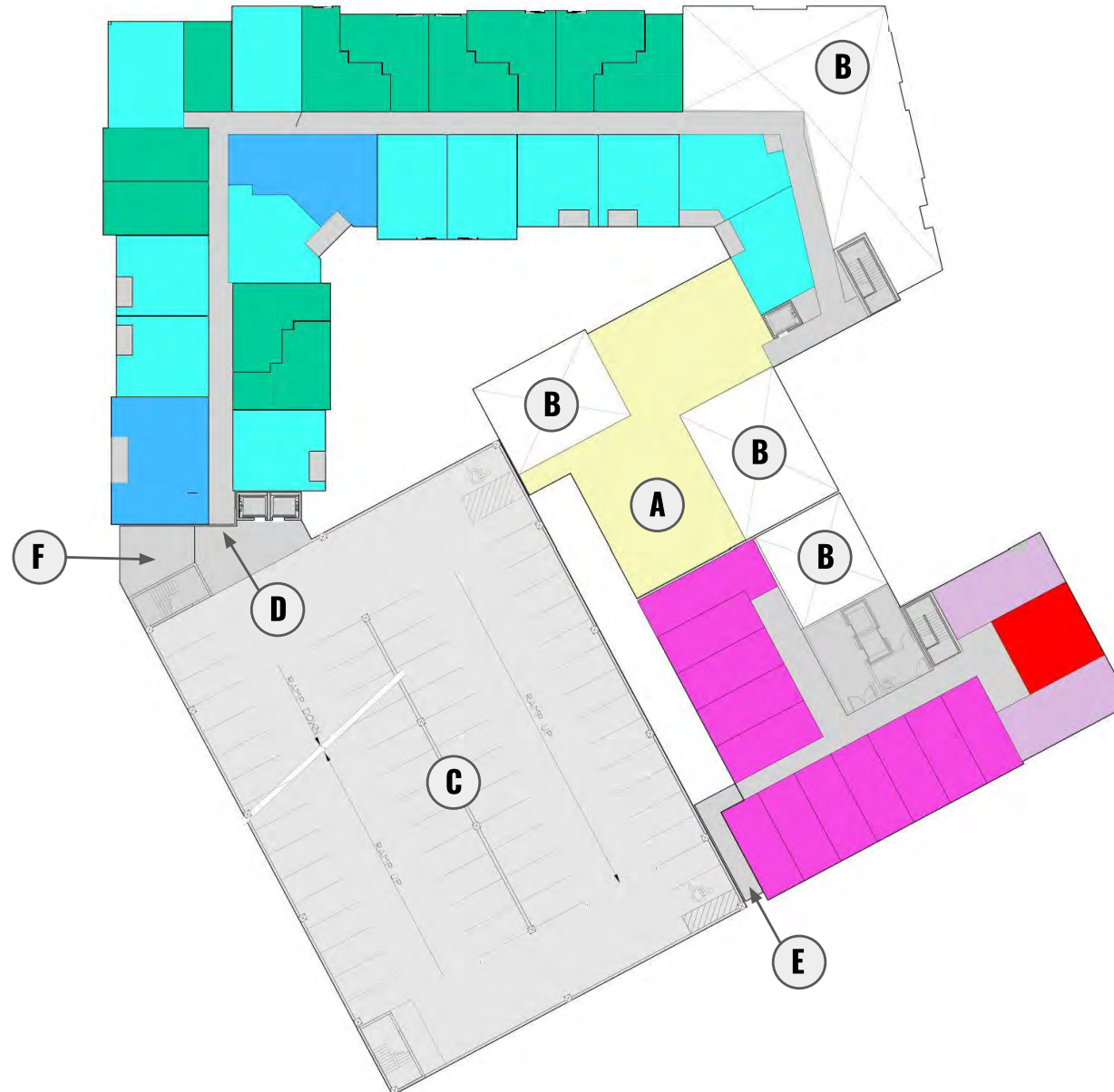
B - Open to Below

C - Parking Garage

D - Apartment Connection to Garage

E - Hotel Connection to Garage

F - Trash Room





# FLOOR PLAN - LEVELS 3-6

8400 DELMAR

- - Studio Unit
- - 1 Bedroom Unit
- - 2 Bedroom Unit
- - King Studio
- - Double Queen Studio
- - King Bedroom

A - Apartment Amenity

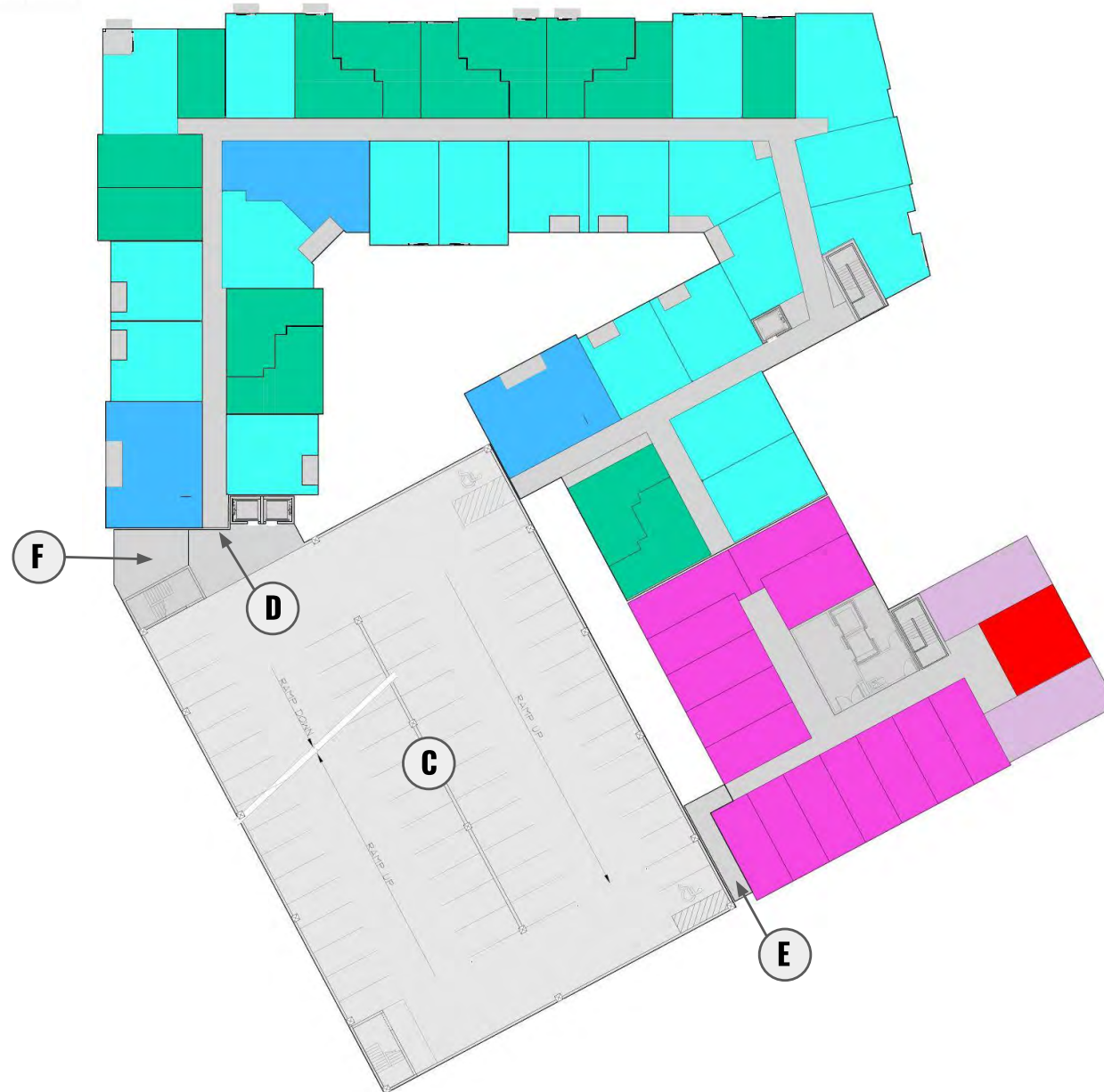
B - not used

C - Parking Garage

D - Apartment Connection to Garage

E - Hotel Connection to Garage

F - Trash Room



# FLOOR PLAN - LEVEL 7

8400 DELMAR

- - Studio Unit
- - 1 Bedroom Unit
- - 2 Bedroom Unit
- - King Studio
- - Double Queen Studio
- - King Bedroom

A - Apartment Amenity

B - not used

C - Parking Garage

D - Apartment Connection to Garage

E - Hotel Connection to Garage

F - Trash Room

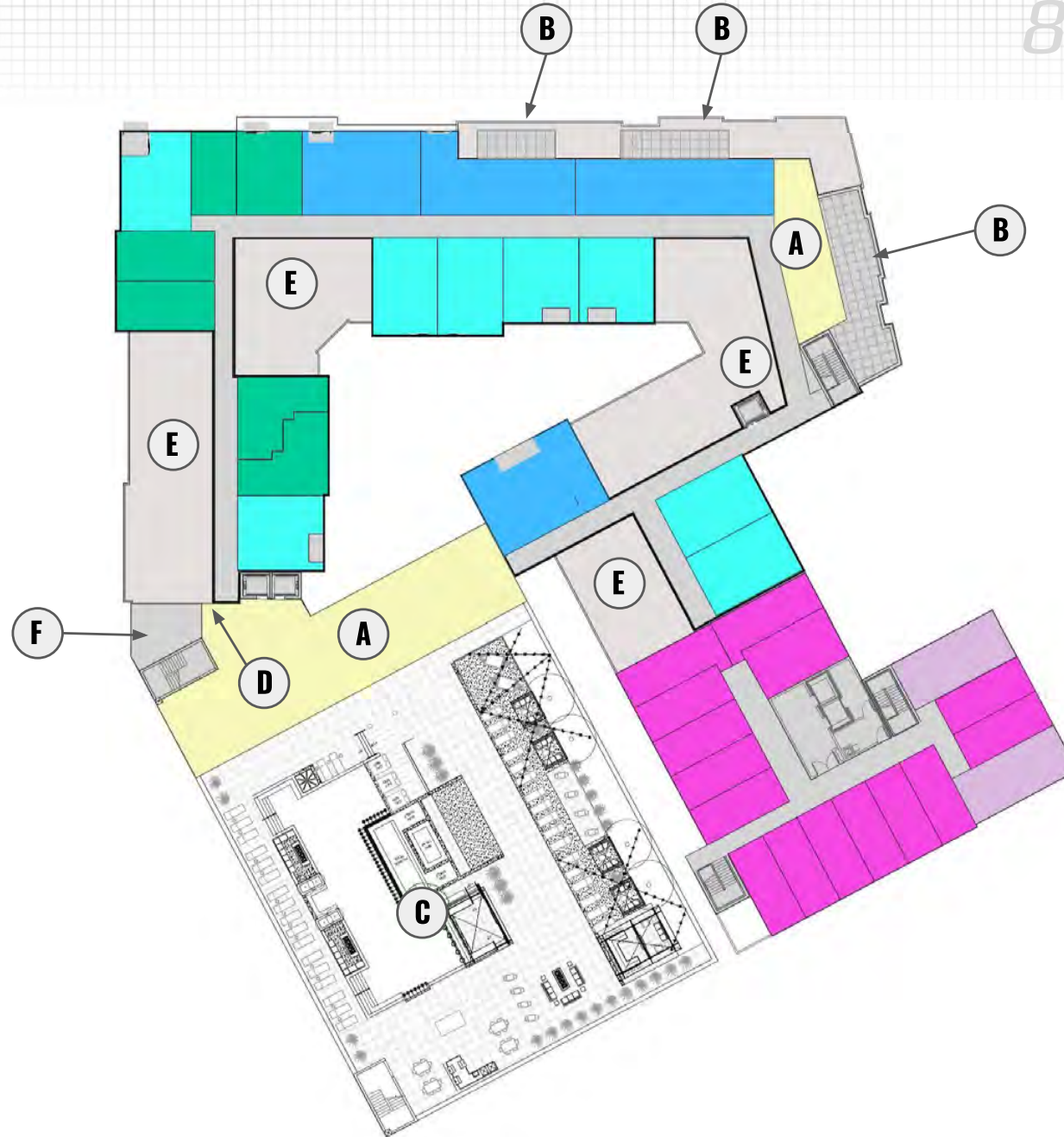


# FLOOR PLAN - LEVEL 8

8400 DELMAR

-  - Studio Unit
-  - 1 Bedroom Unit
-  - 2 Bedroom Unit
-  - King Studio
-  - Double Queen Studio
-  - King Bedroom

- A - Apartment Amenity
- B - Rooftop Patio
- C - Apartment Rooftop Amenity
- D - Apartment Connection to Rooftop
- E - Roof Area
- F - Trash Room

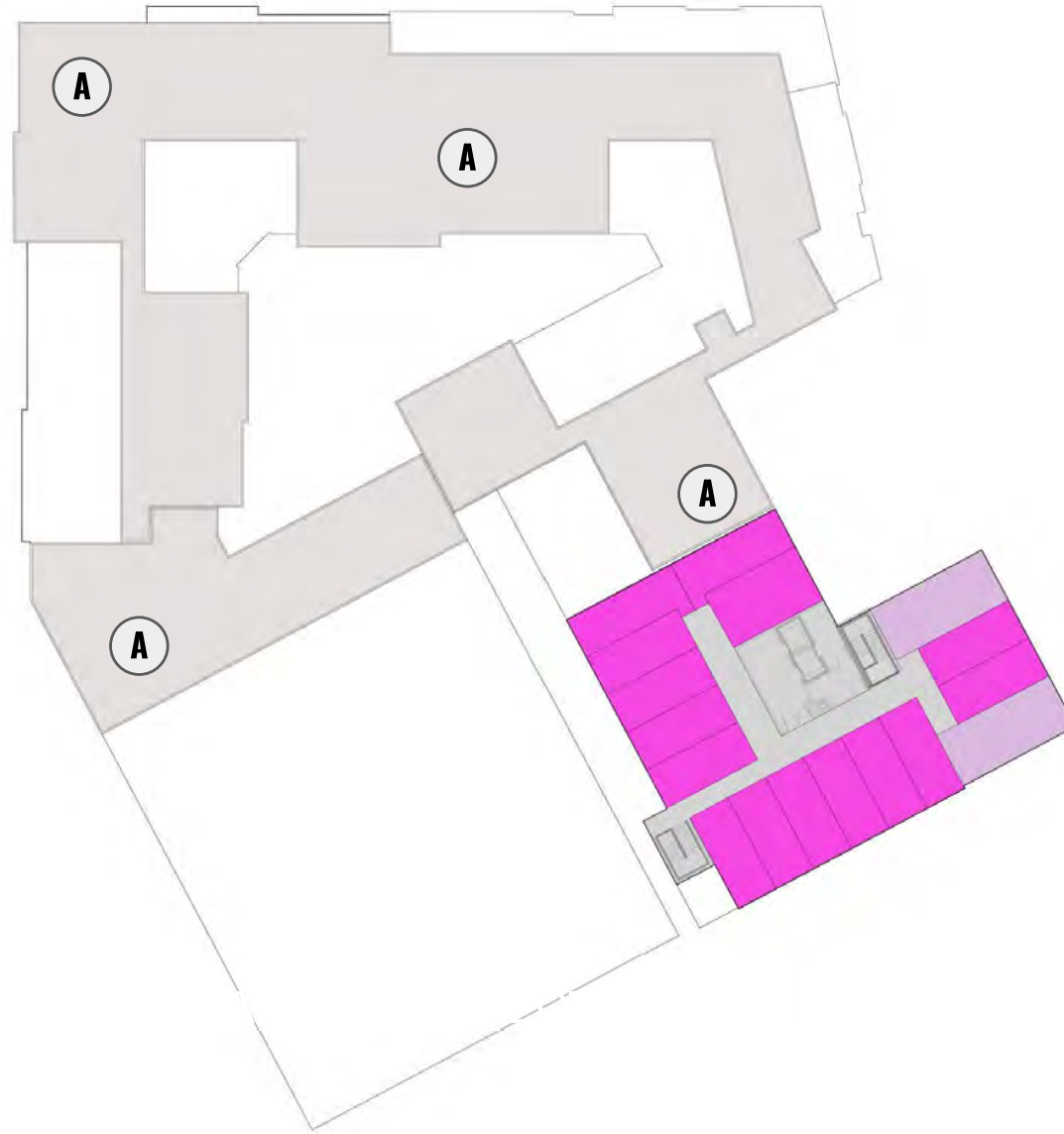


# FLOOR PLAN - LEVEL 9

8400 DELMAR

-  -Studio Unit
-  -1 Bedroom Unit
-  -2 Bedroom Unit
-  - King Studio
-  - Double Queen Studio
-  - King Bedroom

A - Roof Area



# GARAGE - EXTERIOR FACADE EXAMPLE

8400 DELMAR



August 14, 2020

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

RE: Traffic Impact Study for Proposed Mixed-Use Development  
8400 Delmar Boulevard at Delcrest Drive (West)  
University City, Missouri  
CBB Job Number 95-2019-1

Dear Mr. Alston:

As requested, CBB has prepared a traffic impact study for the proposed Mixed-Use Development at 8400 Delmar Boulevard in University City, Missouri. **Figure 1** identifies the general location of the site relative to the surrounding area.



**Figure 1: Site Location Map**



It is our understanding that the mixed-use development would consist of a mixture of apartment units, a hotel and a small amount of retail/restaurant space. Primary access to the site is currently provided via as two driveways on Delmar Boulevard and two driveways on Delcrest Drive (West). It is our understanding that the site is currently underutilized, and those existing uses would be removed as part of the proposed redevelopment.

The proposed development plan removes the two existing full access curb cuts on Delmar Boulevard as requested by St. Louis County Department of Transportation (SLCDOT) and proposes one full access driveway on Delcrest Drive (West), approximately 290 feet south of Delmar Boulevard (center to center) at a parking garage access for the development and a pick-up/drop-off loop is proposed off Delcrest Drive (West) south of Delmar Boulevard. Trash pick-up is expected via one new curb cut on the Ladue Crossing Access Road (private road). **Figure 2** illustrates the conceptual site plan provided by others.

The purpose of this study was to identify how much traffic would be generated by the proposed mixed-use development; evaluate the ability of motorists to safely enter and exit the site at each access point; determine the impact of the additional trips on the adjacent roads; and recommend improvements, as needed, to mitigate the impact of the additional traffic and provide safe ingress and egress at each access drive. Based on the proposed uses, the focus of our analysis was the AM and PM commuter peak hours of a typical weekday.

Most of the existing commercial/retail buildings on the site are currently vacant; therefore, no trip reductions were made for the removal of current uses, which generate a small amount of traffic today.

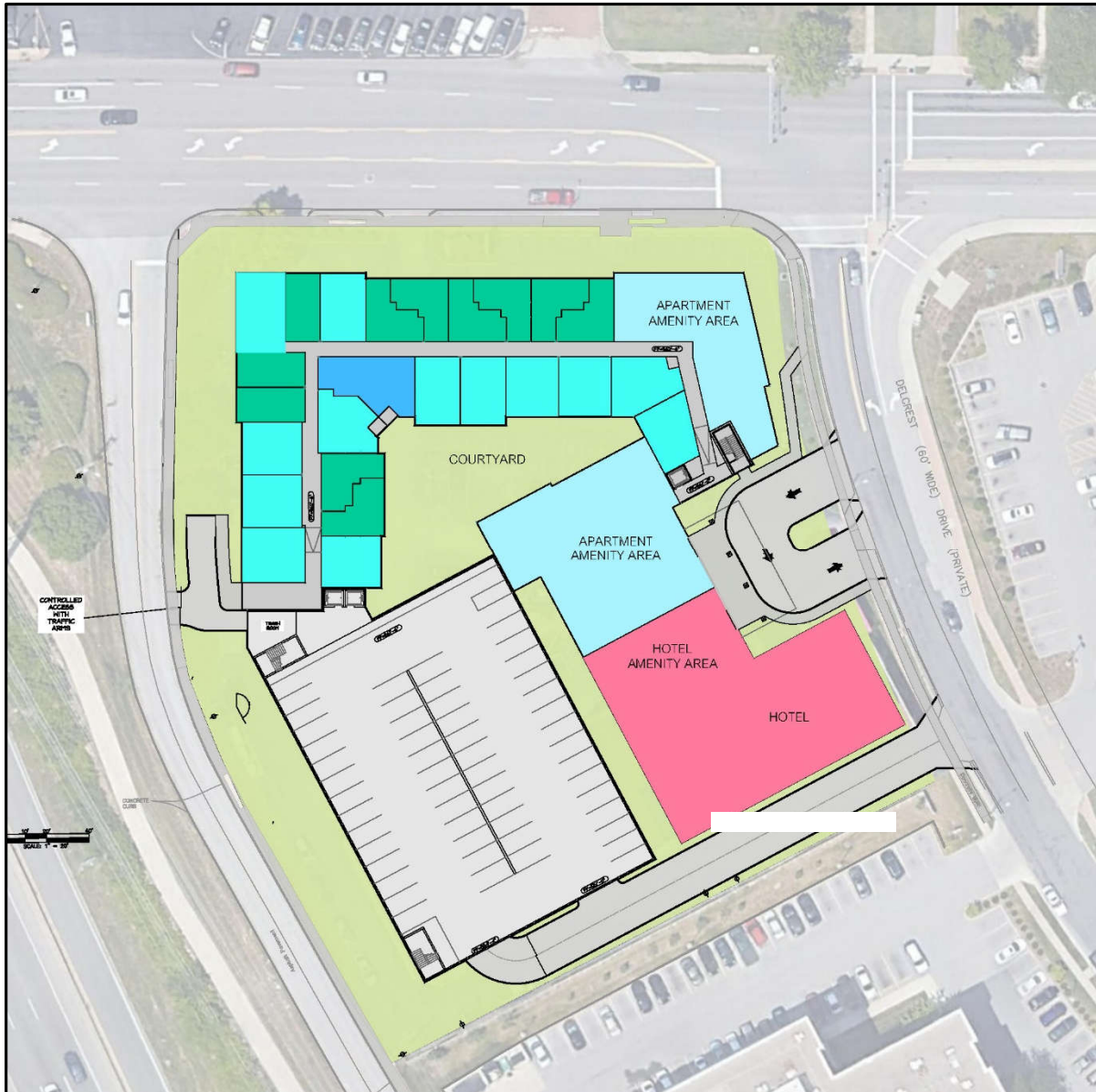


Figure 2: Conceptual Site Plan (provided by others)





## Existing Conditions

In order to identify the traffic impacts associated with the proposed redevelopment, it was first necessary to quantify the existing roadway, traffic and operating conditions. To that end, an operational analysis of existing traffic volumes on the current surrounding road system was performed.

### **Existing Road Conditions**

**Interstate 170 (I-170)** is a freeway that runs north-south between I-270 and I-64. The highway is owned and maintained by MoDOT. The interstate generally provides three lanes in each direction. Northbound and southbound ramps are provided at Delmar Boulevard as an unconventional diamond interchange, with the northbound I-170 on-ramp accessed off McKnight Road, just north of Delmar Boulevard.

**Delmar Boulevard** within the study area is an east-west minor arterial that runs from Price Road on the west end into the City of St. Louis City on the east end. The segment of Delmar Boulevard within the study area is owned and maintained by SLCDOT. The posted speed limit is 30 miles per hour (mph). Delmar Boulevard is five-lanes, two lanes in each direction plus a center left-turn lane (left-turn lanes at signals) from I-170 to west of Old Bonhomme Road. Delmar Boulevard transitions to a major collector west of I-170/McKnight Place to Price Road consisting of a two-lane cross section. Within the study area, sidewalks are provided along both sides of Delmar Boulevard, and traffic signals are located at the southbound I-170 ramps, the northbound I-170 ramps, Delcrest West Drive and Old Bonhomme Road.

**McKnight Road** is a minor arterial road owned and maintained by SLCDOT that runs north-south from Delmar Boulevard to Olive Boulevard then transitions to Woodson Road north of Olive Boulevard. McKnight Road generally provides two lanes, one lane in each direction, but widens out near the signal for the I-170 northbound on-ramp and at the approach to Delmar Boulevard. The posted speed limit is 30 mph along McKnight Road with sidewalks provided along both sides of the road. Additionally, the Centennial Greenway crosses McKnight Road at the northbound I-170 on-ramp signal and travels along the east side of McKnight Road to the signal with Delmar Boulevard, then parallels the Ladue Crossing access road, south of Delmar Boulevard.

**Ladue Crossing Access Road** is a private road that runs parallel to I-170 and provides access into the Ladue Crossing development north of Ladue Road. The single lane northbound approach to Delmar Boulevard is signed with a “No Left-Turns” from 4:00 to 6:00 PM Monday through Friday. The private road lies on this site for a short distance south of Delmar Boulevard, and we understand this property enjoys legal access rights to the road.



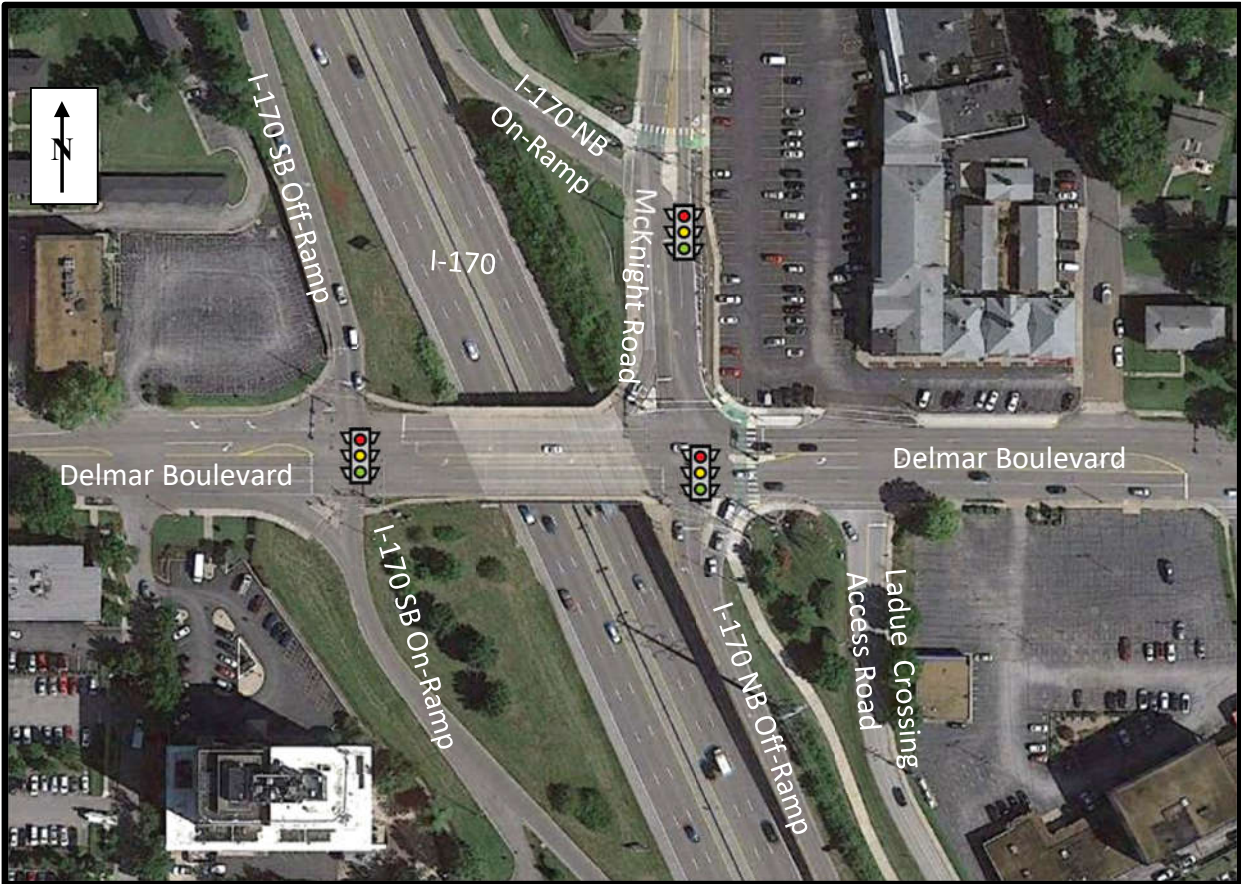
The I-170 and Delmar Boulevard interchange configuration is a diamond configuration, but with the northbound I-170 on-ramp access shifted to the north on a two-way segment of McKnight Road at a traffic signal. An aerial view of the interchange area is shown in **Figure 3**. Both the northbound and southbound I-170 off-ramps operate under signal control. The southbound I-170 off-ramp approach has one dedicated left-turn and one shared left/through/right-turn lane. Crosswalks and pedestrian accommodations are provided across the north, south and west legs of the signalized intersection.

The northbound I-170 off-ramp approach has a dedicated left-turn, a short through lane with a channelized right-turn lane. Southbound McKnight Road at Delmar Boulevard has separate southbound left-turn and right-turn lanes. Crosswalks and pedestrian accommodations are provided across the north, south and east legs of the signalized intersection. As previously noted, the Centennial Greenway trail uses the east leg to cross the intersection. The recent Centennial Greenway improvements are shown on the aerial in Figure 3.

Delmar Boulevard has a westbound left-turn lane on the bridge at the southbound I-170 ramps as well as an eastbound left-turn lane on the bridge to feed the separate left-turn lane on McKnight Road/northbound I-170. A separate eastbound right-turn lane is also provided on eastbound Delmar Boulevard at the southbound I-170 on-ramp.

The eastbound and westbound left-turn movements from Delmar Boulevard at the I-170 southbound ramps and at I-170 Northbound off-ramp/McKnight Road operate with protected-plus-permissive phasing. The northbound left-turn from McKnight Road to northbound I-170 operates under protected-plus-permissive phasing with Flashing Yellow Arrow (FYA) control.

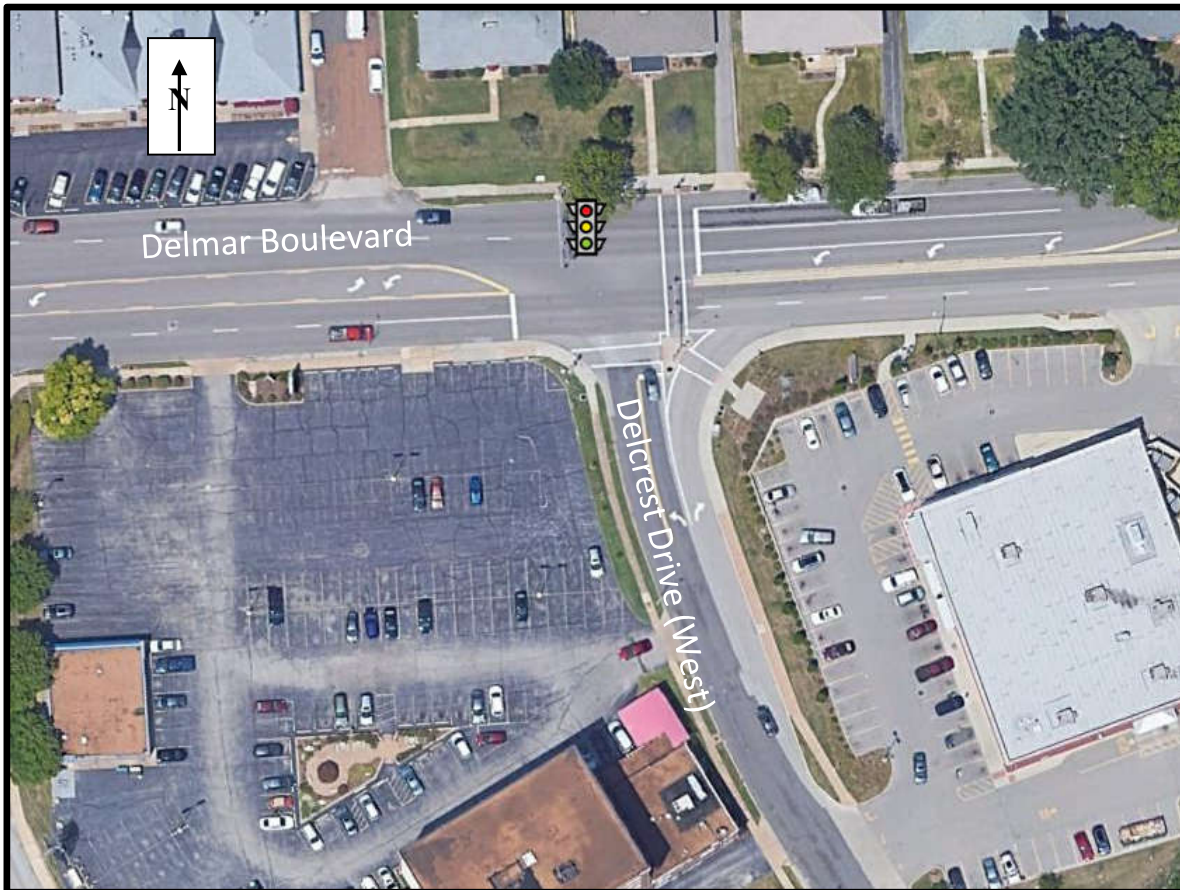
The northbound I-170 left-turn, the northbound I-170 through movement, and the southbound McKnight Road left-turns operate with protected-only phasing, while the southbound right-turn operates under permissive-only phasing.



**Figure 3: I-170 and Delmar Boulevard Interchange Area**

**Delcrest Drive (West)** is a two-lane local road providing access to the Walgreens on the southeast quadrant of the intersection as well as multi-family residential, congregate care, and office uses south of Delmar Boulevard. Delcrest Drive is a U-Shaped street and connects to Delmar Boulevard at a second intersection to the east.

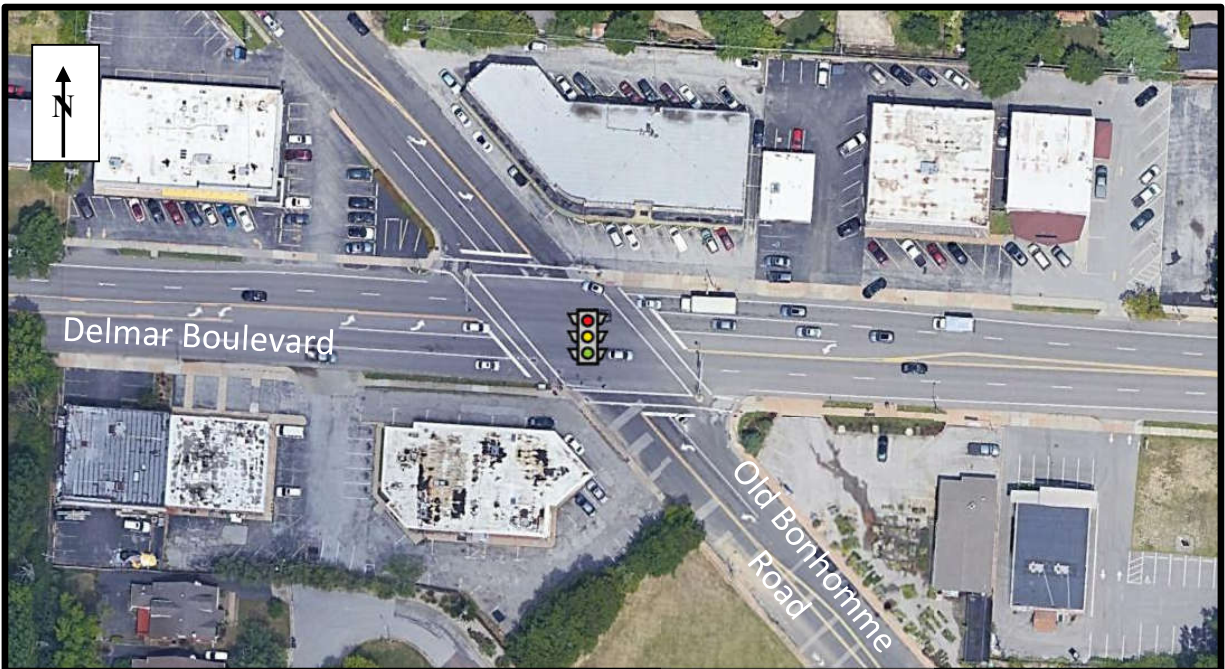
The intersection of Delmar Boulevard and Delcrest Drive (West) is controlled by a traffic signal. The westbound approach provides one left-turn lane and two through lanes, while the eastbound approach provides one through lane and one shared through/right-turn lane. The northbound approach to the intersection provides one left-turn lane and one right-turn lane. The westbound left-turn movement operate under protected-plus-permissive phasing with FYA's. Crosswalks and pedestrian accommodations are provided across the south and east legs of the signalized intersection. An aerial view of the Delmar Boulevard at Delcrest Drive (West) intersection is shown in **Figure 4**.



**Figure 4: Delmar Boulevard at Delcrest Drive (West) Intersection**

**Old Bonhomme Road** is a north-south urban collector that extends from about 0.6 miles north of Delmar Boulevard at Groby Road and extends approximately 0.25 miles to the south of Delmar Boulevard, where it changes names to Forsyth Boulevard and goes into the Clayton CBD. Old Bonhomme Road is generally two lanes and widens at the signalized intersection with Delmar Boulevard to provide auxiliary turn lanes.

The intersection of Delmar Boulevard and Old Bonhomme Road is also controlled by a traffic signal. The eastbound and westbound approaches provide one left-turn lane, one through lane and a shared through/right-turn lane. The northbound approach to the intersection provides one left-turn lane and a shared through/right-turn lane, while the southbound approach provides one left-turn lane, one through lane and one right-turn lane. The east-west left-turn movement operate under permissive-only phasing, while the north and south left-turns operate with protected-plus-permissive phasing. Crosswalks and pedestrian accommodations are provided across all legs of the signalized intersection. An aerial view of the Delmar Boulevard at Old Bonhomme Road intersection is shown in **Figure 5**.



**Figure 5: Delmar Boulevard and Old Bonhomme Road Intersection**

### ***Existing Traffic Volumes***

To establish existing traffic conditions, video traffic counts were conducted at the following intersections during the weekday morning (7:00 - 9:00 a.m.) and afternoon (4:00-6:00 p.m.) peak periods on Tuesday, February 18, 2020:

- Delmar Boulevard and I-170 Southbound ramps (signalized);
- Delmar Boulevard and I-170 Northbound ramps/McKnight Road (signalized);
- McKnight Road at I-170 On-Ramp (signalized);
- Delmar Boulevard and Ladue Crossing private access road (unsignalized);
- Delmar Boulevard and Delcrest Drive (West) (signalized); and
- Delmar Boulevard and Old Bonhomme (signalized).

It should be noted that all traffic counts were performed while local schools were in session. The existing weekday AM and PM peak hour traffic volumes are summarized in **Exhibit 1**. Based on the traffic data collected, the AM peak hour occurred between 7:30 and 8:30 a.m. and the PM peak hour occurred between 5:00 and 6:00 p.m.

Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the weekday AM and PM peak periods would likely represent a “worst-case scenario” with regards to the traffic impact. If traffic operations are acceptable during these peak periods, it can be reasoned that conditions would be acceptable throughout the remainder of the day.

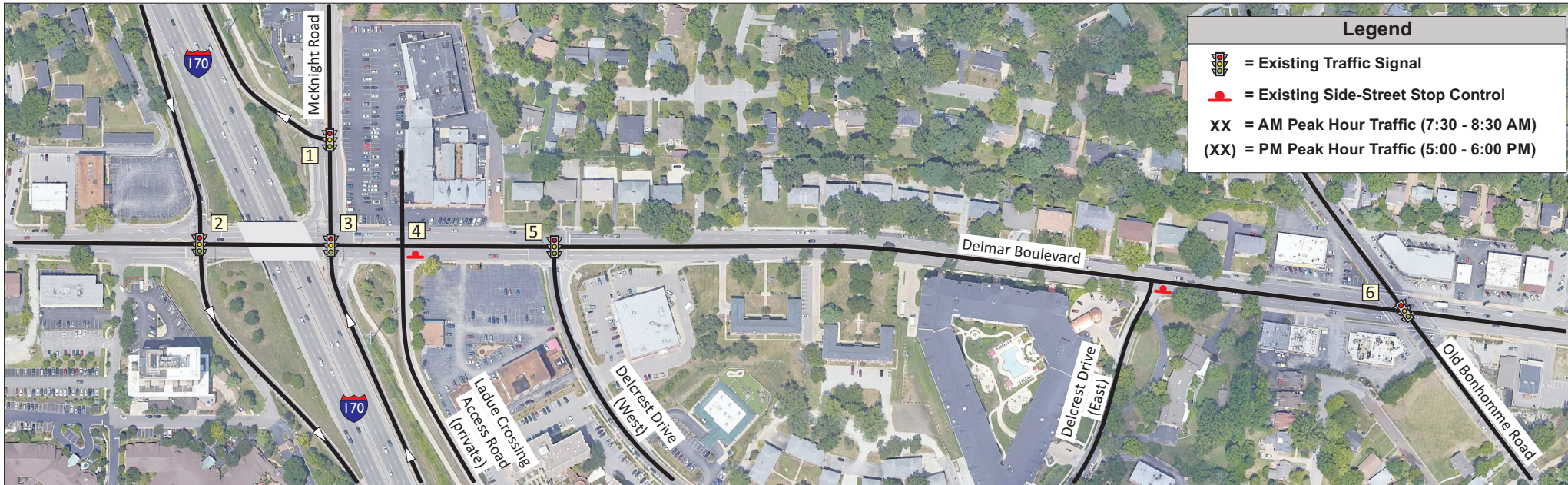
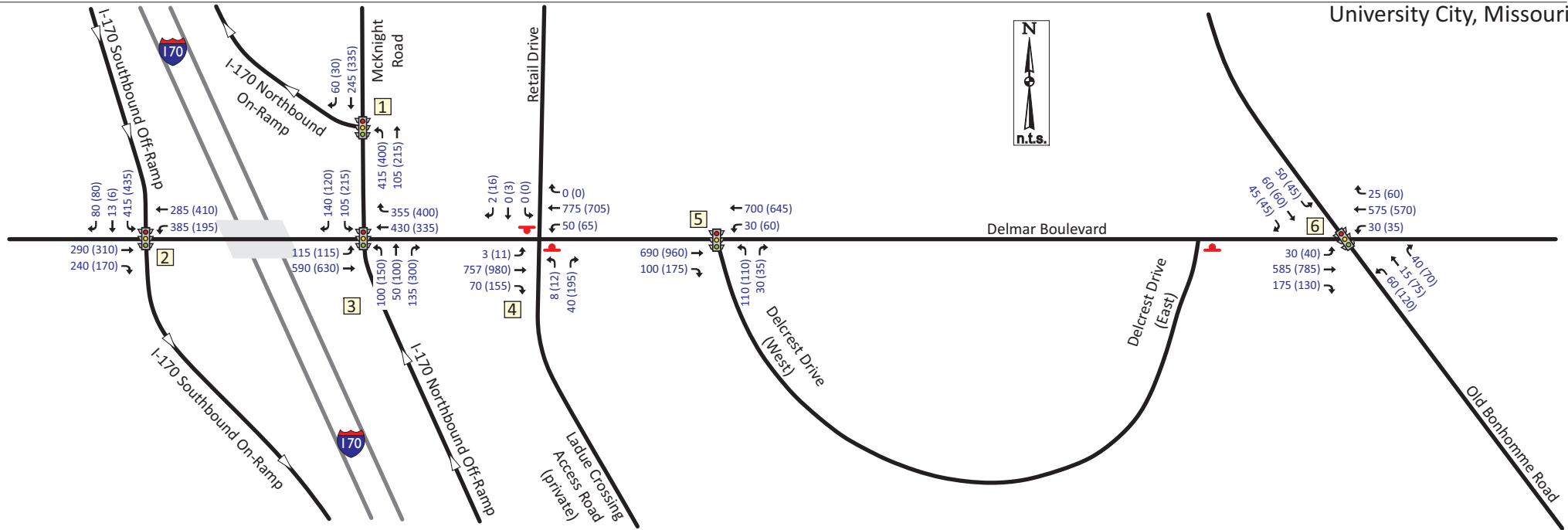


Exhibit 1: Existing Traffic Volumes



## Proposed Development

The proposed mixed-use development at 8400 Delmar Boulevard will include a 133-room hotel, a 252-unit apartment building, and 4,000 Square Feet (SF) of retail/restaurant space. **Figure 2** illustrates the preliminary site plan provided by the developer. Based on the site plans provided, the proposed development plan removes the two existing full access curb cuts on Delmar Boulevard and proposes one full access on Delcrest Drive (West), approximately 290 feet south of Delmar Boulevard (center to center) at a parking garage access and a pick-up/drop-off loop is proposed on Delcrest Drive (West) south of Delmar Boulevard. Trash pick-up is proposed via one new curb cut on the Ladue Crossing Access Road (private road). It should also be noted that the proposed garage access onto Delcrest Drive (West) is located as far to the south as practical.

It is recommended that the site civil engineer evaluate the proposed driveways to ensure that adequate sight distance is provided at the public traveled roads. The acceptable sight distance should be based on the guidelines published in *A Policy on Geometric Design of Highways and Streets* published by the American Association of State Highway and Transportation Officials (AASHTO) often referred to as the *Green Book* and SLCDOT blue book standards.

Careful consideration should be given to sight distance obstructions when planning any future aesthetics enhancements, such as berms, fencing and landscaping for the proposed development to ensure that these improvements do not obstruct the view of entering and exiting traffic at the proposed entrances including both of the drop-off/pick-up lanes. It is generally recommended that all improvements higher than 3.5 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

### **Trip Generation**

As a primary step in this analysis, traffic forecasts were prepared to estimate the amount of traffic that the proposed mixed-use development would generate during the peak hours. These forecasts were based upon information provided in the "Trip Generation Manual", Tenth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the traffic characteristics of various land uses.

The peak hour of adjacent street traffic, one hour between 7:00 and 9:00 AM, was utilized for the AM peak hour, and peak hour of adjacent street traffic, one hour between 4:00 and 6:00 PM, was utilized for the PM peak hour. ITE Land Use 310: Hotel was used for the proposed hotel, ITE Land Use: 221 – Multifamily Housing (Mid Rise) was used for the proposed apartments, and ITE Land Use: 932 – High-Turnover (Sit-Down) Restaurant was used for the proposed retail/restaurant. The ITE trip generation rates for the high-turnover sit-down restaurant are higher than the trip generation rates for the general retail (ITE Land Use 820); therefore, the restaurant trips were used in this analysis to evaluate a worst-case scenario.



It should be noted that not all of the trips to the restaurant/retail would represent *new* traffic on the adjacent roadways. Specifically, some traffic attracted to this site would already be traveling on Delmar Boulevard as part of another trip; i.e., “pass-by” trips. Statistical information provided in the *Trip Generation Handbook*, 3<sup>rd</sup> Edition, published by ITE, estimates a pass-by percentages of 43% during the PM peak hour for a high-turnover sit-down restaurant. However, no pass-by trips were applied to the trip generation estimate to provide a conservative analysis.

**Table 1** summarizes the trip estimate for the proposed mixed-use development. As can be seen, the mixed-use development is expected to generate 195 total vehicular trips during the AM peak hour and 230 total vehicular trips during the PM peak hour.

**Table 1: Trip Generation for the Proposed Mixed-Use Development\***

| Land Use                                       | Size                  | Weekday AM Peak Hour |            |            | Weekday PM Peak Hour |            |            |
|--|-----------------------|----------------------|------------|------------|----------------------|------------|------------|
|  |                       | In                   | Out        | Total      | In                   | Out        | Total      |
| Multi-Family Housing (Mid-Rise) (ITE Code 221) | 252 units             | 25                   | 65         | 90         | 65                   | 45         | 110        |
| Hotel (ITE Code 310)                           | 133 Rooms             | 40                   | 25         | 65         | 40                   | 40         | 80         |
| HTSD Restaurant (ITE Code 932)                 | 4,000 ft <sup>2</sup> | 20                   | 20         | 40         | 25                   | 15         | 40         |
| <b>Total Trips</b>                             |                       | <b>85</b>            | <b>110</b> | <b>195</b> | <b>130</b>           | <b>100</b> | <b>230</b> |

\* Trip Generation 10<sup>th</sup> Edition, Rounded to nearest 5

The traffic generated by the proposed mixed-use development was assigned to the adjoining roadway system based on existing and projected traffic patterns and the proposed access plan for the site. All vehicular traffic to the site was assigned to the garage entrance. The directional distribution for the site trips were assigned as follows:

- 55% to/from the west on Delmar Boulevard
  - 25% to/from the north on I-170;
  - 15% to/from the south on I-170;
  - 5% to/from the south on Ladue Crossing Access;
  - 5% to/from the north on McKnight Road (north of the I-170 ramp); and
  - 5% to/from the far west on Delmar Boulevard.
- 45% to/from the east on Delmar Boulevard;
  - 30% to/from the east on Delmar Boulevard;
  - 10% to/from the south on Old Bonhomme Road; and
  - 5% to/from the north on Old Bonhomme Road.

The trip distribution above was applied to the site-generated traffic volumes and assigned to the roadways, as shown in **Exhibit 2**.





### ***Build Traffic Volumes***

The traffic generated by the proposed mixed-use development (Exhibit 2) was aggregated with the Existing Traffic Volumes (Exhibit 1) to reflect the forecasted build traffic volumes. **Exhibit 3** reflects the Build Traffic Volumes.

### ***Build Auxiliary Turn Lane Warrants:***

It is our understanding that the City of University City does not have specific warrants for auxiliary turn lanes; therefore, auxiliary turn lane needs along Delcrest Drive (West) were evaluated using MoDOT's Access Management Guidelines (AMG) criteria for a two-lane roadway. It should be noted that MoDOT and SLCDOT's turn lane criteria are the same. These guidelines consider auxiliary lanes an asset in promoting safety and improved traffic flow at relatively high conflict locations. Separate turn lanes are intended to remove turning vehicles from the through lanes to reduce the potential number of rear-end collisions at intersections.

The turn lane method provides volume guidelines for the consideration of separate turn lanes by comparing the total advancing volume (which includes all turning traffic), the total opposing volume (which includes all turning traffic) to the number of right and left-turns during the design hour with respect to a given major road speed and number of travel lanes.

The southbound right-turn from Delcrest Drive (West) at the proposed driveway is expected to be 85 to 130 vph. Utilizing the Build traffic volumes and the right-turn lane volume nomograph, a separate southbound right-turn lane is NOT warranted on Delcrest Drive (West) at the parking garage entrance due to the relatively low through traffic volumes, see **Figure 6**.

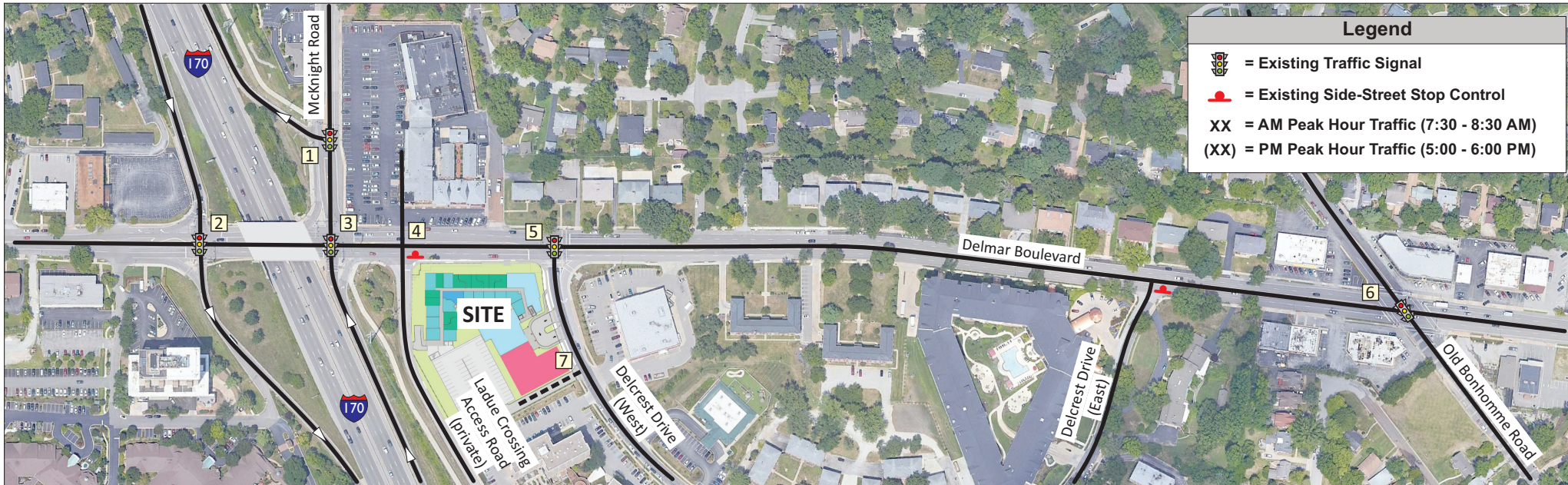
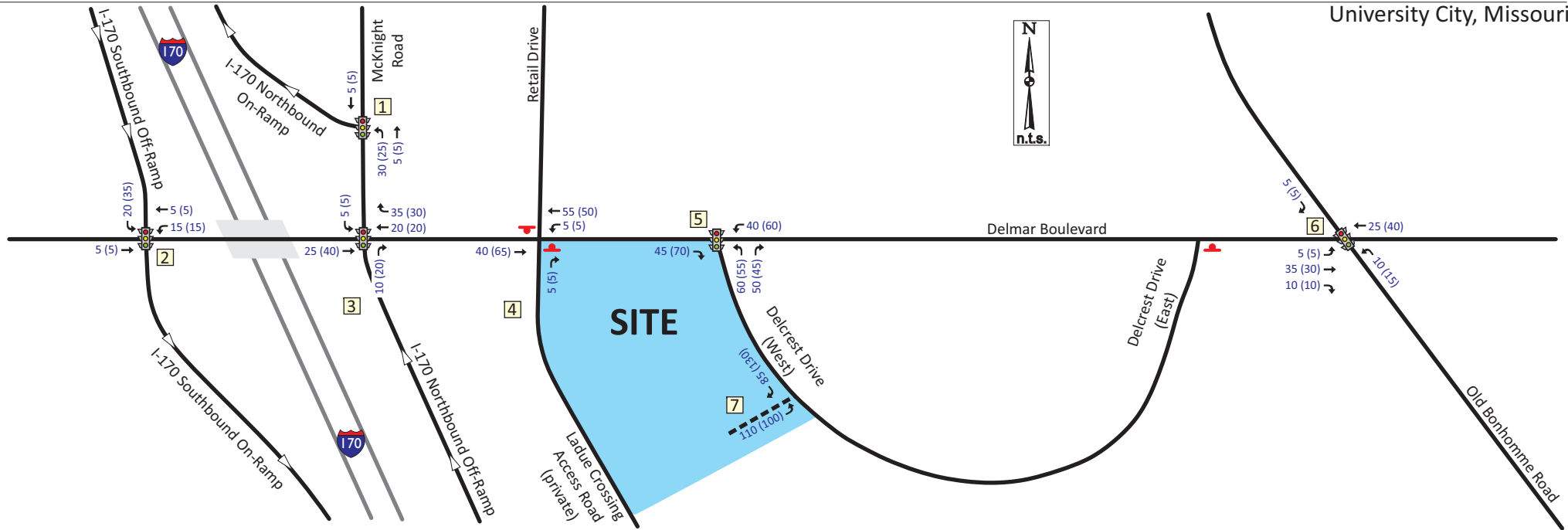


Exhibit 2: Site-Generated Traffic Volumes

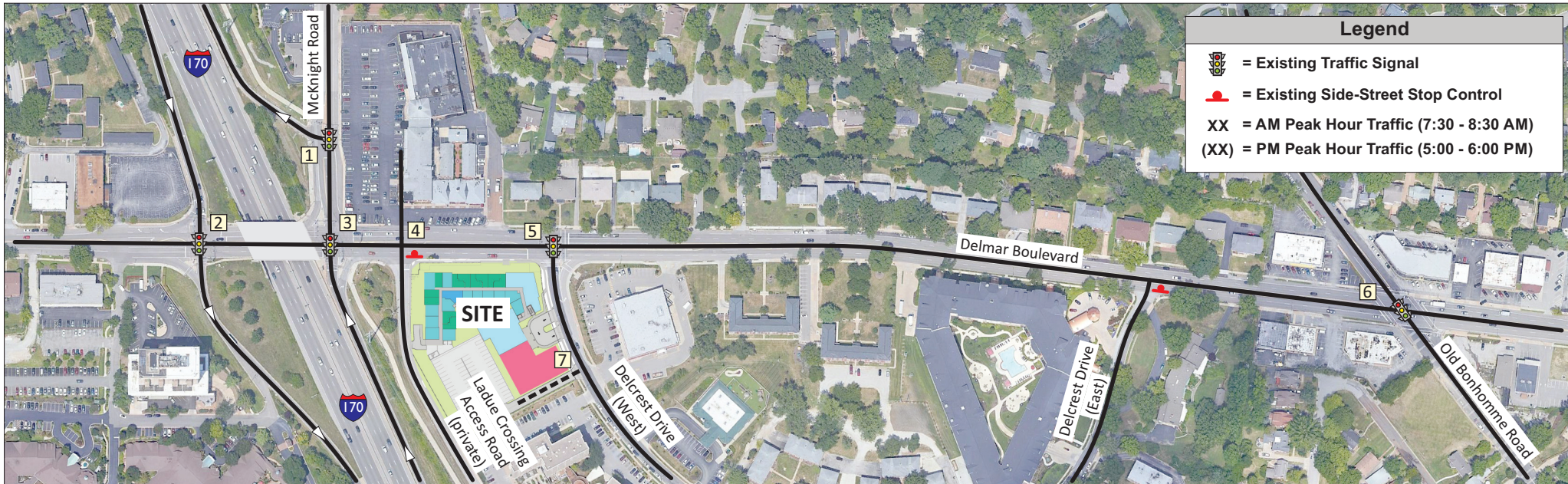
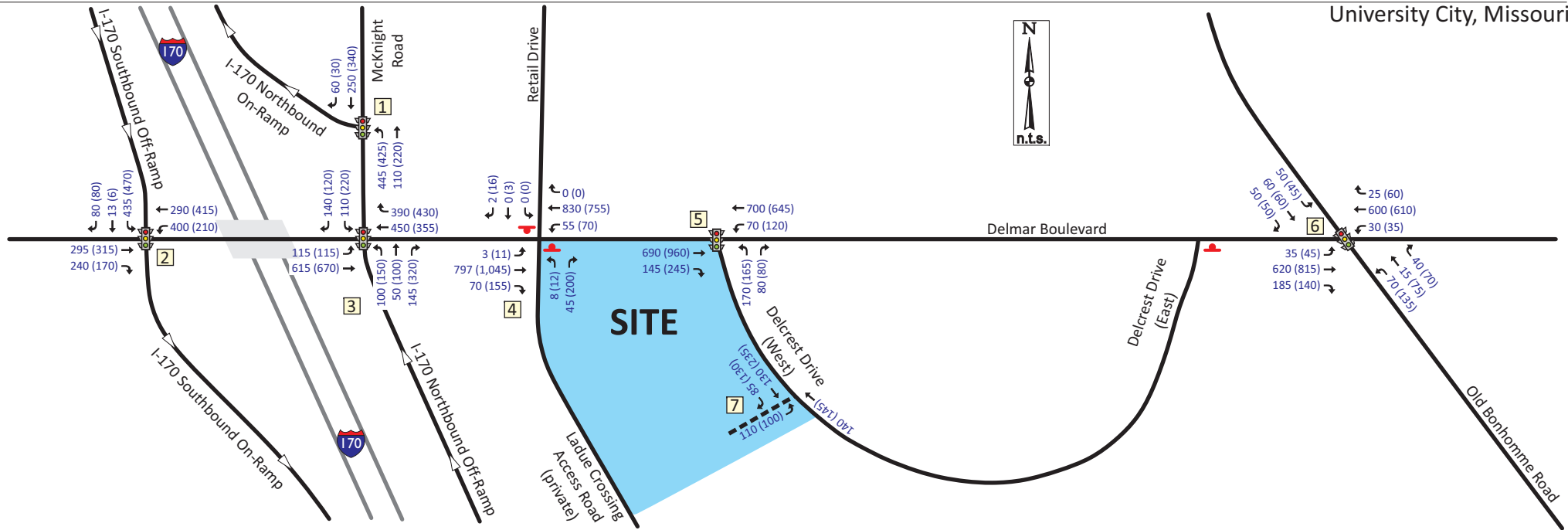


Exhibit 3: Build Traffic Volumes

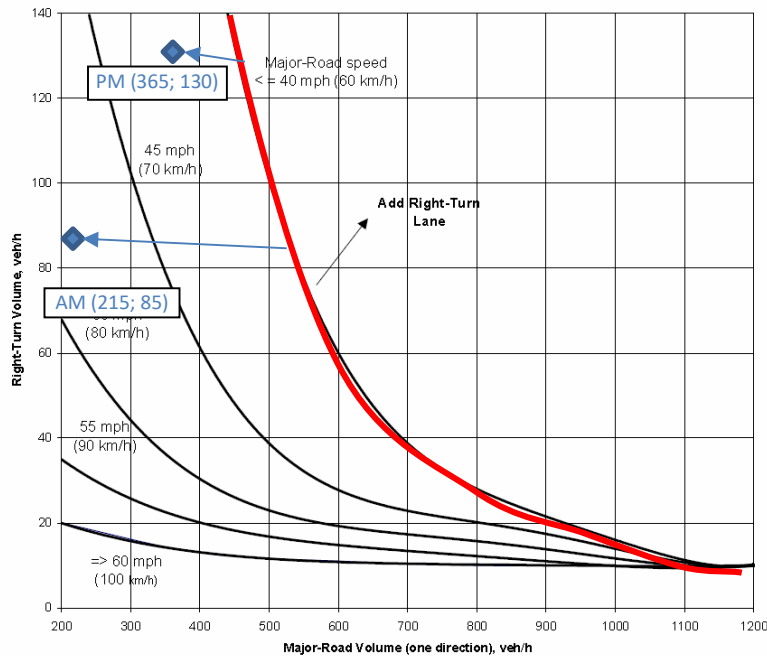


Figure 6: Right-Turn Lane Warrants along Delcrest Drive (West) at Proposed Garage Entrance

### Operating Conditions

The operating conditions for the study intersections were evaluated using SYNCHRO 10, which is based on procedures outlined in the *Highway Capacity Manual* to determine estimates of capacity and operational performance of signalized and unsignalized intersections. Our traffic operations analyses include measures of effectiveness generated by the SYNCHRO software.

The operating conditions were graded in accordance with six levels of traffic service (Level A "Free Flow" to Level F "Fully Saturated") established by the *Highway Capacity Manual*. Levels of service (LOS) are measures of traffic flow which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is generally considered acceptable for peak period conditions in urban and suburban areas. **Table 2** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

It should also be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, more delay is usually tolerated in urban regions compared to rural areas.



Based on the character of this area, we believe that LOS D would be an appropriate target for overall peak period traffic operations.

**Table 2: Level of Service Thresholds**

| <i>Level of Service (LOS)</i> | <i>Control Delay per Vehicle (sec/veh)</i> |                                   |
|-------------------------------|--|-----------------------------------|
|                               | <i>Signalized Intersections</i>            | <i>Unsignalized Intersections</i> |
| A                             | ≤ 10                                       | 0-10                              |
| B                             | > 10-20                                    | > 10-15                           |
| C                             | > 20-35                                    | > 15-25                           |
| D                             | > 35-55                                    | > 25-35                           |
| E                             | > 55-80                                    | > 35-50                           |
| F                             | > 80                                       | > 50                              |

The study intersections were evaluated using the methodologies described above. The results of the SYNCHRO evaluations are summarized for the Existing and Build Conditions along Delmar Boulevard at the study intersections in **Table 3**. These conditions were evaluated and compared to determine the impacts of the proposed development.

As can be seen, the overall operating conditions at the study intersections are acceptable (LOS D or better). The approach levels of service are also acceptable (LOS D or better), except for the northbound and the southbound approaches of McKnight Road/I-170 Northbound Off-Ramp at Delmar Boulevard during the PM peak hour. The northbound through volume from the I-170 off-ramp is relatively light (100 vph during the PM peak hour) and many times does not block the heavier northbound right-turn. Since the northbound right-turn can get by the northbound through queue much of the peak hour, the analysis software overestimates the northbound delays, and the operations are actually better (as observed in the field) than shown in the table. If MoDOT determines this to be a concern, then the existing signal timing could be adjusted to provide additional green time to the northbound and southbound approaches of the intersection by taking a small amount of green time away from the east-west movements to obtain acceptable levels.

**Build Traffic Conditions:** As can be seen from the Build column in Table 3, the proposed mixed-use development will have minimal additional impact or change in the operating conditions at the study intersections as compared to the Base condition. The development is expected to add less than 3 seconds of overall delay at any one study intersection when compared to the Base condition. Should MoDOT determine that the impacts of this development justify additional green time for the southbound I-170 off-ramp, the northbound I-170 off-ramp, or southbound McKnight Road at Delmar Boulevard during the PM peak hour, signal timing changes could be made to obtain acceptable levels of service.



**Table 3: Existing and Build Operating Conditions**

| Traffic Movement   | AM Peak Hour  |  | PM Peak Hour   |  |
|--|---|--|--|--|
|  | Existing  | Build  | Existing   | Build  |
| <b>Delmar Boulevard at Southbound I-170 (signalized)</b>               |   |  |  |  |
| Eastbound Delmar Boulevard Approach                                    | B (13.1)  | B (13.5)   | C (21.0)   | C (21.4)   |
| Westbound Delmar Boulevard Approach                                    | B (10.3)  | B (11.5)   | A (6.9)  | A (7.0)  |
| Southbound I-170 Off Ramp Approach                                     | D (45.8)  | D (45.5)   | D/E (54.6)   | E (57.8)   |
| <b>Overall</b>   | <b>C (22.0)</b>   | <b>C (22.6)</b>  | <b>C (26.8)</b>  | <b>C (28.4)</b>  |
| <b>Delmar Boulevard at Northbound I-170/McKnight Road (signalized)</b> |   |  |  |  |
| Eastbound Delmar Boulevard Approach                                    | A (3.9)   | A (4.2)  | B (14.6)   | B (15.5)   |
| Westbound Delmar Boulevard Approach                                    | B (17.4)  | B (18.4)   | B (16.5)   | B (17.6)   |
| Northbound I-170 Off Ramp Approach                                     | C (32.0)  | C (32.1)   | E/F (80.0)   | F (88.8)   |
| Southbound McKnight Road Approach                                      | C (30.5)  | C (30.9)   | E (73.2)   | E (77.6)   |
| <b>Overall</b>   | <b>B (16.6)</b>   | <b>B (17.2)</b>  | <b>D (38.6)</b>  | <b>D (41.4)</b>  |
| <b>McKnight Road at I-170 On-Ramp (signalized)</b>                     |   |  |  |  |
| Northbound I-170 off Ramp Approach                                     | A (3.6)   | A (4.2)  | A (3.2)  | A (3.5)  |
| Southbound McKnight Road Approach                                      | A (2.5)   | A (2.6)  | A (4.0)  | A (4.4)  |
| <b>Overall</b>   | <b>A (3.2)</b>  | <b>A (3.6)</b>   | <b>A (3.5)</b>   | <b>A (3.8)</b>   |
| <b>Delmar Boulevard at Ladue Crossing Access Road (unsignalized)</b>   |   |  |  |  |
| Northbound Ladue Crossing Access App.                                  | B (14.5)  | C (15.0)   | D (29.2)   | D (34.2)   |
| Eastbound Delmar Boulevard Left-Turn                                   | A (9.6)   | A (9.9)  | A (9.0)  | A (9.4)  |
| Westbound Delmar Boulevard Left-Turn                                   | B (10.2)  | B (10.5)   | B (11.4)   | B (12.6)   |
| Southbound Retail Center Approach                                      | B (11.2)  | B (11.5)   | B (12.6)   | B (16.1)   |
| <b>Delmar Boulevard at Delcrest Drive (West) (signalized)</b>          |   |  |  |  |
| Eastbound Delmar Boulevard Approach                                    | A (8.3)<br>95 <sup>th</sup> Q=170' TH                   | B (12.6)<br>95 <sup>th</sup> Q=215' TH                   | B (11.4)<br>95 <sup>th</sup> Q=260' TH                   | B (16.3)<br>95 <sup>th</sup> Q=370' TH                   |
| Westbound Delmar Boulevard Approach                                    | A (4.9)   | A (6.2)  | A (4.3)  | A (5.7)  |
| Northbound Delcrest Dr. (West) Approach                                | C (30.2)<br>95 <sup>th</sup> Q=95' LT<br>Ave Q = 55' LT | C (31.3)<br>95 <sup>th</sup> Q=160' LT<br>Ave Q = 90' LT | C (33.7)<br>95 <sup>th</sup> Q=115' LT<br>Ave Q = 55' LT | D (35.6)<br>95 <sup>th</sup> Q=170' LT<br>Ave Q = 95' LT |
| <b>Overall</b>   | <b>A (8.7)</b>  | <b>B (12.5)</b>  | <b>B (10.4)</b>  | <b>B (14.7)</b>  |
| <b>Delmar Boulevard at Old Bonhomme Road (signalized)</b>              |   |  |  |  |
| Eastbound Delmar Boulevard Approach                                    | A (7.3)   | A (7.4)  | B (11.2)   | B (11.4)   |
| Westbound Delmar Boulevard Approach                                    | A (7.3)   | A (7.4)  | B (10.3)   | B (10.5)   |
| Northbound Old Bonhomme Rd.  | C (29.6)  | C (31.1)   | D (43.0)   | D (45.1)   |
| Southbound Old Bonhomme Rd.  | C (31.3)  | C (30.8)   | C (25.1)   | C (24.5)   |
| <b>Overall</b>   | <b>B (11.3)</b>   | <b>B (11.5)</b>  | <b>B (16.5)</b>  | <b>B (17.0)</b>  |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

XXX' AA = 95<sup>th</sup> percentile queue and the critical movement of the approach



The proposed access driveway on Delcrest Drive (West) will provide approximately 225 feet of storage for northbound Delcrest Drive (West) between the stop bar at Delmar Boulevard and the centerline of the driveway. As seen in Table 3, the 95<sup>th</sup> percentile queue for the northbound left-turn is expected to reach 170 feet during the PM peak hour with average queues around 95 feet. Since the driveway is located farther than the 95<sup>th</sup> percentile queue, the driveway is not expected to be impacted by the northbound Delcrest Drive (West) queues. Additionally, the proposed driveway is located as far away from the signal as practical.

**Table 4** summarizes the operating conditions at the proposed site garage driveway. As can be seen, the site driveway is expected to operate at highly desirable levels with no added turn lanes.

**Table 4: Operating Conditions at Proposed Site Garage Driveway**

| Traffic Movement   | AM Peak Hour |          | PM Peak Hour |          |
|--|--------------|----------|--------------|----------|
|  | Existing     | Build    | Existing     | Build    |
| <i>Delcrest Drive (West) at Proposed Parking Garage (unsignalized)</i> |              |          |              |          |
| Northbound Delcrest Drive (West)                                       | N/A          | A (7.6)  | N/A          | A (8.1)  |
| Eastbound Proposed Garage Approach                                     | N/A          | B (12.9) | N/A          | B (14.9) |
| Westbound Walgreens Approach   | N/A          | A (9.8)  | N/A          | A (9.8)  |
| Southbound Delcrest Drive (West)                                       | N/A          | A (7.5)  | N/A          | A (7.5)  |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

### Design Year Conditions

Before analyzing the 20-year future impact of the proposed mixed-use development, it was necessary to establish a baseline forecast to reflect the 20-year design horizon traffic conditions without the development. To that end, a 20-Year No-Build scenario was developed to evaluate design-year baseline conditions and provide a basis of comparison between the 20-Year No-Build and Build conditions.

#### 20-Year No-Build Traffic Volumes

A linear background growth rate was used to develop 20-year traffic volume projections for the “design year”. An annual growth rate of 0.5% per year was used to account for 20 years of background growth in the area (or 10.5% overall). The 20-Year No-Build traffic volumes are shown in **Exhibit 4**.

#### 20-Year Build Traffic Volumes

The proposed development site-generated trips (Exhibit 2) were aggregated with the 20-No Build Traffic Volumes (Exhibit 4). **Exhibit 5** reflects the 20-Year Build Traffic Volumes.



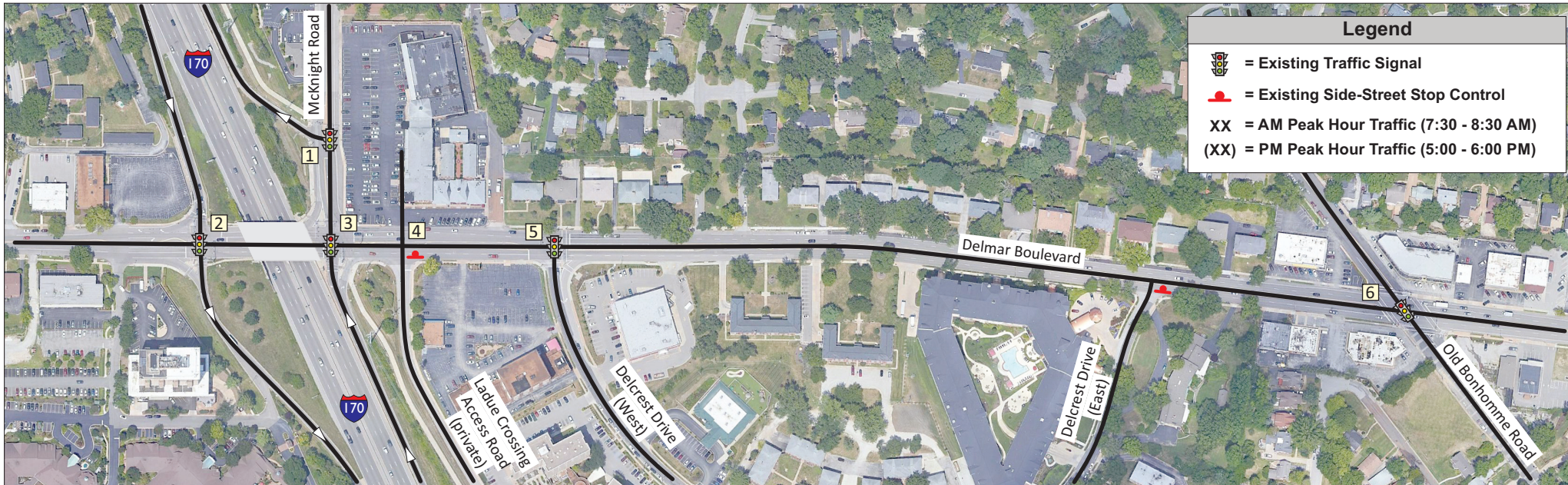
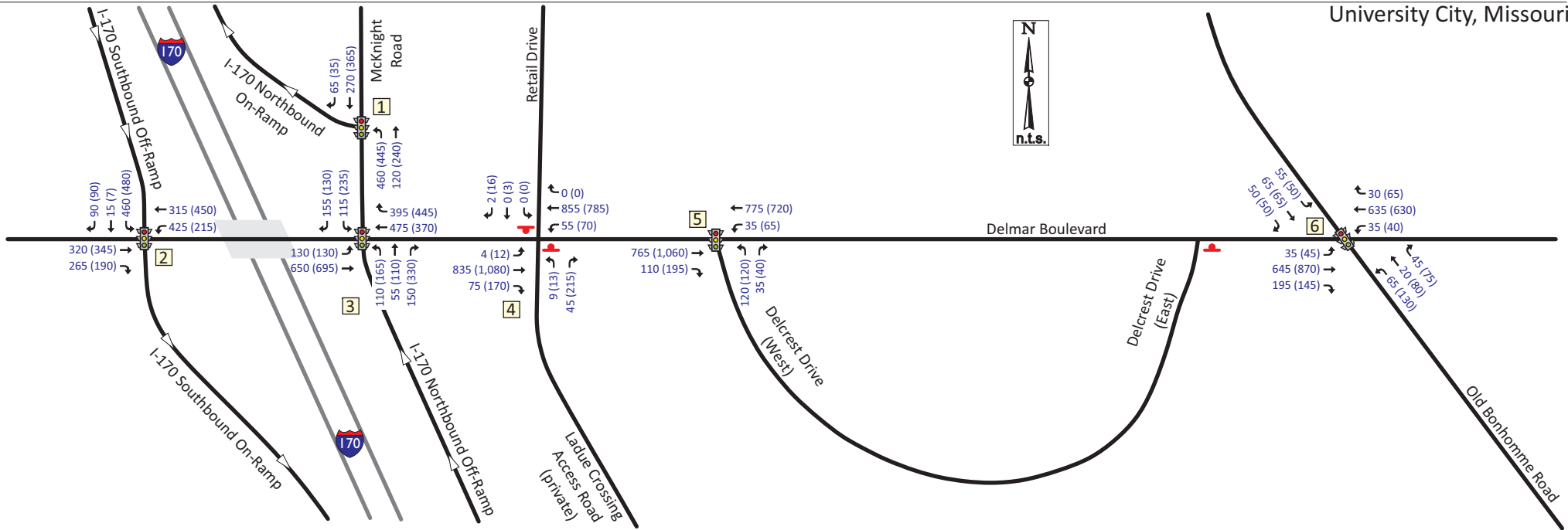
***20-Year No-Build and Build Traffic Conditions***

The 20-Year No-Build and Build Traffic Volumes were reanalyzed using the same methodologies applied to the Existing and Build Year Traffic Volumes. The forecasted levels of service and average delays at each study intersection for the 20-Year No-Build and 20-Year Build Conditions are summarized in **Table 5**. As can be seen, the study intersections would have very slight increases in delay at the signalized intersections in the Build condition over the No-Build conditions. In fact, the overall increases in delay are four seconds or less.

As previously noted, should MoDOT determine that the impacts of this development warrants additional green time for the southbound I-170 off-ramp, the northbound I-170 off-ramp, or southbound McKnight Road at Delmar Boulevard during the PM peak hour, minor changes could be made to the signal timing to obtain acceptable levels of service for those northbound or southbound approaches.

**Table 6** summarizes the operating conditions at the proposed site garage driveway. As can be seen, the site driveway is expected to operate at highly desirable levels.





**Legend**

- = Existing Traffic Signal
- = Existing Side-Street Stop Control
- XX** = AM Peak Hour Traffic (7:30 - 8:30 AM)
- (XX)** = PM Peak Hour Traffic (5:00 - 6:00 PM)

Exhibit 4: 20 Year No-Build Traffic Volumes

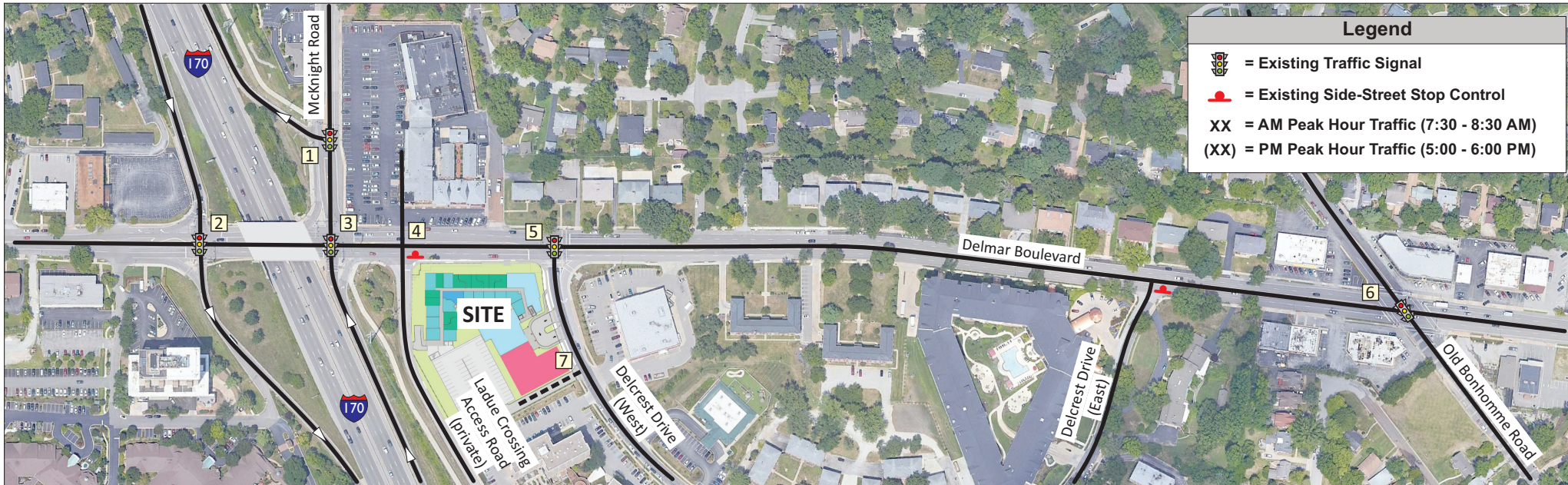
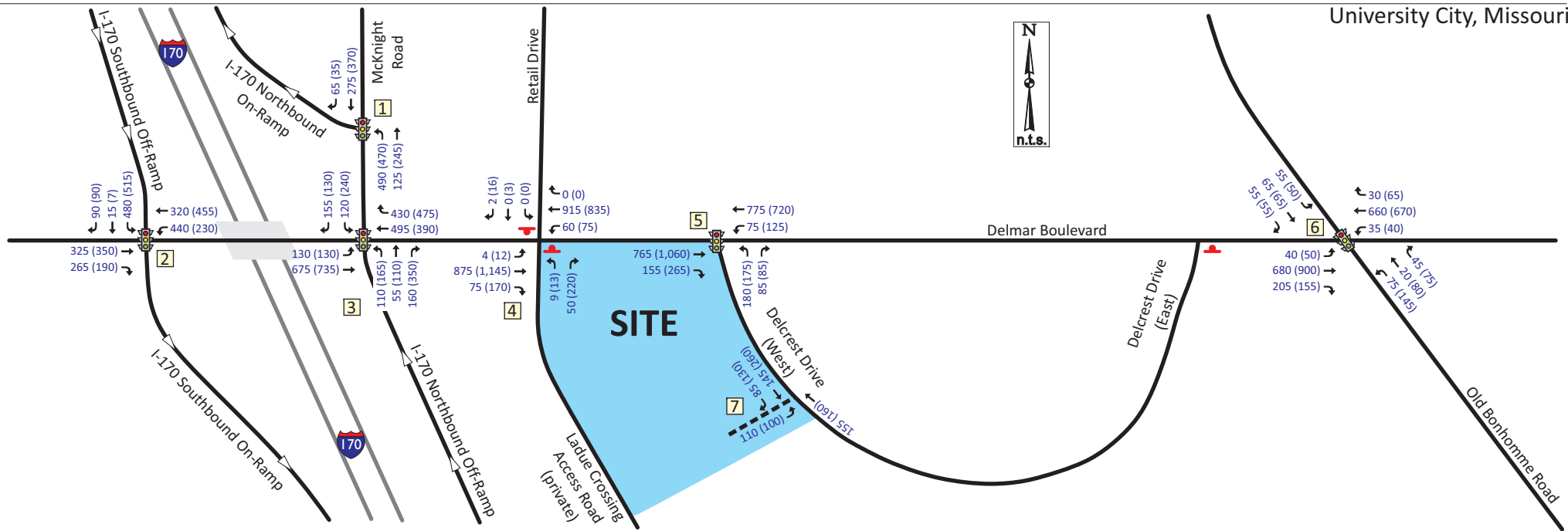


Exhibit 5: 20 Year Build Traffic Volumes



**Table 5: 20-Year Operating Conditions**

| Traffic Movement   | AM Peak Hour   |  | PM Peak Hour   |  |
|--|--|--|--|--|
|  | 20-Year No-Build   | 20-Year Build  | 20-Year No-Build   | 20-Year Build  |
| <b>Delmar Boulevard at Southbound I-170 (signalized)</b>             |  |  |  |  |
| Eastbound Delmar Boulevard Approach                                  | B (14.2)   | B (14.5)   | C (21.6)   | C (22.1)   |
| Westbound Delmar Boulevard Approach                                  | B (14.7)   | B (17.1)   | A (7.6)  | A (7.7)  |
| Southbound I-170 Off Ramp Approach                                   | D (44.5)   | D (45.0)   | E (59.6)   | E (63.1)   |
| <b>Overall</b>   | <b>C (23.7)</b>  | <b>C (25.0)</b>  | <b>C (28.9)</b>  | <b>C (30.6)</b>  |
| <b>Delmar Boulevard at Northbound I-170 (signalized)</b>             |  |  |  |  |
| Eastbound Delmar Boulevard Approach                                  | A (5.0)  | A (5.5)  | B (18.1)   | B (16.5)   |
| Westbound Delmar Boulevard Approach                                  | C (20.4)   | C (21.7)   | C (21.1)   | C (20.2)   |
| Northbound I-170 Off Ramp Approach                                   | C (34.2)   | C (34.6)   | F (108.6)  | F (125.0)  |
| Southbound McKnight Road Approach                                    | C (30.5)   | C (31.0)   | E (84.3)   | F (85.0)   |
| <b>Overall</b>   | <b>B (18.5)</b>  | <b>B (19.3)</b>  | <b>D (49.0)</b>  | <b>D (51.4)</b>  |
| <b>McKnight Road at I-170 On-Ramp (signalized)</b>                   |  |  |  |  |
| Northbound I-170 off Ramp Approach                                   | A (4.7)  | A (5.8)  | A (4.2)  | A (4.1)  |
| Southbound McKnight Road Approach                                    | A (2.6)  | A (2.9)  | A (5.0)  | A (5.4)  |
| <b>Overall</b>   | <b>A (4.0)</b>   | <b>A (4.8)</b>   | <b>A (4.5)</b>   | <b>A (4.6)</b>   |
| <b>Delmar Boulevard at Ladue Crossing Access Road (unsignalized)</b> |  |  |  |  |
| Northbound Ladue Crossing Access App.                                | C (15.9)   | C (16.5)   | E (43.7)   | F (54.4)   |
| Eastbound Delmar Boulevard Left-Turn                                 | A (9.9)  | B (10.3)   | A (9.6)  | A (9.8)  |
| Westbound Delmar Boulevard Left-Turn                                 | B (10.7)   | B (11.0)   | B (13.0)   | B (13.7)   |
| Southbound Retail Center Approach                                    | B (11.7)   | B (12.0)   | C (16.9)   | C (18.2)   |
| <b>Delmar Boulevard at Delcrest Drive (West) (signalized)</b>        |  |  |  |  |
| Eastbound Delmar Boulevard Approach                                  | A (9.9)<br>95 <sup>th</sup> Q=200' TH                    | B (13.4)<br>95 <sup>th</sup> Q=250' TH                   | B (12.5)<br>95 <sup>th</sup> Q=315' TH                   | B (18.8)<br>95 <sup>th</sup> Q=445' TH                   |
| Westbound Delmar Boulevard Approach                                  | A (5.2)  | A (6.6)  | A (4.5)  | A (6.6)  |
| Northbound Delcrest Dr. (West) Approach                              | C (31.2)<br>95 <sup>th</sup> Q=115' LT<br>Ave Q = 60' LT | C (31.6)<br>95 <sup>th</sup> Q=175' LT<br>Ave Q = 95' LT | C (35.0)<br>95 <sup>th</sup> Q=120' LT<br>Ave Q = 65' LT | C (35.3)<br>95 <sup>th</sup> Q=180' LT<br>Ave Q =100' LT |
| <b>Overall</b>   | <b>A (9.7)</b>   | <b>B (13.0)</b>  | <b>B (11.2)</b>  | <b>B (16.2)</b>  |
| <b>Delmar Boulevard at Old Bonhomme Road (signalized)</b>            |  |  |  |  |
| Eastbound Delmar Boulevard Approach                                  | A (7.7)  | A (7.9)  | B (12.3)   | B (12.6)   |
| Westbound Delmar Boulevard Approach                                  | A (7.6)  | A (7.7)  | B (11.1)   | B (11.4)   |
| Northbound Old Bonhomme Rd. App.                                     | C (29.8)   | C (31.2)   | D (43.8)   | D (46.2)   |
| Southbound Old Bonhomme Rd. App.                                     | C (31.7)   | C (31.4)   | C (24.7)   | C (24.3)   |
| <b>Overall</b>   | <b>B (11.7)</b>  | <b>B (11.9)</b>  | <b>B (17.3)</b>  | <b>B (17.8)</b>  |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

XXX' AA = 95<sup>th</sup> percentile queue and the critical movement of the approach



**Table 6: 20-Year Operating Conditions – Proposed Site Garage Driveway**

| Traffic Movement   | AM Peak Hour     |               | PM Peak Hour     |               |
|--|------------------|---------------|------------------|---------------|
|  | 20-Year No-Build | 20-Year Build | 20-Year No-Build | 20-Year Build |
| <b>Delcrest Drive (West) at Proposed Parking Garage (unsignalized)</b> |                  |               |                  |               |
| Northbound Delcrest Drive (West)                                       | N/A              | A (7.7)       | N/A              | A (8.1)       |
| Eastbound Proposed Garage Approach                                     | N/A              | B (13.4)      | N/A              | C (15.9)      |
| Westbound Walgreens Approach   | N/A              | B (10.0)      | N/A              | B (10.0)      |
| Southbound Delcrest Drive (West)                                       | N/A              | A (7.6)       | N/A              | A (7.6)       |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

XXX' AA = 95<sup>th</sup> percentile queue and the critical movement of the approach

### Conclusions

CBB completed the preceding study to address the anticipated traffic impacts associated with the proposed mixed-use development located in the southwest quadrant of Delmar Boulevard and Delcrest Drive (West) in University City, Missouri. The following is a summary of the findings:

- The proposed mixed-use development proposes full access on Delcrest Drive (West), south of Delmar Boulevard to a parking garage and a pick-up/drop-off loop along Delcrest Drive (West) south of Delmar Boulevard.
- Trash pick-up and loading will occur via a separate new curb cut on the Ladue Crossing Access Road (private road). However, no resident, patron or visitor access to the site will be provided via the private road.
- The proposed mixed-use development is expected to generate a total of 195 trips during the weekday AM peak hour and 230 trips during the weekday PM peak hour.
- The study intersections currently operate at desirable levels of service during both peak hours, except for the northbound and southbound approaches of I-170/McKnight Road at Delmar Boulevard during the PM weekday commuter peak hour.
  - The northbound through volume from the I-170 off-ramp is relatively during the PM peak hour and does not block the heavy right-turn volumes each cycle. Since the northbound right-turns can get past the northbound through queue a lot of the time, the operations are better (as verified by field observations) than shown herein. If MoDOT is concerned about these approaches, then the signal timing could be adjusted slightly to provide additional green time to the northbound and southbound approaches to achieve acceptable operating conditions.



- The additional trips generated by the mixed-use development can be accommodated at the adjacent signalized and unsignalized intersections with minimal increases in delay when compared to the Existing counts and 20-Year Base conditions.
  - Again, should MoDOT determine that the impacts of this development justify additional green time for the side-streets during the PM peak hour, the signal timing could be adjusted to achieve acceptable levels of service.
- The unsignalized intersection providing direct access to the site parking garage is expected to operate at desirable levels of service (LOS B or better) during both the AM and PM peak hours.
- Adequate sight distance is needed for safe operations at the garage access points for safe operations. The site designer should show sight distance triangles on the site plan to verify adequate sight distance will be provided in accordance with SLCDOT standards.
- Beyond minor traffic signal timing adjustments noted above, it is our professional traffic engineering opinion that impacts from the proposed site do not warrant any physical roadway improvement for mitigation.

We trust that you will find this report useful in evaluating the potential traffic impacts associated with the proposed mixed-use development in University City, Missouri. Please contact me in our St. Louis office (314) 308-6547 or [Lcannon@cbbtraffic.com](mailto:Lcannon@cbbtraffic.com) should you have any questions or comments concerning this material.

Sincerely,

Lee Cannon, P.E., PTOE  
Principal – Traffic Engineer

RLC:bjr

August 14, 2020

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

RE: Response to Traffic Commission Issues of Concern  
Proposed Mixed-Use Development  
8400 Delmar Boulevard at Delcrest West  
CBB Job No. 095-19

Dear Vic:

As requested, I am writing to address some of the issues raised by the Traffic Commission regarding your project at their July 8, 2020 meeting.

1. It is my understanding that a current site plan has been submitted to the City by the development team dated August 12, 2020.
2. There is a private road west of the site (owned by others) which connects between Delmar Boulevard and the Ladue Crossing Shopping Center at Ladue Road. A portion of the private road closest to Delmar Boulevard lies on the subject property. That private road is located in an easement which was in place prior to the developer's involvement in the site. The private road does not belong to the subject developer, but CBB understands that the developer has certain access rights under the terms of the easement.
3. The current site plan illustrates sole access to the site parking garage via one driveway on Delcrest West. A passenger loading area is also shown on the current site plan with ingress/egress via Delcrest West. No tenant, patron or visitor access is proposed via the adjacent private road west of the site.
4. The Shared Parking Study, dated August 14, 2020, has been updated by CBB to reflect the current site plan with 252 apartments, 133 hotel rooms and a 4,000 SF commercial space (assumed for a conservative, worst-case analysis to be a restaurant).





5. The Traffic Impact Study, dated August 14, 2020, has also been updated by CBB to reflect the current site plan with sole access via Delcrest West. No development trips were assigned to access the site directly from the private road.
6. CBB uses generally accepted industry standards when completing traffic studies, and uses the Trip Generation Manual published by ITE for estimating trips from various land use types. The original Traffic Impact Study was completed using industry standard trip projections based on low-rise apartments with much fewer units while the revised Traffic Impact Study uses industry standard trip projections based on mid-rise apartments. ITE data shows that larger unit count developments generally reflect a lower trip per unit rate.

Therefore, a direct comparison of the original trip table to the revised trip table is misleading. The trip projections included in the revised Traffic Impact Study are accurate and reliable for the proposed development for the purposes of the evaluations.

7. There is an existing posted restriction for northbound left-turns from the private road to westbound Delmar Boulevard during the afternoon commuter peak hour (No Left-Turn Sign). Despite the restriction, twelve cars were counted by CBB in early March 2020 making that movement during the afternoon commuter peak hour.
8. The existing traffic signal at the intersection of Delcrest West and Delmar Boulevard, previously constructed as part of the Walgreens development, will allow for effective and safe access to the proposed mixed-use development to and from Delmar Boulevard.
9. The development of the proposed site will not significantly change the issues of concern related to traffic delays and/or safety of operations for vehicles at the intersection of the private road with Delmar Boulevard.
10. It is CBB's understanding that a trash collection and loading area is proposed on the west side of the site. One new curb cut is proposed on the private road to access the trash and loading area. The infrequent nature of trash collection for this type of development will not have any noticeable impact of traffic flows. As noted above, this proposed service access will not allow any tenant, patron or visitor access to the site.



11. We understand that the City has engaged a traffic engineer to study the cumulative impacts of several developments in the area. CBB began our work for the subject development at 8400 Delmar Boulevard in Winter 2019 and was not made aware of the Crown Center project as an issue of concern.

As an aside, in Spring 2020, CBB was engaged by the developer of the proposed apartments project west of I-170 at McKnight Place. It was agreed in early discussions with City and County DOT staff that the traffic study for the second project (McKnight Place) would include traffic from the subject project in the base conditions; i.e., this mixed-use development was assumed to be approved and generating traffic in the McKnight Place traffic study. That other study was submitted to the City on July 23, 2020.

I trust that you will find this information helpful. Please contact me in our St. Louis office, 314-308-6547 or [Lcannon@cbbtraffic.com](mailto:Lcannon@cbbtraffic.com) should there be any questions regarding this report.

Sincerely,

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



August 14, 2020

Mr. Vic Alston  
RevivalSTL  
5501 Pershing Avenue  
St. Louis, Missouri 63105

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, Delcrest 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 4,000 square foot restaurant as well as a 252-unit apartment building with associated structured parking providing 410 total parking stalls. The apartment mix is shown as 92 studio, 142 one-bedroom and 18 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 5-15% more parking than the peak parking demand depending on the type of use. Lower turn-over residential uses typically need less surplus.

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):

#### **252 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). Based on the proposed unit mix, this would result in a requirement of 403 spaces for the 252 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 403 total off-street parking spaces for the proposed apartments.

The City Code allows a transit reduction of 10% overall for sites located along transit lines. If the 10% allowable transit reduction is applied, the City's Zoning Ordinance requirement would be 363 total off-street parking spaces for the 252 proposed apartments.

#### **133 Room Hotel with Restaurant**

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 4,000 SF hotel restaurant, which requires 1.0 parking spaces per 75 SF gross floor area. This would result in a requirement of 53 spaces for the hotel restaurant.

The straight application of City’s Zoning Ordinance would require 200 total off-street parking spaces for the proposed 133-room hotel and restaurant.

If the 10% allowable transit reduction is applied, the City’s Zoning Ordinance requirement would be 180 total off-street parking spaces for the proposed 133-room hotel and restaurant.

**Total City Code Required Parking – Assuming Shared Parking**

The straight application of City’s Zoning Ordinance would require 603 total off-street parking spaces for the development plan. If the 10% allowable transit reduction is applied, the City’s Zoning Ordinance requirement would be 543 total off-street parking spaces for the proposed combined development.

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, 1:00 a.m. to 6:00 a.m.) would be 563 parking spaces. The 10% transit reduction would reduce the final City Code requirement to 507 parking spaces. The peak parking demands based on the City Code for the proposed mixed-use development are summarized in **Table 1**.

Since 410 parking stalls are proposed on the current site plan, the site would be 97 stalls short of the adjusted City Code requirement (a 19.13% deficit).

**Table 1: Parking Requirements per City Code**

| 8400 Delmar Parking                      |                |       |                              |                   |                             |      |      |      |       |                                      |            |               |                  |              |
|--|----------------|-------|------------------------------|-------------------|-----------------------------|------|------|------|-------|--------------------------------------|------------|---------------|------------------|--------------|
| City Code Calcs                          |                |       |                              |                   |                             |      |      |      |       |                                      |            |               |                  |              |
| Land Use                                 | Size/<br>Units | Unit  | City Standard<br>Requirement | Parking<br>Stalls | City Shared Parking Factors |      |      |      |       | Parking Stalls Required with Sharing |            |               |                  |              |
|  |                |       |                              |                   | 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)                    | 0              | SF    | 0.02                         | -                 | 100%                        | 10%  | 10%  | 10%  | 5%    | 0                                    | 0          | 0             | 0                | 0            |
| Hotel (Restaurant - GFA)                 | 4000           | SF    | 0.013333333                  | 53.3              | 50%                         | 100% | 75%  | 100% | 25%   | 26.667                               | 53.333     | 40            | 53.33            | 13.333333333 |
| Apartments (studio)                      | 92             | Units | 1.5                          | 138.0             | 25%                         | 90%  | 50%  | 90%  | 100%  | 34.5                                 | 124.2      | 69            | 124.2            | 138          |
| Apartments (1 BR)                        | 142            | Units | 1.5                          | 213.0             | 25%                         | 90%  | 50%  | 90%  | 100%  | 53.25                                | 191.7      | 106.5         | 191.7            | 213          |
| Apartments (2 BR)                        | 18             | Units | 2                            | 36.0              | 25%                         | 90%  | 50%  | 90%  | 100%  | 9                                    | 32.4       | 18            | 32.4             | 36           |
| Apartments (visitors,<br>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,<br>rem 130 units)  | 222            | Units | 0.05                         | 11.1              | 25%                         | 90%  | 50%  | 90%  | 100%  | 2.775                                | 9.99       | 5.55          | 9.99             | 11.1         |
| <b>SUBTOTAL</b>                          |                |       |                              | <b>603</b>        |                             |      |      |      |       | <b>201</b>                           | <b>548</b> | <b>352</b>    | <b>563</b>       | <b>563</b>   |
| With Transit Reduction                   | 10%            |       |                              | <b>543</b>        |                             |      |      |      |       | <b>181</b>                           | <b>494</b> | <b>317</b>    | <b>507</b>       | <b>507</b>   |
| Apartments Only                          |                |       |                              | 403               |                             |      |      |      |       |                                      |            |               |                  |              |
| With Transit Reduction                   |                |       |                              | <b>363</b>        |                             |      |      |      |       | <b>410</b>                           | <b>=</b>   | <b>19.13%</b> | <b>Reduction</b> | <b>507</b>   |



## 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* (5<sup>th</sup> 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 ITE Land Use 932 Family Restaurant was used for the restaurant space.

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 85<sup>th</sup> 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 **Table 2** 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.

As shown in Table 2, the maximum calculated parking demands for the 252 apartments would be 283 parked vehicles on average overnight and 321 parked vehicles for the 85<sup>th</sup> percentile overnight.

Based on the location of the site, the types of uses and the availability of alternative travel modes, a 10% modal reduction was applied. These alternatives would encompass rideshare (Uber/Lyft), transit, walking, etc. Applying the 10% reduction would reduce the parking demand projection for the apartments to 255 parked vehicles for the average and 289 parked vehicles for 85<sup>th</sup> percentile.

With a 5% utility increase adjustment for surplus supply (maximum 95% occupancy), the average and 85<sup>th</sup> percentile parking supply range is calculated to be 269 to 305 parking spaces. Therefore, the ITE method projects a maximum supply requirement of 305 parking stalls for the proposed 252 apartments.



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

|                | Units: 252 252   |                      | Units: 133 133              |   | Size: 4000 4000      |                             |                                |                      |                             |                      |                             |                      |                             |                      |                             |
|----------------|--|----------------------|-----------------------------|---|----------------------|-----------------------------|--------------------------------|----------------------|-----------------------------|----------------------|-----------------------------|----------------------|-----------------------------|----------------------|-----------------------------|
| Hour Beginning | 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 |                      | Subtotal Demand             |                      | Modal Reduction             |                      | Recc Supply                 |                      |                             |
|                | % 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 | Ave. ITE Peak Supply | 85th %-tile ITE Peak Supply | Ave. ITE Peak Supply | 85th %-tile ITE Peak Supply |
|                |  | 1.12                 | 1.27                        |   | 0.72                 | 0.83                        |                                | 0.00944              | 0.0174                      |                      |                             | 10%                  | 10%                         | 0.95                 | 0.95                        |
| 12:00          |  |                      |                             |   |                      |                             |                                |                      |                             |                      |                             |                      |                             |                      |                             |
| 4:00 AM        | 100%   | 283                  | 321                         | 100%  | 96                   | 111                         | 0%                             | 0                    | 0                           | 379                  | 432                         | 342                  | 389                         | 360                  | 410                         |
| 5:00 AM        | 94%  | 266                  | 301                         | 100%  | 96                   | 111                         | 0%                             | 0                    | 0                           | 362                  | 412                         |                      |                             |                      |                             |
| 6:00 AM        | 83%  | 235                  | 266                         | 100%  | 96                   | 111                         | 10%                            | 4                    | 7                           | 335                  | 384                         |                      |                             |                      |                             |
| 7:00 AM        | 71%  | 201                  | 228                         | 89%   | 86                   | 99                          | 25%                            | 10                   | 18                          | 297                  | 345                         |                      |                             |                      |                             |
| 8:00 AM        | 61%  | 173                  | 196                         | 64%   | 62                   | 71                          | 68%                            | 26                   | 48                          | 261                  | 315                         |                      |                             |                      |                             |
| 9:00 AM        | 55%  | 156                  | 177                         | 56%   | 54                   | 62                          | 72%                            | 28                   | 51                          | 238                  | 290                         |                      |                             |                      |                             |
| 10:00 AM       | 54%  | 153                  | 173                         | 49%   | 47                   | 55                          | 77%                            | 30                   | 54                          | 230                  | 282                         |                      |                             |                      |                             |
| 11:00 AM       | 53%  | 150                  | 170                         | 45%   | 44                   | 50                          | 83%                            | 32                   | 58                          | 226                  | 278                         |                      |                             |                      |                             |
| 12:00 PM       | 50%  | 142                  | 161                         | 45%   | 44                   | 50                          | 100%                           | 38                   | 70                          | 224                  | 281                         |                      |                             |                      |                             |
| 1:00 PM        | 49%  | 139                  | 157                         | 41%   | 40                   | 46                          | 91%                            | 35                   | 64                          | 214                  | 267                         |                      |                             |                      |                             |
| 2:00 PM        | 49%  | 139                  | 157                         | 39%   | 38                   | 44                          | 56%                            | 22                   | 39                          | 199                  | 240                         |                      |                             |                      |                             |
| 3:00 PM        | 50%  | 142                  | 161                         | 39%   | 38                   | 44                          | 42%                            | 16                   | 30                          | 196                  | 235                         |                      |                             |                      |                             |
| 4:00 PM        | 58%  | 164                  | 186                         | 44%   | 43                   | 49                          | 42%                            | 16                   | 30                          | 223                  | 265                         |                      |                             |                      |                             |
| 5:00 PM        | 64%  | 181                  | 205                         | 48%   | 46                   | 53                          | 64%                            | 25                   | 45                          | 252                  | 303                         |                      |                             |                      |                             |
| 6:00 PM        | 67%  | 190                  | 215                         | 51%   | 49                   | 57                          | 87%                            | 33                   | 61                          | 272                  | 333                         |                      |                             |                      |                             |
| 7:00 PM        | 70%  | 198                  | 225                         | 54%   | 52                   | 60                          | 79%                            | 30                   | 55                          | 280                  | 340                         |                      |                             |                      |                             |
| 8:00 PM        | 76%  | 215                  | 244                         | 62%   | 60                   | 69                          | 65%                            | 25                   | 46                          | 300                  | 359                         |                      |                             |                      |                             |
| 9:00 PM        | 83%  | 235                  | 266                         | 72%   | 69                   | 80                          | 42%                            | 16                   | 30                          | 320                  | 376                         |                      |                             |                      |                             |
| 10:00 PM       | 90%  | 255                  | 289                         | 86%   | 83                   | 95                          | 21%                            | 8                    | 15                          | 346                  | 399                         |                      |                             |                      |                             |
| 11:00 PM       | 93%  | 263                  | 298                         | 93%   | 90                   | 103                         | 0%                             | 0                    | 0                           | 353                  | 401                         |                      |                             |                      |                             |
| MAX-->         |  | 283                  | 321                         |   | 96                   | 111                         |                                | 38                   | 70                          | 379                  | 432                         |                      |                             |                      |                             |

As also shown on Table 2, the maximum calculated parking demands for the combined development would be overnight with 379 parked vehicles on average and 432 parked vehicles for the 85<sup>th</sup> percentile.

Applying the 10% reduction would reduce the parking demand projection for the combined development to 342 parked vehicles for the average and 389 parked vehicles for 85<sup>th</sup> percentile.

With a 5% utility increase adjustment for surplus supply (maximum 95% occupancy), the average and 85<sup>th</sup> percentile parking supply range is calculated to be 360 to 410 parking spaces.

Therefore, the ITE method projects a maximum supply requirement of 410 parking stalls overall for the proposed mixed-use development.



## Developer's Estimates

Based on information provided by the developer, their most current industry data is trending toward a rate of 1.0 parking stall per apartment unit and 0.70 parking stall per hotel room. Based on the developer's calculations, they indicate a need for 346 parking stalls to be adequately accommodated and not unduly overbuilt.

## Parking Summary

The **proposed 410 parking stalls** do not meet the straight application of the individual City Code calculation (603 parking stalls), nor do they meet the **adjusted Code requirement of 507 parking stalls** taking into account daily/hourly shared parking adjustments and a 10 percent transit reduction. The site will be 97 stalls short of the reduced City Code requirement as calculated herein, or approximately 19.13% 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 10% modal factor reduction, the ITE method recommends **410 parking spaces** to serve the 85<sup>th</sup> percentile needs of the mixed-use site assuming shared parking. With 410 or more parking stalls, 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 apartments and hotel rooms.

In summary, CBB recommends that the developer request a 19% reduction from the City code, which would allow the **proposed 410 parking stalls** to meet the City requirements for the combined development (507 minus 19% = 410 parking stalls required by ordinance) while also providing adequate parking to meet the ITE estimates (410 parking stalls calculated) and well exceed the developer's expected needs (346 parked vehicles maximum projected).

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](mailto:Lcannon@cbbtraffic.com) should there be any questions regarding this report.

Sincerely,

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



## PLAN COMMISSION

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: September 23, 2020

SUBJECT: Delcrest Plaza Redevelopment 353 Tax Abatement Request

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

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At an upcoming Plan Commission meeting, members will be asked to re-evaluate and perform a study pertaining to the proposed mixed-use development commonly known as Delcrest Plaza. Specifically, the Commission will be considering a Chapter 353 Tax Abatement Application request for 100% tax abatement for ten years and a 50% tax abatement for the following 15 years. The proposed tax abatement will be associated with a new upscale mixed-use development.

The Plan Commission recommended approval, of the proposed Delcrest Plaza 353 redevelopment plan, during their February 26, 2020 and again during their May 27, 2020 scheduled meetings. In addition, the Plan Commission recommended the acceptance of the blight study and further recommended the determination of blight for the subject redevelopment site in accordance with Urban Redevelopment Corporation Law and Section 510.040 of the University City Code. The applicant is seeking a recommendation to approve of the amended plan and re-affirmation of the blight study that will be presented to Mayor and Council.

In accordance to the provisions set forth in Section 510.070 of the University City Code the request pertaining to this application requires a commission recommendation to the Mayor and Council to determine the following;

- 1. Whether the area proposed to be redeveloped pursuant to the plan is a blighted area as defined in Section 510.040 and redevelopment of the area under the Urban Redevelopment Corporation Law and this Chapter is necessary or advisable to effectuate the public purposes declared herein and is in the public interest;*
- 2. Whether the plan is in the public interest;*
- 3. Whether the public facilities of school, fire, water, sewer, police, transportation, park and playground, public or private are presently adequate or will be adequate at the time the redevelopment project is completed;*
- 4. Whether the proposed changes, if any, in zoning ordinances or maps are necessary or desirable for the redevelopment of the area or its protection against blighting influences or both;*

5. *Whether the acquisition of any part of the real property included in the area to be redeveloped pursuant to the plan by eminent domain is for the public convenience and necessity;*
6. *Whether the proposed changes, if any, in streets and street levels or any proposed street closings are necessary or desirable for the redevelopment of the area or as protection against blighting influences or both;*
7. *Whether the size of the area proposed by the proposed plan will allow a practical and satisfactory development*

**Attachments: (Included with Preliminary Plan Memo)**

1. August 14, 2020 Revised Delcrest Plaza 353 Redevelopment Plan
2. Blight Study





August 14, 2020

# **DELCREST PLAZA**

## **353 REDEVELOPMENT PLAN**

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- III POTENTIAL TAX REVENUE GENERATION FOR UNIVERSITY CITY AND UNIVERSITY CITY SCHOOL DISTRICT
- IV DISCLAIMER
- V PROPERTY TAX REVENUE FOR 25-YEAR ABATEMENT PERIOD
- VI URBAN REDEVELOPMENT CORPORATION CERTIFICATE

## 1. General Description

The Delcrest Plaza 353 Redevelopment Area contains approximately 2.19 acres in University City, Missouri (the “City”). The Redevelopment Area is located at 8400 Delmar Boulevard in the southeast quadrant of the Delmar Boulevard and Interstate 170 interchange. The Redevelopment Area is bounded by Delmar Boulevard to the north, Delcrest Drive to the east, the northern property line of Gladys & Henry Crown Center Senior Apartments to the south, and a private road and the Centennial Greenway to the west.

### *Redevelopment Program*

The development program for the proposed mixed-use project, to be known as The McKenzie, is proposed to include a hotel currently estimated at 133 keys, and an apartment tower currently estimated at 252 units. An optional 4,000 square feet of internally-facing commercial space is being considered to directly support the residents and hotel guests. This proposal includes lower level parking and street-level parking accessed off of Delcrest Drive, an entrance circle also off of Delcrest Drive, and a service access off of the private street on the west side of the property.

### **Legal Description**

In the County of St. Louis, State of Missouri:

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, and described as follows: Beginning at a point in the Western line of Delcrest Drive, 60 feet wide, said point being the Southeastern corner of aforementioned Lot 11 of Delcrest Subdivision; thence along the Southern line of said Lot 11 South 62 degrees 37 minutes West 283.75 feet to a point in the Eastern line of St. Louis Belt and Terminal Railroad Right-of-Way said point being the Southwestern corner of said Lot 11; thence Northwardly along the Eastern line of the St. Louis Belt and Terminal Railroad Right-of-Way as aforementioned and on a curve to the right having a radius of 3,679.65 feet, an arc distance of 184.18 feet to a point being the most Southern corner of a tract of land acquired by St. Louis County through condemnation proceedings according to Cause #258494 of the St. Louis County Circuit Court; thence leaving said Railroad Right-of-way line and running along the Eastern line of the tract of land acquired by St. Louis County as aforementioned North 0 degrees 35 minutes East 212.40 feet to a point in the Southern line of Delmar Boulevard; thence along the Southern line of said Delmar Boulevard the following bearings and dimensions; South 89 degrees 25 minutes East 22.26 feet North 0 degrees 35 minutes East 10.00 feet, South 89 degrees 25 minutes East 110.00 feet, North 0 degrees 35 minutes East 10.00 feet and South 89 degrees 25 minutes East 106.55 feet to a point; thence along the Southwestern line of Delmar Boulevard and along the Northwestern line of Delcrest Drive on a curve to the right having a radius of 25.00 feet an arc distance of 38.32 feet to a point; thence along the Western line of Delcrest Drive 60 feet wide, on a curve to the left having a radius of 323.82 feet, an arc distance of 77.45 feet to a point of compound curve; thence continuing along the Western line of said Delcrest Drive and on a curve to the left having a radius of 822.00 feet, an arc distance of 172.65 feet to the point of beginning.

A triangularly shaped tract of land comprising a part of each Lot 11 and Lot 12 of Delcrest, a subdivision recorded in Plat Book 45, Page 46 of the Saint Louis County Records, which tract of land is more particularly described as: Beginning at the point of intersection of the Southern line of Delmar Boulevard (180 feet wide) with the Northeastern line of the right of way (100 feet wide) of the Terminal Railroad Association of Saint Louis (formerly the Saint Louis Belt and Terminal Railway Company); thence Southeastwardly along said Northeastern line of railroad right of way on a curve to the left having a radius of 5679.65 feet, a distance of 205.00 feet to a point; thence Northwardly along a line perpendicular to said Southern line of Delmar Boulevard, a distance of 212.63 feet to a

point thereon; thence Westwardly along said Southern line of Delmar Boulevard (140, 150, 170 and 180 feet wide) to the point of beginning.

Address: 8400 Delmar Boulevard  
St. Louis, MO 63124

Locator Number: 18K43017

## **2. Stages of Project**

The proposed development would be phased and occur in two parts with the apartment development completed first, followed by the hotel development. The apartment development will be constructed during 2021 and is expected to open for occupancy in 2022. Construction of the hotel will commence within 5 years of the initial occupancy permit being issued for the apartment development.

## **3. Zoning Changes**

The property is currently zoned General Commercial (GC). A petition was filed with the City for a Zoning Map Amendment to rezone the property to Planned Development—Mixed Use (PDM) and approval of a Preliminary Development Plan. Zoning approval should allow for current non-conforming zoning to stay in place so that the current use and the intermediate use of only apartments and the future use as a hotel on the site would be permitted.

## **4. Street Changes**

There are no street changes or closures associated with the proposed redevelopment project. The site will have two ingress/egress points, one off of Delmar Boulevard and one off of Delcrest Drive.

## **5. Housing**

The existing development on the site consists of first-floor retail with four stories of office uses. As there are currently no residents on the property, there will be no displacement and therefore no need for housing accommodations.

## **6. Public Property**

There is no real property in public use owned by the City, County or State within the project area.

## **7. Acquisition of Real Property**

See Item #2 above for a full legal description of the property to be used for the project. The property is currently owned by the Redeveloper, The McKenzie-Annapurna One, LLC.

## **8. Tax Impact Statement**

Pursuant to University City Code Chapter 510 “Urban Redevelopment Ordinance” and RSMo. § 353.010 et seq. (the “Urban Redevelopment Corporations Law” or “Chapter 353”), taxes levied on the assessed value of improvements to real property held by an “Urban Redevelopment Corporations” are abated for up to 25 years. Chapter 353 abatement includes both general real estate taxes (including those payable to the State) and those imposed by the IRT (Commercial Surcharge).

The specific terms governing tax abatement under Chapter 353 are somewhat flexible. In this case, the Developer is requesting 25 years of property tax abatement with property taxes frozen at its current level for the first ten years

and 50 percent of future estimated levels for the remaining 15 years. It is estimated that real estate taxes will equal the following amounts during the 25-year abatement period.

Following is an analysis of the possible economic impact on ad valorem taxes that tax abatement or exemption within the Redevelopment Area could have on political subdivisions whose boundaries are included in the Redevelopment Area.

### *Real Property Taxes*

In Missouri, commercial real property is assessed at a rate of 32.0 percent of appraised market value and residential real property is assessed at rate of 19.0 percent of appraised market value. The table below on the left presents the most recent available tax rates for commercial and residential real property in the City of University City.

St. Louis County also levies a “Merchants’ and Manufacturers’ Inventory Replacement Tax” (“IRT” also known as the “Commercial Surcharge”) on commercial property—the amount is \$1.70 per \$100 of total assessed value (“AV”). According to surcharge distribution factors for 2017—the most recent available—funds collected through the Commercial Surcharge are distributed to the various taxing jurisdictions as shown in the table on the right.

| Real Property Taxes (per \$100 assessed value) |                 |                  |
|--|-----------------|------------------|
| Jurisdiction                                   | Commercial Rate | Residential Rate |
| State of Missouri <sup>1</sup>                 | \$0.03          | \$0.03           |
| County General                                 | \$0.18          | \$0.19           |
| County Health Fund                             | \$0.12          | \$0.13           |
| County Park Maintenance                        | \$0.04          | \$0.04           |
| County Bond Retire                             | \$0.02          | \$0.02           |
| Roads and Bridges                              | \$0.09          | \$0.09           |
| St. Louis Community College                    | \$0.20          | \$0.20           |
| Special School District                        | \$1.11          | \$1.11           |
| Metropolitan Zoo Museum District               | \$0.25          | \$0.25           |
| University City Library District               | \$0.37          | \$0.35           |
| University City School District                | \$5.07          | \$4.40           |
| Metropolitan Sewer District                    | \$0.11          | \$0.11           |
| City of University City                        | \$0.61          | \$0.62           |
| Dev. Disability - Productive Living Boar       | \$0.08          | \$0.08           |
| <b>Total Tax Rate</b>                          | <b>\$8.26</b>   | <b>\$7.61</b>    |

| Commercial Tax Surcharge By Local Jurisdictions |                  |                 |
|---|------------------|-----------------|
| Jurisdiction                                    | Percent of Total | Rate            |
| State of Missouri                               | 0.3886%          | \$0.0066        |
| County General                                  | 4.5325%          | \$0.0771        |
| County Health Fund                              | 3.8853%          | \$0.0661        |
| County Park Maintenance                         | 0.6475%          | \$0.0110        |
| County Bond Retire                              | 3.3473%          | \$0.0569        |
| Roads and Bridges                               | 2.3310%          | \$0.0396        |
| St. Louis Community College                     | 2.8492%          | \$0.0484        |
| Special School District                         | 6.9288%          | \$0.1178        |
| Metropolitan Zoo Museum District                | 3.0714%          | \$0.0522        |
| County Library                                  | 2.3431%          | \$0.0398        |
| University City School District                 | 0.7041%          | \$0.0120        |
| Metropolitan Sewer District                     | 0.6492%          | \$0.0110        |
| City of University City                         | 0.0043%          | \$0.0001        |
| Sheltered Workshop                              | 0.6475%          | \$0.0110        |
| <b>Total Commercial Surcharge</b>               | <b>32.33%</b>    | <b>\$0.5496</b> |

<sup>1</sup> Tax is not subject capture by Chapter 353

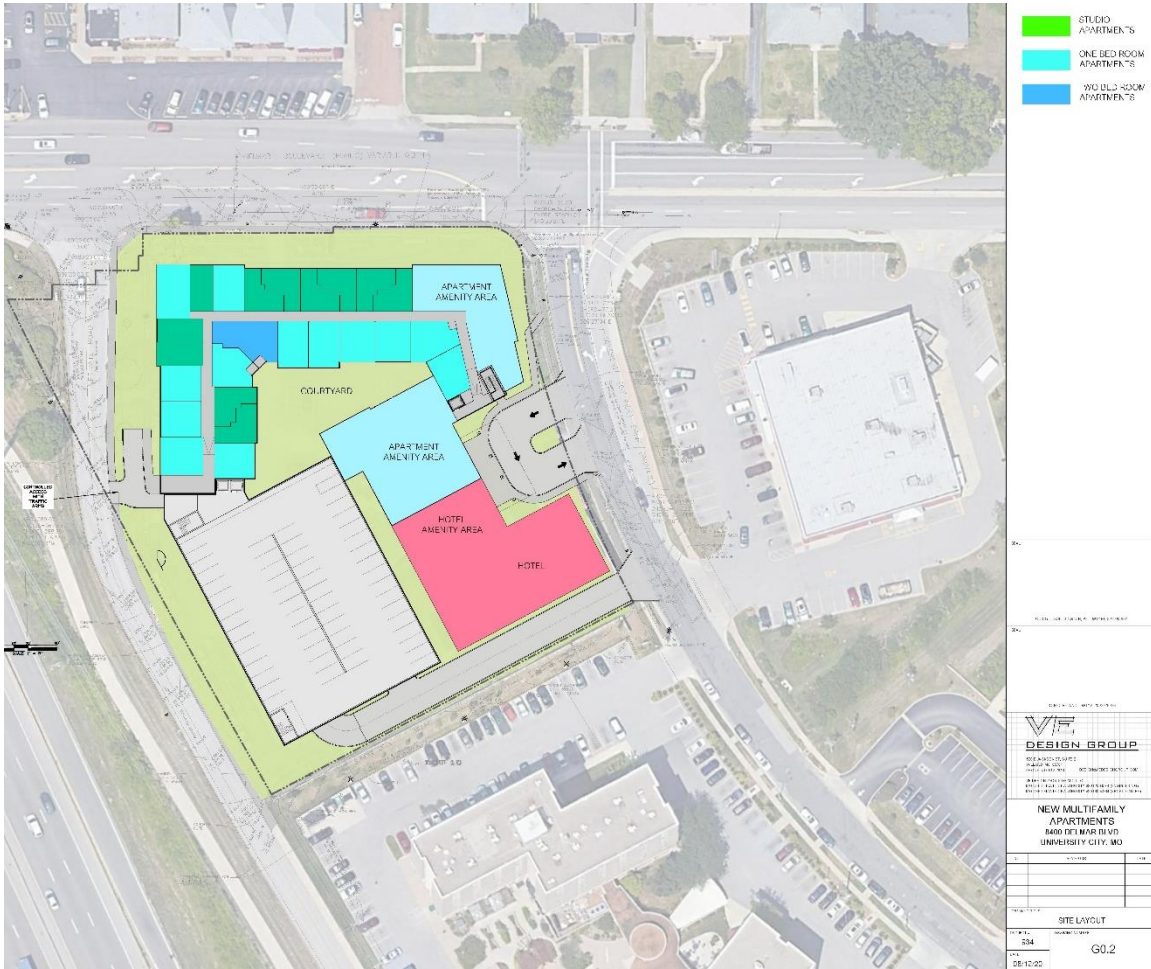
The following table shows the property tax revenue to the relevant jurisdictions (local, county, and state) over the 25-year abatement period for the revised redevelopment proposal. As the table shows, the relevant local, county and state taxing jurisdictions would receive an estimated \$2,631,832 in property taxes under a No Build Scenario, i.e. the property taxes currently being generated by the property. Under the current redevelopment program, the jurisdictions would abate an estimated \$20,083,112 of property taxes over the 25-year abatement period, and the redevelopment project (Build Scenario) would generate an estimated \$11,252,427 in property tax revenue after the abatement. The result, after abatement, is a net gain to the relevant taxing jurisdictions of \$8,620,595 in property tax revenue over the 25-year abatement period.

Property Tax Revenue to Relevant Jurisdictions | REVISED PROGRAM AUGUST, 2020

|  | "Build" Scenario<br>(without abatement) | Abated Taxes         | "Build" Scenario<br>(with abatement) | "No Build"<br>Scenario | "Build vs.<br>"No Build" |
|--|---|----------------------|--------------------------------------|------------------------|--------------------------|
| <b>Local Taxing Jurisdictions</b>            |   |                      |                                      |                        |                          |
| City of University City General              | \$2,316,236                             | -\$1,497,081         | \$819,155                            | \$161,175              | \$657,979                |
| <b>Subtotal</b>                              | <b>\$2,316,236</b>                      | <b>-\$1,497,081</b>  | <b>\$819,155</b>                     | <b>\$161,175</b>       | <b>\$657,979</b>         |
| <b>St. Louis County Taxing Jurisdictions</b> |   |                      |                                      |                        |                          |
| County General                               | \$776,769                               | -\$497,226           | \$279,543                            | \$66,854               | \$212,689                |
| County Health Fund                           | \$538,381                               | -\$343,765           | \$194,615                            | \$48,624               | \$145,991                |
| County Park Maintenance                      | \$175,737                               | -\$112,916           | \$62,821                             | \$14,004               | \$48,817                 |
| County Bond Retire                           | \$137,884                               | -\$85,172            | \$52,711                             | \$20,053               | \$32,658                 |
| Roads and Bridges                            | \$389,672                               | -\$249,369           | \$140,303                            | \$33,718               | \$106,585                |
| St. Louis Community College                  | \$802,305                               | -\$515,002           | \$287,303                            | \$65,264               | \$222,039                |
| Special School District                      | \$4,296,708                             | -\$2,767,792         | \$1,528,916                          | \$323,762              | \$1,205,154              |
| University City Library District             | \$1,365,306                             | -\$877,945           | \$487,361                            | \$106,953              | \$380,408                |
| University City School District              | \$17,317,725                            | -\$11,141,256        | \$6,176,468                          | \$1,342,605            | \$4,833,864              |
| Dev. Disability - PLB                        | \$317,734                               | -\$205,133           | \$112,600                            | \$22,722               | \$89,878                 |
| Other Jurisdictions                          | \$1,345,337                             | -\$790,163           | \$555,174                            | \$303,921              | \$251,253                |
| <b>Subtotal</b>                              | <b>\$27,463,557</b>                     | <b>-\$17,585,740</b> | <b>\$9,877,817</b>                   | <b>\$2,348,481</b>     | <b>\$7,529,336</b>       |
| <b>St. Louis Metro Taxing Jurisdictions</b>  |   |                      |                                      |                        |                          |
| Metropolitan Zoo Museum District             | \$1,018,107                             | -\$654,161           | \$363,946                            | \$81,136               | \$282,810                |
| Metropolitan Sewer District                  | \$417,276                               | -\$268,823           | \$148,453                            | \$31,369               | \$117,084                |
| <b>Subtotal</b>                              | <b>\$1,435,383</b>                      | <b>-\$922,983</b>    | <b>\$512,400</b>                     | <b>\$112,505</b>       | <b>\$399,894</b>         |
| <b>State of Missouri</b>                     |   |                      |                                      |                        |                          |
| <b>Subtotal</b>                              | <b>\$120,363</b>                        | <b>-\$77,306</b>     | <b>\$43,056</b>                      | <b>\$9,671</b>         | <b>\$33,385</b>          |
| <b>TOTAL</b>                                 | <b>\$31,335,539</b>                     | <b>-\$20,083,112</b> | <b>\$11,252,427</b>                  | <b>\$2,631,832</b>     | <b>\$8,620,595</b>       |

## 9. Other Information

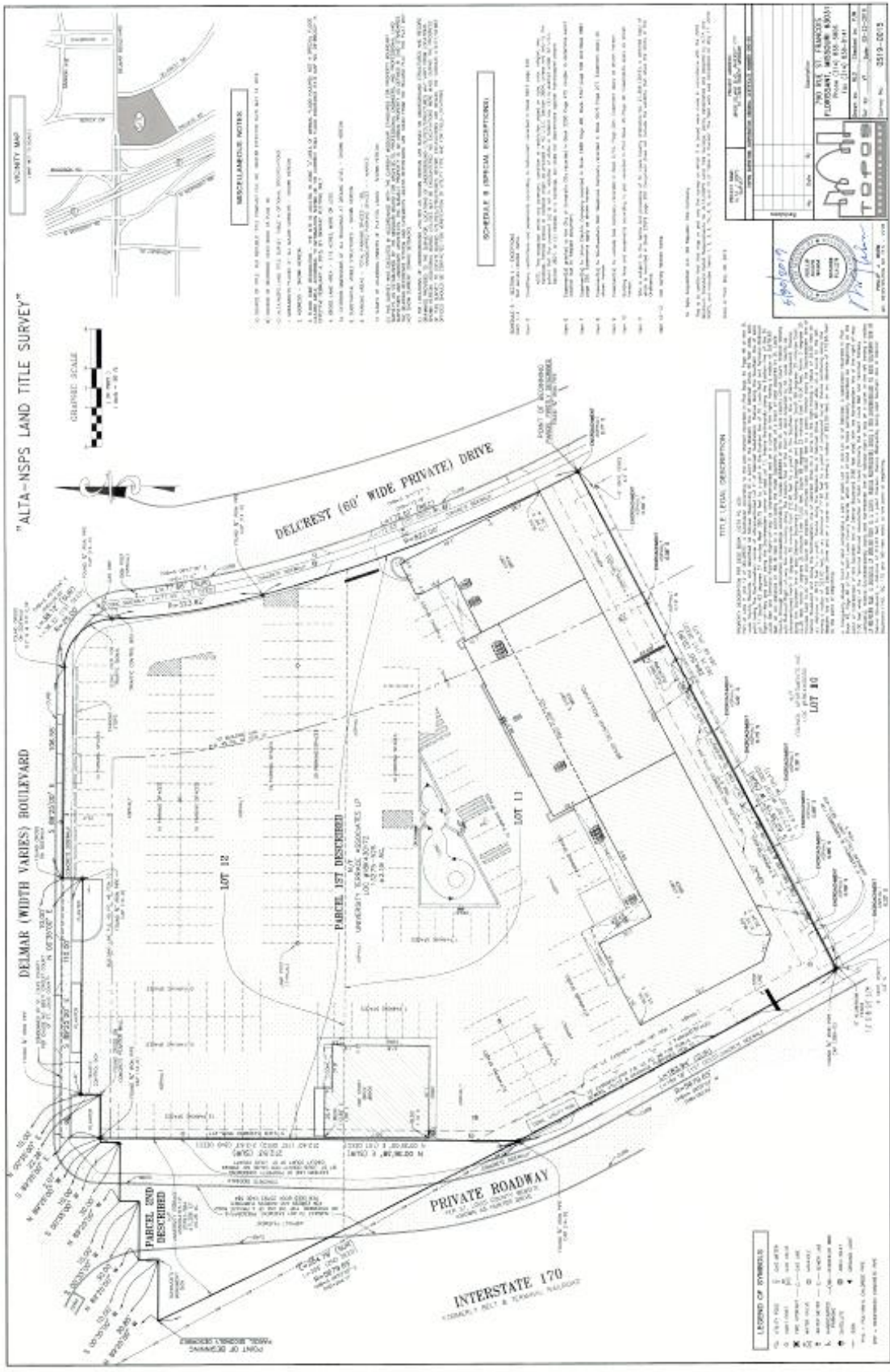
The following site plan is included for illustrative purposes.



# APPENDICIES



# I. EXISTING PROPERTY SURVEY



Delcrest Plaza 353 Redevelopment Plan

## II. FINANCIAL INFORMATION

THE MACKENZIE | ESTIMATED DEVELOPMENT COSTS  
8/14/2020

|                            | (MILLIONS)       |
|----------------------------|------------------|
| Acquisition Cost           | \$ 6.00          |
| Demolition and Remediation | \$ 2.50          |
| Hotel                      | \$ 38.40         |
| Apartment                  | \$ 50.20         |
| Garage                     | \$ 4.40          |
| Soft Costs                 | \$ 6.00          |
| <b>TOTAL</b>               | <b>\$ 107.50</b> |

### III. POTENTIAL TAX REVENUE GENERATION FOR UNIVERSITY CITY AND UNIVERSITY CITY SCHOOL DISTRICT

## POTENTIAL TAX REVENUE FROM PROPOSED PROJECT

The accompanying tables provide an estimate of the taxes that would be generated for the first full year of the proposed redevelopment program—by the type of tax and the taxes available to each taxing district. The revenues shown are incremental of the taxes that are currently being generate from existing development on the site. The property tax revenues shown are prior to any tax abatement. The taxes that are associated with per-capita allocation have been shown separately, since they may not be available until the 2030 census. The estimated taxes are for a one-year period.

### *University City and University City School Taxing Districts*

From various taxing sources, University City is projected to receive \$258,226, exclusive of the per capita sources. Approximately 57% of the revenue comes from real property taxes. Per-capita based sales tax revenue could add \$106,295, but would probably not be realized until a new Census in 2030.

It is estimated that the University City school system would receive \$672,433 – with the majority coming from real property tax, and the balance from personal property tax.

## DELCREST PLAZA REDEVELOPMENT

### Preliminary Revenue Estimate By Taxing District | REVISED DEVELOPMENT PROGRAM AUGUST, 2020

8/14/2020

|   | PROPERTY<br>TAX  | SALES<br>TAX     | GROSS<br>RECEIPTS | PERSONAL<br>PROPERTY | TOTAL              |
|---|------------------|------------------|-------------------|----------------------|--------------------|
| <b>UNIVERSITY CITY SCHOOL</b>             | \$590,373        |                  |                   | \$82,060             | \$672,433          |
| <b>UNIVERSITY CITY (tax Based)</b>        |                  |                  |                   |                      |                    |
| U City General                            | \$79,023         |                  | \$35,910          | \$12,149             | \$127,082          |
| U City Library                            | \$44,993         |                  |                   | \$3,888              | \$48,880           |
| U City Park                               |                  | \$29,250         |                   |                      | \$29,250           |
| U City Fire                               |                  | \$14,625         |                   |                      | \$14,625           |
| U City Economic Development               |                  | \$14,625         |                   |                      | \$14,625           |
| U City Miscellaneous                      | \$23,763         |                  |                   |                      | \$23,763           |
| <b>Subtotal</b>                           | <b>\$147,778</b> | <b>\$58,501</b>  | <b>\$35,910</b>   | <b>\$16,037</b>      | <b>\$258,226</b>   |
| <b>UNIVERSITY CITY (Per-Capita Based)</b> |                  |                  |                   |                      |                    |
| U City General                            |                  | \$55,227         |                   |                      | \$55,227           |
| U City Capital Improvement                |                  | \$29,894         |                   |                      | \$29,894           |
| U City Public Safety                      |                  | \$21,175         |                   |                      | \$21,175           |
| <b>Subtotal</b>                           |                  | <b>\$106,295</b> |                   |                      | <b>\$106,295</b>   |
| <b>TOTAL</b>                              | <b>\$738,151</b> | <b>\$164,796</b> | <b>\$35,910</b>   | <b>\$98,098</b>      | <b>\$1,036,955</b> |
|   |                  |                  |                   | <b>TOTAL</b>         | <b>\$1,036,955</b> |

# DELCREST PLAZA REDEVELOPMENT

## Preliminary Revenue Estimate By Tax | REVISED PROGRAM AUGUST, 2020

8/14/2020

### PROPERTY TAX REVENUE

|   | NEW DEVELOPMENT |            |                     | EXISTING DEVELOPMENT |         |                  | INCREMENT        |
|---|-----------------|------------|---------------------|----------------------|---------|------------------|------------------|
|   | UNITS           | AV/UNIT    | TOTAL               | UNITS                | AV/UNIT | TOTAL            |                  |
| Hotel                                   | 133             | \$30,000   | \$3,990,000         |                      |         |                  |                  |
| Apartments                              | 252             | \$35,000   | \$8,820,000         |                      |         |                  |                  |
| Restaurant                              | 4,000           |            | \$0                 |                      |         |                  |                  |
| <b>Total AV</b>                         |                 |            | <b>\$12,810,000</b> |                      |         | <b>\$997,250</b> |                  |
|   | C               | R          |                     |                      |         |                  |                  |
| U City School (\$5.0704 C / \$4.4009 R) | \$5.070000      | \$4.400000 | \$590,373           |                      |         | \$50,565         | \$539,808        |
| University City (\$0.61 C / \$0.62 R)   | 0.61            | 0.62       | \$79,023            |                      |         | \$6,183          | \$72,840         |
| U City Library (\$0.365 C / \$0.345 R)  | 0.365           | 0.345      | \$44,993            |                      |         | \$3,441          | \$41,552         |
| Miscellaneous (\$0.1917 C / \$0.1827 R) | 0.1917          | 0.1827     | \$23,763            |                      |         | \$1,912          | \$21,851         |
| <b>TOTAL</b>                            |                 |            | <b>\$738,151</b>    |                      |         | <b>\$62,100</b>  | <b>\$676,052</b> |

### SALES TAX REVENUE

|                          |        |           |                    |  |  |  |           |
|--------------------------|--------|-----------|--------------------|--|--|--|-----------|
| Restaurant/Grocery Sales | 4,000  | \$500     | \$2,000,000        |  |  |  |           |
| Hotel F&B Sales          |        | \$1,386   | \$184,338          |  |  |  |           |
| Hotel Rooms Sales        |        | \$ 27,562 | \$3,665,746        |  |  |  |           |
| <b>Total</b>             |        |           | <b>\$5,850,084</b> |  |  |  |           |
| <b>Point of Sales</b>    |        |           |                    |  |  |  |           |
| Local Use Tax            | 0.015  |           |                    |  |  |  |           |
| Park tax                 | 0.005  |           | \$29,250           |  |  |  |           |
| Fire Services            | 0.0025 |           | \$14,625           |  |  |  |           |
| Economic Development     | 0.0025 |           | \$14,625           |  |  |  |           |
| Subtotal                 |        |           | <b>\$58,501</b>    |  |  |  | \$58,501  |
| <b>Per-capita</b>        |        |           |                    |  |  |  |           |
| Municipal (County -wide) | 436    |           | \$55,227           |  |  |  |           |
| Capital Improvement      | 436    | \$68.57   | \$29,894           |  |  |  |           |
| Public Safety            | 436    | \$48.57   | \$21,175           |  |  |  |           |
| Subtotal                 |        |           | <b>\$106,295</b>   |  |  |  | \$106,295 |
| <b>TOTAL</b>             |        |           | <b>\$164,796</b>   |  |  |  | \$164,796 |

### GROSS RECEIPTS (UTILITY) TAX

|               |       |         |                  |        |        |                 |                 |
|---------------|-------|---------|------------------|--------|--------|-----------------|-----------------|
| Hotel         | 133   | \$1,000 | \$133,000        |        |        |                 |                 |
| Apartments    | 252   | \$1,000 | \$252,000        |        |        |                 |                 |
| Restaurant    | 4,000 | \$3.50  | \$14,000         |        |        |                 |                 |
| Office        |       |         |                  | 34,200 | \$2.75 | \$94,050        |                 |
| <b>Total</b>  |       |         | <b>\$399,000</b> |        |        | <b>\$94,050</b> |                 |
| Tax Rate (9%) |       |         | <b>\$35,910</b>  |        |        | \$8,465         | <b>\$27,446</b> |

### PERSONAL PROPERTY

|                           |       |         |                    |  |  |              |                  |
|---------------------------|-------|---------|--------------------|--|--|--------------|------------------|
| Hotel                     | 133   | \$2,500 | \$332,500          |  |  |              |                  |
| Apartments                | 252   | \$4,000 | \$1,008,000        |  |  |              |                  |
| Restaurant                | 4,000 | \$12    | \$48,000           |  |  |              |                  |
|                           |       |         | <b>\$1,388,500</b> |  |  |              |                  |
| U City School (\$5.91)    |       |         | \$82,060           |  |  | \$6,760      | \$75,300         |
| University City (\$.8750) |       |         | \$12,149           |  |  | \$1,001      | \$11,148         |
| U City Library (\$.28)    |       |         | \$3,888            |  |  | \$320        | \$3,568          |
|                           |       |         | \$98,098           |  |  | \$8,081      | <b>\$90,016</b>  |
|                           |       |         |                    |  |  | <b>TOTAL</b> | <b>\$958,310</b> |

## IV. DISCLAIMER



## **DISCLAIMER OF LIABILITY FOR ANY INACCURACIES CONTAINED HEREIN**

These projections are for a project that is not yet developed. In order to project the performance of the Project, assumptions must be made regarding future events, including but not limited to assessment values, tax rates and project build-out. These projections are based on currently available information and assumptions, including the Developer's pro forma, in order to build a cost benefit model. Development Strategies ("DS") believes they constitute a reasonable basis for its preparation. These projections are not provided as predictions or assurances that a certain level of performance will be achieved. The actual results will vary from these projections and those variations may be material. Because the future is uncertain, there is risk associated with achieving the results as described herein. DS assumes no responsibility for any degree of risk involved. Neither this document nor its contents may be referred to or quoted, in whole or in part, for any purpose, including but not limited to: any official statement for a bond issue and/or consummation of a bond sale, any registration statement, prospectus, loan, or other agreement or document, without prior review and written approval by DS regarding any representation therein with respect to DS's organization and work product.

The financial projections contained herein are based on assumptions, projections, and information provided by sources considered reliable. DS neither verified nor audited the information that was provided by other sources. Information provided by others is assumed to be reliable, but DS assumes no responsibility for its accuracy or certainty.

External factors may influence these projections. Changes in national, regional, and local economic and real estate market conditions and trends may impact the proposed Redevelopment Project. Changes may also be caused by legislative, environmental, or physical events or conditions. DS assumes no liability should market conditions change. These projections are not provided as predictions or assurances that a certain level of performance will be achieved or that certain events will occur. **The actual results will vary from the projections described herein, and those variations may be material.**

## V. PROPERTY TAX REVENUE FOR 25-YEAR ABATEMENT PERIOD

| Calendar Year<br>Period   | Abatement Period |                |                  |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                   |                   |                   |
|---|------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|   | 2021<br>1        | 2022<br>2      | 2023<br>3        | 2024<br>4        | 2025<br>5        | 2026<br>6        | 2027<br>7        | 2028<br>8        | 2029<br>9        | 2030<br>10       | 2031<br>11        | 2032<br>12        | 2033<br>13        | 2034<br>14        |                   |                   |
| <b>Real Property Assessed Value and Tax Revenue (Residential)</b> |                  |                |                  |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                   |                   |                   |
| <b>Redeveloped Residential Assessed Value</b>                     | \$ 8,820,000     | \$ 8,820,000   | \$ 9,084,600     | \$ 9,084,600     | \$ 9,357,138     | \$ 9,357,138     | \$ 9,637,852     | \$ 9,637,852     | \$ 9,926,988     | \$ 9,926,988     | \$ 10,224,797     | \$ 10,224,797     | \$ 10,531,541     | \$ 10,531,541     |                   |                   |
| <b>% complete</b>   | 50%              | 100%           | 100%             | 100%             | 100%             | 100%             | 100%             | 100%             | 100%             | 100%             | 100%              | 100%              | 100%              | 100%              |                   |                   |
| <b>Adjusted Assessed Value</b>                                    | \$ 4,410,000     | \$ 8,820,000   | \$ 9,084,600     | \$ 9,084,600     | \$ 9,357,138     | \$ 9,357,138     | \$ 9,637,852     | \$ 9,637,852     | \$ 9,926,988     | \$ 9,926,988     | \$ 10,224,797     | \$ 10,224,797     | \$ 10,531,541     | \$ 10,531,541     |                   |                   |
| <b>BASE Assessment</b>  | \$ 997,250       | \$ 997,250     | \$ 1,027,168     | \$ 1,027,168     | \$ 1,057,983     | \$ 1,057,983     | \$ 1,089,722     | \$ 1,089,722     | \$ 1,122,414     | \$ 1,122,414     | \$ 5,112,399      | \$ 5,112,399      | \$ 5,265,771      | \$ 5,265,771      |                   |                   |
| <b>Residential Share of BASE</b>                                  | \$ -             | \$ -           | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 5,112,399      | \$ 5,112,399      | \$ 5,265,771      | \$ 5,265,771      |                   |                   |
| <b>Real Property Taxes (BUILD)</b>                                |                  |                |                  |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                   |                   |                   |
| State of Missouri1  | \$0.030          | 0.39%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 1,534          | \$ 1,534          | \$ 1,580          | \$ 1,580          |                   |                   |
| County General  | \$0.186          | 2.44%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 9,509          | \$ 9,509          | \$ 9,794          | \$ 9,794          |                   |                   |
| County Health Fund  | \$0.125          | 1.64%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 6,390          | \$ 6,390          | \$ 6,582          | \$ 6,582          |                   |                   |
| County Park Maintenance   | \$0.044          | 0.58%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 2,249          | \$ 2,249          | \$ 2,317          | \$ 2,317          |                   |                   |
| County Bond Retire  | \$0.019          | 0.25%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 971            | \$ 971            | \$ 1,000          | \$ 1,000          |                   |                   |
| Roads and Bridges   | \$0.093          | 1.22%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 4,755          | \$ 4,755          | \$ 4,897          | \$ 4,897          |                   |                   |
| St. Louis Community College                                       | \$0.199          | 2.61%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 10,153         | \$ 10,153         | \$ 10,458         | \$ 10,458         |                   |                   |
| Special School District   | \$1.108          | 14.55%         | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 56,630         | \$ 56,630         | \$ 58,329         | \$ 58,329         |                   |                   |
| Metropolitan Zoo Museum District                                  | \$0.255          | 3.35%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 13,032         | \$ 13,032         | \$ 13,422         | \$ 13,422         |                   |                   |
| University City Library District                                  | \$0.345          | 4.53%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 17,638         | \$ 17,638         | \$ 18,167         | \$ 18,167         |                   |                   |
| University City School District                                   | \$4.400          | 57.78%         | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 224,946        | \$ 224,946        | \$ 231,694        | \$ 231,694        |                   |                   |
| Metropolitan Sewer District                                       | \$0.108          | 1.41%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 5,506          | \$ 5,506          | \$ 5,671          | \$ 5,671          |                   |                   |
| City of University City   | \$0.620          | 8.14%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 31,697         | \$ 31,697         | \$ 32,648         | \$ 32,648         |                   |                   |
| Dev. Disability - Productive Living Board                         | \$0.084          | 1.10%          | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 4,294          | \$ 4,294          | \$ 4,423          | \$ 4,423          |                   |                   |
| <b>Total Tax Rate</b>   | <b>\$7.615</b>   | <b>100.00%</b> | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ <b>389,304</b> | \$ <b>389,304</b> | \$ <b>400,983</b> | \$ <b>400,983</b> |                   |                   |
| <b>Real Property Assessed Value and Tax Revenue (Commercial)</b>  |                  |                |                  |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                   |                   |                   |
| <b>Redeveloped Commercial Assessed Value</b>                      | \$ 3,990,000     | \$ 3,990,000   | \$ 4,109,700     | \$ 4,109,700     | \$ 4,232,991     | \$ 4,232,991     | \$ 4,359,981     | \$ 4,359,981     | \$ 4,490,780     | \$ 4,490,780     | \$ 4,625,504      | \$ 4,625,504      | \$ 4,764,269      | \$ 4,764,269      |                   |                   |
| <b>% complete</b>   | 50%              | 100%           | 100%             | 100%             | 100%             | 100%             | 100%             | 100%             | 100%             | 100%             | 100%              | 100%              | 100%              | 100%              |                   |                   |
| <b>Adjusted Assessed Value</b>                                    | \$ 1,995,000     | \$ 3,990,000   | \$ 4,109,700     | \$ 4,109,700     | \$ 4,232,991     | \$ 4,232,991     | \$ 4,359,981     | \$ 4,359,981     | \$ 4,490,780     | \$ 4,490,780     | \$ 4,625,504      | \$ 4,625,504      | \$ 4,764,269      | \$ 4,764,269      |                   |                   |
| <b>BASE Assessment</b>  | \$ 997,250       | \$ 997,250     | \$ 1,027,168     | \$ 1,027,168     | \$ 1,057,983     | \$ 1,057,983     | \$ 1,089,722     | \$ 1,089,722     | \$ 1,122,414     | \$ 1,122,414     | \$ 2,312,752      | \$ 2,312,752      | \$ 2,382,134      | \$ 2,382,134      |                   |                   |
| <b>Commercial Share of PILOT</b>                                  | \$ 997,250       | \$ 997,250     | \$ 1,027,168     | \$ 1,027,168     | \$ 1,057,983     | \$ 1,057,983     | \$ 1,089,722     | \$ 1,089,722     | \$ 1,122,414     | \$ 1,122,414     | \$ 2,312,752      | \$ 2,312,752      | \$ 2,382,134      | \$ 2,382,134      |                   |                   |
| <b>Real Property Taxes (BUILD)</b>                                |                  |                |                  |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                   |                   |                   |
| State of Missouri1  | \$0.030          | 0.30%          | \$ 299           | \$ 299           | \$ 299           | \$ 299           | \$ 299           | \$ 299           | \$ 299           | \$ 299           | \$ 299            | \$ 299            | \$ 694            | \$ 694            | \$ 715            | \$ 715            |
| County General  | \$0.176          | 1.77%          | \$ 1,755         | \$ 1,755         | \$ 1,755         | \$ 1,755         | \$ 1,755         | \$ 1,755         | \$ 1,755         | \$ 1,755         | \$ 1,755          | \$ 1,755          | \$ 4,070          | \$ 4,070          | \$ 4,193          | \$ 4,193          |
| County Health Fund  | \$0.118          | 1.18%          | \$ 1,177         | \$ 1,177         | \$ 1,177         | \$ 1,177         | \$ 1,177         | \$ 1,177         | \$ 1,177         | \$ 1,177         | \$ 1,177          | \$ 1,177          | \$ 2,729          | \$ 2,729          | \$ 2,811          | \$ 2,811          |
| County Park Maintenance   | \$0.042          | 0.42%          | \$ 419           | \$ 419           | \$ 419           | \$ 419           | \$ 419           | \$ 419           | \$ 419           | \$ 419           | \$ 419            | \$ 419            | \$ 971            | \$ 971            | \$ 1,000          | \$ 1,000          |
| County Bond Retire  | \$0.019          | 0.19%          | \$ 189           | \$ 189           | \$ 189           | \$ 189           | \$ 189           | \$ 189           | \$ 189           | \$ 189           | \$ 189            | \$ 189            | \$ 439            | \$ 439            | \$ 453            | \$ 453            |
| Roads and Bridges   | \$0.088          | 0.88%          | \$ 878           | \$ 878           | \$ 878           | \$ 878           | \$ 878           | \$ 878           | \$ 878           | \$ 878           | \$ 878            | \$ 878            | \$ 2,035          | \$ 2,035          | \$ 2,096          | \$ 2,096          |
| St. Louis Community College                                       | \$0.199          | 1.99%          | \$ 1,981         | \$ 1,981         | \$ 1,981         | \$ 1,981         | \$ 1,981         | \$ 1,981         | \$ 1,981         | \$ 1,981         | \$ 1,981          | \$ 1,981          | \$ 4,593          | \$ 4,593          | \$ 4,731          | \$ 4,731          |
| Special School District   | \$1.108          | 11.12%         | \$ 11,047        | \$ 11,047        | \$ 11,047        | \$ 11,047        | \$ 11,047        | \$ 11,047        | \$ 11,047        | \$ 11,047        | \$ 11,047         | \$ 11,047         | \$ 25,618         | \$ 25,618         | \$ 26,387         | \$ 26,387         |
| Metropolitan Zoo Museum District                                  | \$0.255          | 2.56%          | \$ 2,542         | \$ 2,542         | \$ 2,542         | \$ 2,542         | \$ 2,542         | \$ 2,542         | \$ 2,542         | \$ 2,542         | \$ 2,542          | \$ 2,542          | \$ 5,895          | \$ 5,895          | \$ 6,072          | \$ 6,072          |
| University City Library District                                  | \$0.365          | 3.66%          | \$ 3,640         | \$ 3,640         | \$ 3,640         | \$ 3,640         | \$ 3,640         | \$ 3,640         | \$ 3,640         | \$ 3,640         | \$ 3,640          | \$ 3,640          | \$ 8,442          | \$ 8,442          | \$ 8,695          | \$ 8,695          |
| University City School District                                   | \$5.070          | 50.89%         | \$ 50,561        | \$ 50,561        | \$ 50,561        | \$ 50,561        | \$ 50,561        | \$ 50,561        | \$ 50,561        | \$ 50,561        | \$ 50,561         | \$ 50,561         | \$ 117,257        | \$ 117,257        | \$ 120,774        | \$ 120,774        |
| Metropolitan Sewer District                                       | \$0.108          | 1.08%          | \$ 1,074         | \$ 1,074         | \$ 1,074         | \$ 1,074         | \$ 1,074         | \$ 1,074         | \$ 1,074         | \$ 1,074         | \$ 1,074          | \$ 1,074          | \$ 2,491          | \$ 2,491          | \$ 2,566          | \$ 2,566          |
| City of University City   | \$0.610          | 6.12%          | \$ 6,083         | \$ 6,083         | \$ 6,083         | \$ 6,083         | \$ 6,083         | \$ 6,083         | \$ 6,083         | \$ 6,083         | \$ 6,083          | \$ 6,083          | \$ 14,108         | \$ 14,108         | \$ 14,531         | \$ 14,531         |
| Dev. Disability - Productive Living Board                         | \$0.075          | 0.75%          | \$ 748           | \$ 748           | \$ 748           | \$ 748           | \$ 748           | \$ 748           | \$ 748           | \$ 748           | \$ 748            | \$ 748            | \$ 1,735          | \$ 1,735          | \$ 1,787          | \$ 1,787          |
| <b>Total Tax Rate</b>   | <b>\$8.262</b>   | <b>82.93%</b>  | \$ <b>82,392</b> | \$ <b>82,392</b> | \$ <b>82,392</b> | \$ <b>82,392</b> | \$ <b>82,392</b> | \$ <b>82,392</b> | \$ <b>82,392</b> | \$ <b>82,392</b> | \$ <b>82,392</b>  | \$ <b>82,392</b>  | \$ <b>191,077</b> | \$ <b>191,077</b> | \$ <b>196,810</b> | \$ <b>196,810</b> |
| <b>Commercial Real Property Tax Surcharge</b>                     |                  |                |                  |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                   |                   |                   |
| <b>Total</b>  |                  |                |                  |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                   |                   |                   |
| Total County Commercial Surcharge                                 | \$1.700          |                |                  |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                   |                   |                   |
| <i>Amount to Project-Relevant Jurisdictions</i>                   |                  |                |                  |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                   |                   |                   |
| State of Missouri   | \$0.0066         | 0.07%          | \$ 66            | \$ 66            | \$ 66            | \$ 66            | \$ 66            | \$ 66            | \$ 66            | \$ 66            | \$ 66             | \$ 66             | \$ 153            | \$ 153            | \$ 157            | \$ 157            |
| County General  | \$0.0771         | 0.77%          | \$ 768           | \$ 768           | \$ 768           | \$ 768           | \$ 768           | \$ 768           | \$ 768           | \$ 768           | \$ 768            | \$ 768            | \$ 1,782          | \$ 1,782          | \$ 1,836          | \$ 1,836          |
| County Health Fund  | \$0.0661         | 0.66%          | \$ 659           | \$ 659           | \$ 659           | \$ 659           | \$ 659           | \$ 659           | \$ 659           | \$ 659           | \$ 659            | \$ 659            | \$ 1,528          | \$ 1,528          | \$ 1,573          | \$ 1,573          |
| County Park Maintenance   | \$0.0110         | 0.11%          | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110            | \$ 110            | \$ 255            | \$ 255            | \$ 262            | \$ 262            |
| County Bond Retire  | \$0.0569         | 0.57%          | \$ 567           | \$ 567           | \$ 567           | \$ 567           | \$ 567           | \$ 567           | \$ 567           | \$ 567           | \$ 567            | \$ 567            | \$ 1,316          | \$ 1,316          | \$ 1,356          | \$ 1,356          |
| Roads and Bridges   | \$0.0396         | 0.40%          | \$ 395           | \$ 395           | \$ 395           | \$ 395           | \$ 395           | \$ 395           | \$ 395           | \$ 395           | \$ 395            | \$ 395            | \$ 916            | \$ 916            | \$ 944            | \$ 944            |
| St. Louis Community College                                       | \$0.0484         | 0.49%          | \$ 483           | \$ 483           | \$ 483           | \$ 483           | \$ 483           | \$ 483           | \$ 483           | \$ 483           | \$ 483            | \$ 483            | \$ 1,120          | \$ 1,120          | \$ 1,154          | \$ 1,154          |
| Special School District   | \$0.1178         | 1.18%          | \$ 1,175         | \$ 1,175         | \$ 1,175         | \$ 1,175         | \$ 1,175         | \$ 1,175         | \$ 1,175         | \$ 1,175         | \$ 1,175          | \$ 1,175          | \$ 2,724          | \$ 2,724          | \$ 2,806          | \$ 2,806          |
| Metropolitan Zoo Museum District                                  | \$0.0522         | 0.52%          | \$ 521           | \$ 521           | \$ 521           | \$ 521           | \$ 521           | \$ 521           | \$ 521           | \$ 521           | \$ 521            | \$ 521            | \$ 1,208          | \$ 1,208          | \$ 1,244          | \$ 1,244          |
| County Library  | \$0.0398         | 0.40%          | \$ 397           | \$ 397           | \$ 397           | \$ 397           | \$ 397           | \$ 397           | \$ 397           | \$ 397           | \$ 397            | \$ 397            | \$ 921            | \$ 921            | \$ 949            | \$ 949            |
| University City School District                                   | \$0.0120         | 0.12%          | \$ 119           | \$ 119           | \$ 119           | \$ 119           | \$ 119           | \$ 119           | \$ 119           | \$ 119           | \$ 119            | \$ 119            | \$ 277            | \$ 277            | \$ 285            | \$ 285            |
| Metropolitan Sewer District                                       | \$0.0110         | 0.11%          | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110            | \$ 110            | \$ 255            | \$ 255            | \$ 263            | \$ 263            |
| City of University City   | \$0.0001         | 0.00%          | \$ 1             | \$ 1             | \$ 1             | \$ 1             | \$ 1             | \$ 1             | \$ 1             | \$ 1             | \$ 1              | \$ 1              | \$ 2              | \$ 2              | \$ 2              | \$ 2              |
| Sheltered Workshop  | \$0.0110         | 0.11%          | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110           | \$ 110            | \$ 110            | \$ 255            | \$ 255            | \$ 262            | \$ 262            |
| <i>Amount to Project-Relevant Jurisdiction:</i>                   | \$1.1504         | 11.55%         | \$ 11,472        | \$ 11,472        | \$ 11,472        | \$ 11,472        | \$ 11,472        | \$ 11,472        | \$ 11,472        | \$ 11,472        | \$ 11,472         | \$ 11,472         | \$ 26,606         | \$ 26,606         | \$ 27,404         | \$ 27,404         |
| <b>Total Commercial Surcharge</b>                                 | <b>\$1.7000</b>  | <b>17.07%</b>  | \$ <b>16,953</b> | \$ <b>16,953</b> | \$ <b>16,953</b> | \$ <b>16,953</b> | \$ <b>16,953</b> | \$ <b>16,953</b> | \$ <b>16,953</b> | \$ <b>16,953</b> | \$ <b>16,953</b>  | \$ <b>16,953</b>  | \$ <b>39,317</b>  | \$ <b>39,317</b>  | \$ <b>40,496</b>  | \$ <b>40,496</b>  |

|    | 2035<br>15     | 2036<br>16     | 2037<br>17     | 2038<br>18     | 2039<br>19     | 2040<br>20     | 2041<br>21     | 2042<br>22     | 2043<br>23     | 2044<br>24     | 2045<br>25     |
|----|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| \$ | 10,847,487     | 10,847,487     | 11,172,912     | 11,172,912     | 11,508,099     | 11,508,099     | 11,853,342     | 11,853,342     | 12,208,943     | 12,208,943     | 12,575,211     |
|    | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           |
| \$ | 10,847,487     | 10,847,487     | 11,172,912     | 11,172,912     | 11,508,099     | 11,508,099     | 11,853,342     | 11,853,342     | 12,208,943     | 12,208,943     | 12,575,211     |
| \$ | 5,423,744      | 5,423,744      | 5,586,456      | 5,586,456      | 5,754,050      | 5,754,050      | 5,926,671      | 5,926,671      | 6,104,471      | 6,104,471      | 6,287,606      |
| \$ | 5,423,744      | 5,423,744      | 5,586,456      | 5,586,456      | 5,754,050      | 5,754,050      | 5,926,671      | 5,926,671      | 6,104,471      | 6,104,471      | 6,287,606      |
| \$ | 1,627          | 1,627          | 1,676          | 1,676          | 1,726          | 1,726          | 1,778          | 1,778          | 1,831          | 1,831          | 1,886          |
| \$ | 10,088         | 10,088         | 10,391         | 10,391         | 10,703         | 10,703         | 11,024         | 11,024         | 11,354         | 11,354         | 11,695         |
| \$ | 6,780          | 6,780          | 6,983          | 6,983          | 7,193          | 7,193          | 7,408          | 7,408          | 7,631          | 7,631          | 7,860          |
| \$ | 2,386          | 2,386          | 2,458          | 2,458          | 2,532          | 2,532          | 2,608          | 2,608          | 2,686          | 2,686          | 2,767          |
| \$ | 1,031          | 1,031          | 1,061          | 1,061          | 1,093          | 1,093          | 1,126          | 1,126          | 1,160          | 1,160          | 1,195          |
| \$ | 5,044          | 5,044          | 5,195          | 5,195          | 5,351          | 5,351          | 5,512          | 5,512          | 5,677          | 5,677          | 5,847          |
| \$ | 10,772         | 10,772         | 11,095         | 11,095         | 11,428         | 11,428         | 11,770         | 11,770         | 12,123         | 12,123         | 12,487         |
| \$ | 60,079         | 60,079         | 61,881         | 61,881         | 63,738         | 63,738         | 65,650         | 65,650         | 67,619         | 67,619         | 69,648         |
| \$ | 13,825         | 13,825         | 14,240         | 14,240         | 14,667         | 14,667         | 15,107         | 15,107         | 15,560         | 15,560         | 16,027         |
| \$ | 18,712         | 18,712         | 19,273         | 19,273         | 19,851         | 19,851         | 20,447         | 20,447         | 21,060         | 21,060         | 21,692         |
| \$ | 238,645        | 238,645        | 245,804        | 245,804        | 253,178        | 253,178        | 260,774        | 260,774        | 268,597        | 268,597        | 276,655        |
| \$ | 5,841          | 5,841          | 6,017          | 6,017          | 6,197          | 6,197          | 6,383          | 6,383          | 6,575          | 6,575          | 6,772          |
| \$ | 33,627         | 33,627         | 34,636         | 34,636         | 35,675         | 35,675         | 36,745         | 36,745         | 37,848         | 37,848         | 38,983         |
| \$ | 4,556          | 4,556          | 4,693          | 4,693          | 4,833          | 4,833          | 4,978          | 4,978          | 5,128          | 5,128          | 5,282          |
| \$ | <b>413,013</b> | <b>413,013</b> | <b>425,403</b> | <b>425,403</b> | <b>438,165</b> | <b>438,165</b> | <b>451,310</b> | <b>451,310</b> | <b>464,849</b> | <b>464,849</b> | <b>478,795</b> |
| \$ | 4,907,197      | 4,907,197      | 5,054,413      | 5,054,413      | 5,206,045      | 5,206,045      | 5,362,226      | 5,362,226      | 5,523,093      | 5,523,093      | 5,688,786      |
|    | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           | 100%           |
| \$ | 4,907,197      | 4,907,197      | 5,054,413      | 5,054,413      | 5,206,045      | 5,206,045      | 5,362,226      | 5,362,226      | 5,523,093      | 5,523,093      | 5,688,786      |
| \$ | 2,453,598      | 2,453,598      | 2,527,206      | 2,527,206      | 2,603,023      | 2,603,023      | 2,681,113      | 2,681,113      | 2,761,547      | 2,761,547      | 2,844,393      |
| \$ | 2,453,598      | 2,453,598      | 2,527,206      | 2,527,206      | 2,603,023      | 2,603,023      | 2,681,113      | 2,681,113      | 2,761,547      | 2,761,547      | 2,844,393      |
| \$ | 736            | 736            | 758            | 758            | 781            | 781            | 804            | 804            | 828            | 828            | 853            |
| \$ | 4,318          | 4,318          | 4,448          | 4,448          | 4,581          | 4,581          | 4,719          | 4,719          | 4,860          | 4,860          | 5,006          |
| \$ | 2,895          | 2,895          | 2,982          | 2,982          | 3,072          | 3,072          | 3,164          | 3,164          | 3,259          | 3,259          | 3,356          |
| \$ | 1,031          | 1,031          | 1,061          | 1,061          | 1,093          | 1,093          | 1,126          | 1,126          | 1,160          | 1,160          | 1,195          |
| \$ | 466            | 466            | 480            | 480            | 495            | 495            | 509            | 509            | 525            | 525            | 540            |
| \$ | 2,159          | 2,159          | 2,224          | 2,224          | 2,291          | 2,291          | 2,359          | 2,359          | 2,430          | 2,430          | 2,503          |
| \$ | 4,873          | 4,873          | 5,019          | 5,019          | 5,170          | 5,170          | 5,325          | 5,325          | 5,484          | 5,484          | 5,649          |
| \$ | 27,179         | 27,179         | 27,994         | 27,994         | 28,834         | 28,834         | 29,699         | 29,699         | 30,590         | 30,590         | 31,507         |
| \$ | 6,254          | 6,254          | 6,442          | 6,442          | 6,635          | 6,635          | 6,834          | 6,834          | 7,039          | 7,039          | 7,250          |
| \$ | 8,956          | 8,956          | 9,224          | 9,224          | 9,501          | 9,501          | 9,786          | 9,786          | 10,080         | 10,080         | 10,382         |
| \$ | 124,397        | 124,397        | 128,129        | 128,129        | 131,973        | 131,973        | 135,932        | 135,932        | 140,010        | 140,010        | 144,211        |
| \$ | 2,643          | 2,643          | 2,722          | 2,722          | 2,803          | 2,803          | 2,888          | 2,888          | 2,974          | 2,974          | 3,063          |
| \$ | 14,967         | 14,967         | 15,416         | 15,416         | 15,878         | 15,878         | 16,355         | 16,355         | 16,845         | 16,845         | 17,351         |
| \$ | 1,840          | 1,895          | 1,895          | 1,895          | 1,952          | 1,952          | 2,011          | 2,011          | 2,071          | 2,071          | 2,133          |
| \$ | <b>202,714</b> | <b>202,714</b> | <b>208,795</b> | <b>208,795</b> | <b>215,059</b> | <b>215,059</b> | <b>221,511</b> | <b>221,511</b> | <b>228,156</b> | <b>228,156</b> | <b>235,001</b> |
| \$ | 162            | 162            | 167            | 167            | 172            | 172            | 177            | 177            | 182            | 182            | 188            |
| \$ | 1,891          | 1,891          | 1,947          | 1,947          | 2,006          | 2,006          | 2,066          | 2,066          | 2,128          | 2,128          | 2,192          |
| \$ | 1,621          | 1,621          | 1,669          | 1,669          | 1,719          | 1,719          | 1,771          | 1,771          | 1,824          | 1,824          | 1,879          |
| \$ | 270            | 270            | 278            | 278            | 287            | 287            | 295            | 295            | 304            | 304            | 313            |
| \$ | 1,396          | 1,396          | 1,438          | 1,438          | 1,481          | 1,481          | 1,526          | 1,526          | 1,571          | 1,571          | 1,619          |
| \$ | 972            | 972            | 1,001          | 1,001          | 1,032          | 1,032          | 1,062          | 1,062          | 1,094          | 1,094          | 1,127          |
| \$ | 1,188          | 1,188          | 1,224          | 1,224          | 1,261          | 1,261          | 1,299          | 1,299          | 1,338          | 1,338          | 1,378          |
| \$ | 2,890          | 2,890          | 2,977          | 2,977          | 3,066          | 3,066          | 3,158          | 3,158          | 3,253          | 3,253          | 3,350          |
| \$ | 1,281          | 1,281          | 1,320          | 1,320          | 1,359          | 1,359          | 1,400          | 1,400          | 1,442          | 1,442          | 1,485          |
| \$ | 977            | 977            | 1,007          | 1,007          | 1,037          | 1,037          | 1,068          | 1,068          | 1,100          | 1,100          | 1,133          |
| \$ | 294            | 294            | 303            | 303            | 312            | 312            | 321            | 321            | 331            | 331            | 340            |
| \$ | 271            | 271            | 279            | 279            | 287            | 287            | 296            | 296            | 305            | 305            | 314            |
| \$ | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              |
| \$ | 270            | 270            | 278            | 278            | 287            | 287            | 295            | 295            | 304            | 304            | 313            |
| \$ | 28,226         | 28,226         | 29,073         | 29,073         | 29,945         | 29,945         | 30,843         | 30,843         | 31,769         | 31,769         | 32,722         |
| \$ | <b>41,711</b>  | <b>41,711</b>  | <b>42,963</b>  | <b>42,963</b>  | <b>44,251</b>  | <b>44,251</b>  | <b>45,579</b>  | <b>45,579</b>  | <b>46,946</b>  | <b>46,946</b>  | <b>48,355</b>  |



# VI. URBAN REDEVELOPMENT CORPORATION CERTIFICATE

# STATE OF MISSOURI



**John R. Ashcroft**  
**Secretary of State**

## CERTIFICATE OF AGREEMENT OR ASSOCIATION

WHEREAS, Articles of Agreement or Association of

*8400 DELMAR REDEVELOPMENT CORPORATION*  
*RD001393961*

have been received and filed in the Office of the Secretary of State, which Articles, in all respects, comply with the requirements of Urban Redevelopment Corporations Law.

NOW, THEREFORE, I, JOHN R. ASHCROFT, Secretary of State of the State of Missouri, do by virtue of the authority vested in me by law, do hereby certify and declare this entity a body corporate, duly organized this date and that it is entitled to all rights and privileges granted corporations organized under the Urban Redevelopment Corporations Law.

IN TESTIMONY WHEREOF, I hereunto set my hand and cause to be affixed the GREAT SEAL of the State of Missouri. Done at the City of Jefferson, this 20th day of February, 2020.

  
Secretary of State



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DATA AND ANALYSIS OF CONDITIONS  
REPRESENTING A “BLIGHTED AREA”  
FOR THE  
DELCREST PLAZA 353 REDEVELOPMENT AREA

FEBRUARY 10, 2020

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**DEVELOPMENT STRATEGIES®**  
guiding effective decisions in  
real estate, community, and economic development



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# **DATA AND ANALYSIS OF CONDITIONS REPRESENTING A “BLIGHTED AREA”**

FOR THE

## **DELCREST PLAZA 353 REDEVELOPMENT AREA**

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February 10, 2020

February 10, 2020

To Whom It May Concern:

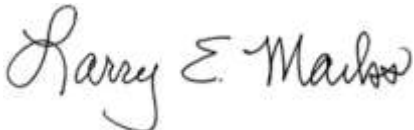
Reference is made to the accompanying “Data and Analysis of Conditions Representing a ‘Blighted Area’ for the Delcrest Plaza 353 Redevelopment Area” in University City, Missouri prepared by the undersigned.

Please be advised that, based upon the results of the above referenced study, the undersigned has determined that the area described in the study (the “Redevelopment Area”) is a “blighted area” as such term is defined in Section 353.020(2) of the Missouri Revised Statutes, as amended.

The Redevelopment Area suffers from a multitude of physical, social, and economic deficiencies including age, obsolescence, inadequate or outmoded design or physical deterioration, creating economic and social liabilities, and these conditions are conducive to ill health, transmission of disease, crime or the inability to pay reasonable taxes.

This report describes and documents those conditions that, without the incentives available under Chapter 353, will further erode the Redevelopment Area’s viability and continue its economic and social liability for the City of University City, its residents, and the other taxing districts that depend upon it as a revenue source.

DEVELOPMENT STRATEGIES, INC.  
Real Estate, Community and Economic Development Consultants



Larry Marks, AIA, AICP  
Principal

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# 1.0 INTRODUCTION

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## STUDY AREA

Development Strategies was tasked with a study of the Delcrest Plaza 353 Redevelopment Area (the “Redevelopment Area” or “Area”), which is a single parcel (Locator No. 18K430172) containing approximately 2.19 acres in University City, Missouri (the “City”). The Redevelopment Area is located at 8400 Delmar Boulevard in the southeast quadrant of the Delmar Boulevard and Interstate 170 interchange (see *Aerial Photograph* of Redevelopment Area). The Redevelopment Area is bounded by Delmar Boulevard to the north, Delcrest Drive to the east, the northern property line of Gladys & Henry Crown Center Senior Apartments to the south, and a private road and the Centennial Greenway to the west.



## **HISTORICAL DEVELOPMENT**

The Redevelopment Area is located in the central eastern portion of St. Louis County, Missouri in University City. Throughout the post-settlement period of the nineteenth century the area was lightly populated with small family farms and homes on small acreages. In the 1890's the St. Louis, Kansas City & Colorado Railroad was constructed through the area. Around 1900, the St. Louis Belt & Terminal Railroad built a parallel line. The land east of the Redevelopment Area was subdivided for single family homes in the late 1930's. Following the Second World War, the area grew residentially and Delmar Boulevard was extended to Price Road. Beginning in the 1950's, commercial growth occurred with the opening of the Oakbrook Shopping Center on the north side of Delmar Boulevard. Interstate 170, built as Missouri 725 or the Innerbelt, set the stage for the commercialization of the Delmar interchange in the late 1960's.

Based on a review of reverse directories and telephone books, the Redevelopment Area was active in 1967 in its present use with Delcrest Plaza occupied by retail establishments including a salon, an ice cream parlor, dry cleaners, and office tenants, including medical offices, accountants, and insurance agents.

## **EXISTING DEVELOPMENT**

The Redevelopment Area contains approximately 2.19 acres of land. Roughly 1.82 acres (73%) are used for surface parking, circulation, and some limited open space. The primary structure (8420 Building) in the Area consists of commercial space below a four-stories of office space. In total, the Area contains approximately 60,000 gross square feet of development. The ground floor and lower level of the 8420 Building contain approximately 29,130 gross square feet of retail and service space. Floors 2 through 5 contain approximately 28,400 gross square feet of office space.

In addition, there is a 2,470 gross square foot, freestanding, one-story structure on the property that is occupied by a crafts store.

## **EXISTING ZONING**

The Redevelopment Area is zoned GC – General Commercial. The City's zoning code defines GC areas as those areas that “ Provides for commercial activities in the central business district and along the major arterials”. A wide variety of uses are permitted under this zoning designation including offices, hotels/motels, restaurants, fast food, and retail.

## **NEIGHBORING DEVELOPMENT**

The Redevelopment Area is surrounded by a variety of uses. To the immediate north is the Oakbrook Shopping Center and a mix of homes and apartments. To the south are senior apartments and recently constructed multi-family units. On the east is located a recently

constructed Walgreen's drug store. To the immediate west of the Redevelopment Area is the Centennial Greenway and Trail and Interstate 170, built on the former railroad rights-of-way.



## **DATA GATHERING METHODOLOGY**

This study of the Redevelopment Area has been conducted and complies with the specific requirements of Section 353.020(2) RSMo, as amended.

Fieldwork was performed during August, 2019 through February 2020. The parcel and building was inspected and rated by Development Strategies' personnel experienced in such evaluations. The occupancy of the building and parcel were also catalogued. In addition, a visual inspection was made of the condition of the surface parking lot, curbs, sidewalks and open space within the Redevelopment Area.

In addition, data regarding ownership, parcel size, building square footage, and date of construction, were obtained from real estate information available from St. Louis County and the property owner.

Real estate tax assessments for 2009 through 2019 were obtained from records of the St. Louis County Assessor's Office. This allowed aggregate tax assessments to be calculated for the Redevelopment Area and comparisons to be made, where appropriate.

Finally, photographs were taken of representative blighting conditions (see Appendix B).

## 2.0 SUMMARY AND CONCLUSIONS

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### SUMMARY

This document undertakes, first, to identify those particular factors that might constitute and contribute to an overall, area-wide blighted condition and then, second, to make an objective determination whether or not those factors in aggregate justify a finding that the Redevelopment Area is blighted pursuant to the “Urban Redevelopment Corporations Law”, Chapter 353, RSMo, as amended (“Chapter 353”) RSMo.

Section 353.020(2) of Chapter 353 defines a “blighted area” as,

*“that portion of the city within which the legislative authority of such city determines that by reason of age, obsolescence, inadequate or outmoded design or physical deterioration have become economic and social liabilities, and that such conditions are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes.”*

Based on the research conducted by Development Strategies’ staff, and information obtained from various records of St. Louis County and the current owner, the Redevelopment Area is “blighted” by reason of age, obsolescence, inadequate or outmoded design or physical deterioration, and has become an economic and social liability; such conditions are conducive to ill health, transmission of disease, crime, or the inability to pay reasonable taxes. Key factors in reaching this determination of blight are summarized and described in greater detail in the following sections of this report.

### Age of Existing Building

The structures in the Delcrest Plaza Redevelopment Area were built in 1966. Thirty-five years of age is generally used as criterion for identifying older buildings that are likely to experience electrical and mechanical problems, as well as a tendency for gradual overall deterioration, unless they are very well maintained and updated regularly. This is clearly not the case in the Redevelopment Area.

### Obsolescence

Development in the Redevelopment Area was determined to be obsolete because:

- The significant vacancy (75%) of the gross rentable square footage.
- Extensive vacancy (85%) of the ground floor commercial gross square footage of the commercial space in the 8420 Building.
- Continuing trend of tenants leaving the 8420 Building.



## **Inadequate or Outmoded Design**

The 8420 Building is inadequate or outmoded as represented by:

- The inadequate and inefficient provisions for heating and cooling.
- Lack of sprinkler fire suppression system.
- The lack of accessible physical connections to the public sidewalks along Delmar Boulevard.
- Lack of ADA compliant entry to main lobby of office building and ground floor commercial space
- Lack of ADA accessible elevator service.
- Lack of ADA compliant restrooms
- Lack of accessible entry doors to office suites.
- Lack of ADA compliant signage
- Confusing and dangerous access points to Redevelopment Area from Delmar Boulevard.

## **Physical Deterioration**

As identified by the field study conducted by Development Strategies, there is physical deterioration throughout the 8420 Building as illustrated by:

- Failing asbestos containing window sealants.
- Water penetration resulting in mildew and mold.
- Deteriorated window air-handling units.
- Old and deteriorated building HVAC systems.
- Old and frequent maintenance dependent mechanical, elevator, and communication systems.
- Damaged floor and ceiling tiles.
- Site conditions (driveways, parking areas, and landscaped areas), which are classified as being in “poor” condition.

As a result of the previously mentioned blighting factors, the Redevelopment Area is an economic liability and social liability as reflected by:

## **Economic Liability**

- The underutilization of the Redevelopment Area given its prime location near the Delmar Boulevard and Interstate 170 interchange – the only one in University City.
- The existing building condition and vacancy in the Redevelopment Area, which inhibits new investment and creates a burden on the City.

- A decline in assessed value of 26% for improvements in the Redevelopment Area over the past decade, while the total assessed value for University City has increased by roughly 50% during the same period.

### **Social Liability**

- The lack of accessible pedestrian routes and building entries for disabled or aging individuals.
- Lack of ADA compliant accessibility within the 8420 Building for disabled and aging population, particularly given the number of medically related tenants of the building
- Decreased revenues for City and County services due to the economic underutilization of the Redevelopment Area.

### **Conditions Conducive to Ill Health, Transmission of Disease or Crime**

- Health concerns due presence of mildew and mold.
- Potential injury due to poor condition of parking lot and sidewalks
- Environmental contamination from asbestos and lead-based paint.
- Potential risk of fire from excessive vacant, unattended space, and lack of sprinkler system

### **Inability to Pay Reasonable Taxes**

The Redevelopment Area has failed to attract new investment and sufficient reinvestment in the existing building and infrastructure, and the existing development is outdated and obsolete. As a result, the City has not been able to capitalize on the Area’s location along the I-170 commercial corridor to generate needed taxes to provide city services to residents.

### **FINDING OF BLIGHT**

As summarized above, and discussed in detail in the balance of this report, the data demonstrates that conditions in the Redevelopment Area are above the established threshold standards for blight under Chapter 353 RSMo. The data supports a finding that the Redevelopment Area is blighted by reason of age, obsolescence, inadequate or outmoded design or physical deterioration, has become an economic and social liability, and that such conditions are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes.

Looking beyond the individual factors of blight described here, it is important to understand the collective impact of these factors. The Redevelopment Area is clearly not adequately contributing to the economic and social welfare of the City and its residents. It is an area of economic underutilization, particularly given its potential to capitalize on the

considerable benefits of its location near the recently enhanced Interstate 170 and Delmar Boulevard interchange.

The high cost of extensively rehabilitating an old and obsolete building effectively precludes, in most instances, investment in redevelopment that capitalizes on the location assets that the Area enjoys. Without access to the powers of redevelopment under Chapter 353, the Area will likely continue to be economically underutilized and fail to produce fiscal and economic benefits necessary to contribute to the long term viability of University City.

### 3.0 BLIGHTING FACTORS

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As described below, the Redevelopment Area suffers from a variety of blighting factors, including age of development, obsolescence, inadequate or outmoded design, and physical deterioration, which have become economic and social liabilities; such conditions are conducive to ill health, transmission of disease, crime or the inability to pay reasonable taxes.

#### AGE OF BUILDING

Although the age of a building does not automatically constitute a blighted condition, older structures, unless well maintained and updated regularly, tend to have problems with their electrical and mechanical systems, and often suffer from deferred maintenance, functional obsolescence, and gradual overall deterioration. Such is the case in the Redevelopment Area. The current structures were built in 1966, making them significantly older than 35 years old, which is generally used as criteria for identifying older buildings that are likely to experience electrical and mechanical problems, and a tendency for gradual overall deterioration. No significant renovation has occurred during the last fifty-three years.

#### OBSOLESCENCE

The 8420 Building has outlived its usefulness and lost its functional utility. This is illustrated by the significant vacancy of both the commercial and office space. In total, the existing rentable square footage is approximately 25% occupied. The problem is particularly acute with respect to the ground floor commercial space of the 8420 Building which is only 15% occupied and would be in need of significant renovation before any new occupancy could occur.

The obsolescence is further illustrated by the continuing decline in tenants, with tenants leaving each month.

#### INADEQUATE OR OUTMODED DESIGN

The Redevelopment Area suffers from a number of issues in regard to design, now considered either outmoded or inadequate. As previously mentioned, the structures in the Area were built over 50 years ago and have not been upgraded.

**Inadequate and Inefficient HVAC** -- The windows on the 8420 Building are single pane leading to significant inefficient heating and cooling problems that do not meet

modern standards. In addition, the heating and air conditioning systems have not been upgraded since the structure was constructed in 1966. To address these problems, a number of office suites have installed highly inefficient window units. This further gives the impression of being outmoded and outdated, especially when coupled with the previously discussed vacancy issues, particularly on the ground floor.

**Lack of Fire Suppression Systems** –The 8420 Building does not have a sprinkler fire suppression system, which would clearly be required today for current building uses.

**Lack of ADA Accessibility** – Accessible parking is inadequate. One accessible parking space is provided throughout the surface parking lot in the Redevelopment Area, which does not meet ADA requirements. In addition, ramps and walks have damaged surfaces, signage is faded, and the striping of parking spaces is seriously faded. Transition indicators are not provided as specified by ADA requirements.

There is no accessible pedestrian route provided to connect with the public sidewalk along Delmar Boulevard or the METRO bus route serving the area. As a result, the Redevelopment Area inhibits pedestrian movement and is not in compliance with the requirements of the Americans with Disabilities Act (ADA).

Automatic electric door assists are not provided at the entry to the office lobby of the 8420 Building and ground level commercial spaces.

Within the 4820 Building, the restrooms throughout the structure do not provide adequate fixture approach space or turning radius and do not comply with ADA requirements. Sink fixtures, towel and soap dispensers, and entry doors are inaccessible.

ADA compliant directional signage is non-existent in the 8420 Building.

The elevators serving the upper floors of the building feature inaccessible hallway call buttons and interior cab panels.

Interior office doors utilize doorknobs, as opposed to lever style handles, and are not code compliant.

**Outmoded Delmar Access** – Access to Delcrest Plaza from Delmar exhibits a design that is dangerous and would not be permitted today, particularly given the high traffic volume at the I-170 interchange. The private road along the west side of the

Redevelopment Area is roughly 100 feet from the exit ramp from I-170 and only approximately 50 feet from the first curb cut to the Delcrest Plaza parking lot, which is located roughly 40 feet from another curb cut. This series of traffic movements is confusing and hazardous.

## **PHYSICAL DETERIORATION**

The structures and parking areas in the Redevelopment Area exhibit varying levels of physical deterioration. Taken together, they contribute to conditions that are both unsafe and unattractive and thereby constitute a deterrent to attracting new tenants to the Area.

**Poor Condition of 8420 Building** - The building was found to require “major” repairs, meaning it has various levels of physical deterioration that contribute to the existing blighting conditions. Field investigation and a tour with management personnel revealed a number of structural and system deficiencies.

Window seals throughout the office space have deteriorated and separated from the window glass in numerous cases.

Rainwater penetration was observed, which has resulted in mold and mildew in a number of spaces.

Building systems throughout the main structure show signs of age and wear, including both the building and individual room air-handling units.

It was noted that the elevator and mechanical systems are original to the building and require frequent maintenance to maintain appropriate operation.

Areas of the building were observed to contain clutter and debris throughout, damaged floor and ceiling tile, and abandoned office and electronic equipment.

**Site Improvements** -- The Redevelopment Area suffers from a variety of deteriorated site improvements (driveways, parking lot, and landscape maintenance) that significantly detract from the safety and appearance of the Area and the ability to attract and retain tenants and visitors. The field survey revealed extensive deterioration of the parking lot surfaces, signage and curbing, deteriorated storm water inlets, uneven and cracked surface of sidewalk ramps, and dead or over matured plantings and a lack of renewed landscaping. Accumulated litter and debris was also noted around the exterior of the structure.

## ECONOMIC LIABILITY

As a result of the blighting factors previously discussed, the Redevelopment Area constitutes an economic liability. University City is a mature city that is surrounded by other cities and therefore has no opportunity to expand its corporate limits. Subsequently, a major opportunity for economic growth is through redevelopment of existing areas and buildings. Given the extensive vacancy and underutilization of the existing building and the key location at the I-170 and Delmar Boulevard interchange (the only interchange serving University City), the Redevelopment Area is clearly underutilized and significantly short of the economic benefit it could provide for the City and other taxing jurisdictions. The economic decline in the Redevelopment Area is illustrated by the significant building vacancy.

As indicated by the following table, the Redevelopment Area has also seen a significant decrease in assessed value over the last ten years, particularly with respect to the assessed value of improvements, which have declined 26%. It is also important to note that while the total assessed value of the Redevelopment Area has decreased by 16 % since 2009, the total assessed value of property in University City has increased by roughly 50% during this same period.

| CHANGE IN ASSESSED VALUE 2009 - 2019<br>IN THE 8400 DELMAR 353 REDEVELOPMENT AREA |           |              |             |
|---|-----------|--------------|-------------|
| Year  | Land      | Improvements | Total       |
| 2009  | \$457,890 | \$730,980    | \$1,188,870 |
| 2019  | \$457,890 | \$539,360    | \$997,250   |
| % change  | 0%        | -26%         | -16%        |

Source: St. Louis County Assessor's Office

The clear conclusion of this analysis of the Redevelopment Area's relative inability to pay reasonable taxes is that it is failing to contribute to the economic and fiscal wellbeing of the University City, St. Louis County, University City School District, and other taxing jurisdictions. The Area is economically underutilized and is not producing the taxes to contribute to economic growth and greater prosperity required to support public services and public infrastructure required by the city's residents, businesses, and property owners. This is despite the Area's strategic commercial location in the city and region.

## **SOCIAL LIABILITY**

The Redevelopment Area has also become a social liability, by virtue of its age, inadequate or outmoded design and physical deterioration. The lack of ADA-compliant improvements within Delcrest Plaza makes access and use on the part of disabled and elderly individuals difficult and unsafe. This is especially important given the number of medically related tenants and the growing elderly population as the Baby Boomers age.

The high vacancy, coupled with the deferred maintenance issues, in the Redevelopment Area, which is particularly visible to a visitor, tends to foster an image of decline that typically results in an unwillingness of the public to return. This negative image has a depressing effect on neighboring development at this key location in University City.

In addition, the economic underutilization of the Redevelopment Area results in a decrease in revenues for City and County services such as schools, libraries, health services, and police and fire protection.

## **CONDITIONS CONDUCTIVE TO ILL HEALTH, TRANSMISSION OF DISEASE OR CRIME**

As a result of its age, inadequate or outmoded design and physical deterioration, the Redevelopment Area has also become conducive to ill health, transmission of disease or crime.

**Mold** -- Water damage from storm water penetration has created an environment conducive to the growth and spread of mold and mildew in a number of the office spaces, potentially affecting other areas of the building and the tenants.

**Poor Parking Lot Condition** -- The poor condition of the parking lot contributes to the potential for tenants and visitors falling and hurting themselves.

**Environmental Contamination** – Inspection of the interior of the 8420 Building indicated the presence of a variety of building materials that contain quantities of asbestos. A preliminary estimate of \$500,000 has been identified to remediate these conditions.

Given that the structures in the Area were constructed before 1980, they have a high probability of containing lead based paints.

Old fluorescent light fixture ballasts that probably contain PCBs and air conditioning coolants from existing window units, many of which are abandoned on the floors of office suites, create additional hazards.



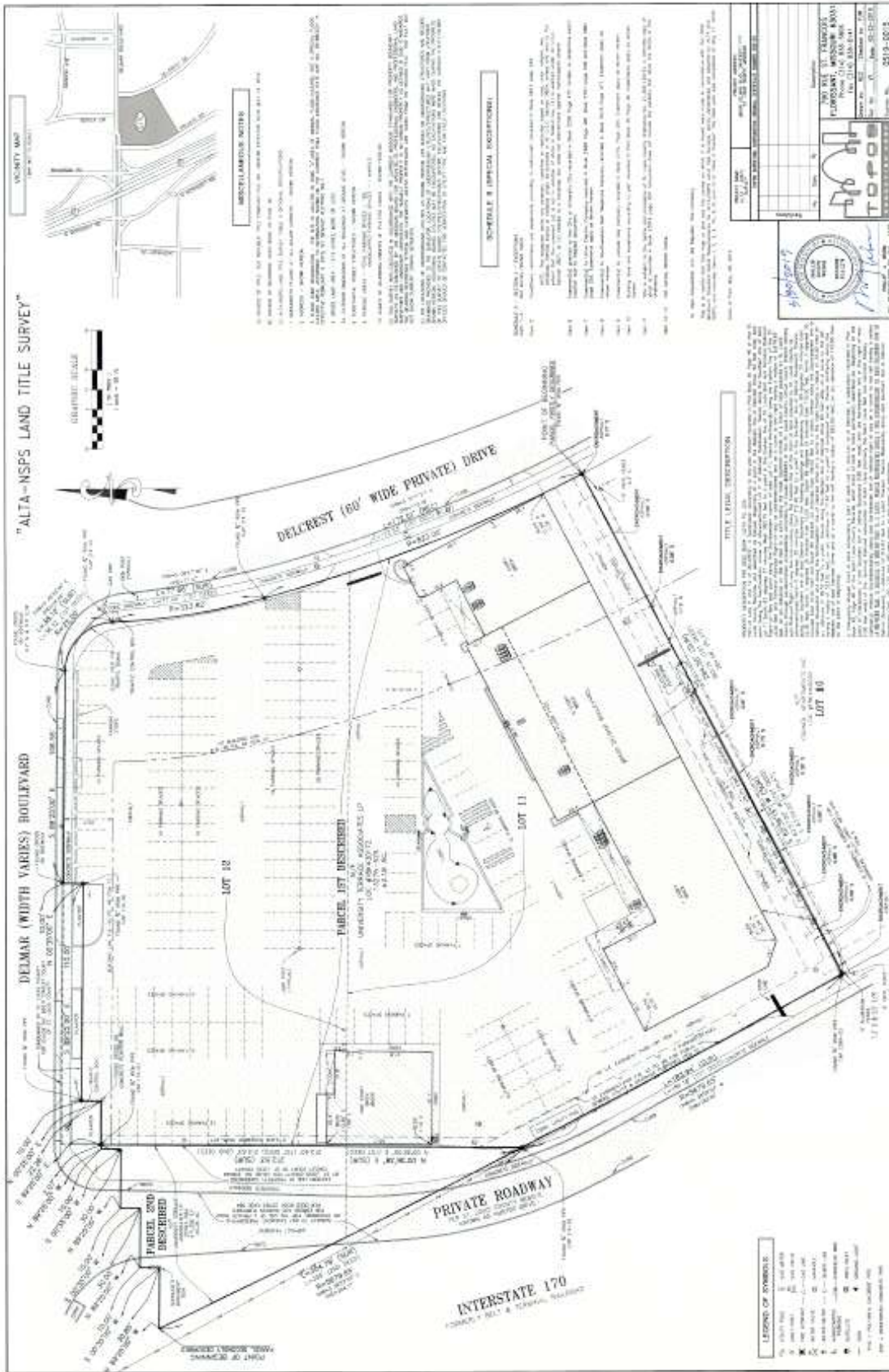
**Fire Risk** -- The excessive vacancy in the Redevelopment Area also creates a danger to building occupants and visitors resulting from an increased risk of fires. Fires are more likely to occur in vacant structures as a result of lack of maintenance, faulty wiring and debris. This is a particular concern where significant grease exists where restaurants were former occupants. In addition, the lack of occupancy creates a situation where a fire can quickly get out of control before someone can report a fire in its early stages. The lack of a sprinkler system compounds the injury concerns.

## **INABILITY TO PAY REASONABLE TAXES**

The failure of the Redevelopment Area to attract new investment and sufficient reinvestment in the existing building and infrastructure, coupled with general obsolescence and decline of existing development, has created a downward pressure on the ability to pay reasonable taxes. The fact that the Redevelopment Area contains significant vacant space represents a major loss of tax revenue for the City and other taxing jurisdictions, which include the State of Missouri, St. Louis County, the University City School District, Metro, and the Regional Parks and Recreation District.

**APPENDIX A**

**LEGAL DESCRIPTION OF DELCREST PLAZA 353 REDEVELOPMENT AREA**



## LEGAL DESCRIPTION

In the County of St. Louis, State of Missouri:

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, and described as follows: Beginning at a point in the Western line of Delcrest Drive, 60 feet wide, said point being the Southeastern corner of aforementioned Lot 11 of Delcrest Subdivision; thence along the Southern line of said Lot 11 South 62 degrees 37 minutes West 283.75 feet to a point in the Eastern line of St. Louis Belt and Terminal Railroad Right-of-Way said point being the Southwestern corner of said Lot 11; thence Northwardly along the Eastern line of the St. Louis Belt and Terminal Railroad Right-of-Way as aforementioned and on a curve to the right having a radius of 3,679.65 feet, an arc distance of 184.18 feet to a point being the most Southern corner of a tract of land acquired by St. Louis County through condemnation proceedings according to Cause #258494 of the St. Louis County Circuit Court; thence leaving said Railroad Right-of-way line and running along the Eastern line of the tract of land acquired by St. Louis County as aforementioned North 0 degrees 35 minutes East 212.40 feet to a point in the Southern line of Delmar Boulevard; thence along the Southern line of said Delmar Boulevard the following bearings and dimensions; South 89 degrees 25 minutes East 22.26 feet North 0 degrees 35 minutes East 10.00 feet, South 89 degrees 25 minutes East 110.00 feet, North 0 degrees 35 minutes East 10.00 feet and South 89 degrees 25 minutes East 106.55 feet to a point; thence along the southwestern line of Delmar Boulevard and along the Northwestern line of Delcrest Drive on a curve to the right having a radius of 25.00 feet an arc distance of 38.32 feet to a point; thence along the Western line of Delcrest Drive 60 feet wide, on a curve to the left having a radius of 323.82 feet, an arc distance of 77.45 feet to a point of compound curve; thence continuing along the Western line of said Delcrest Drive and on a curve to the left having a radius of 822.00 feet, an arc distance of 172.65 feet to the point of beginning. A triangularly shaped tract of land comprising a part of each Lot 11 and Lot 12 of Delcrest, a subdivision recorded in Plat Book 45, Page 46 of the Saint Louis County Records, which tract of land is more particularly described as: Beginning at the point of intersection of the Southern line of Delmar Boulevard (180 feet wide) with the Northeastern line of the right of way (100 feet wide) of the Terminal Railroad Association of Saint Louis (formerly the Saint Louis Belt and Terminal Railway Company); thence Southeastwardly along said Northeastern line of railroad right of way on a curve to the left having a radius of 5679.65 feet, a distance of 205.00 feet to a point; thence Northwardly along a line perpendicular to said Southern line of Delmar Boulevard, a distance of 212.63 feet to a point thereon; thence Westwardly along said Southern line of Delmar Boulevard (140, 150, 170 and 180 feet wide) to the point of beginning.

Address: 8400 Delmar Boulevard  
St. Louis, MO 63124

Locator Number: 18K 430 172

**APPENDIX B**  
**PHOTOGRAPHS OF BLIGHTED CONDITIONS**



Poor Delcrest Plaza signage



8420 Building with window AC units



Deteriorated storm water inlet and parking surface area



Deteriorated parking surface and sidewalk



Vacant ground level retail spaces



Poor impression of vacant space from 8420 Building lobby entrance





Inaccessible elevator hallway call buttons



Inaccessible drinking fountain



Narrow and inaccessible entry space in restrooms of 8420 Building



Deteriorated brick column at main entry of 8420 Building



Indication of water penetration fifth floor west office space of 8420 Building



Exposed wiring and panels to public hallway of 8420 Building



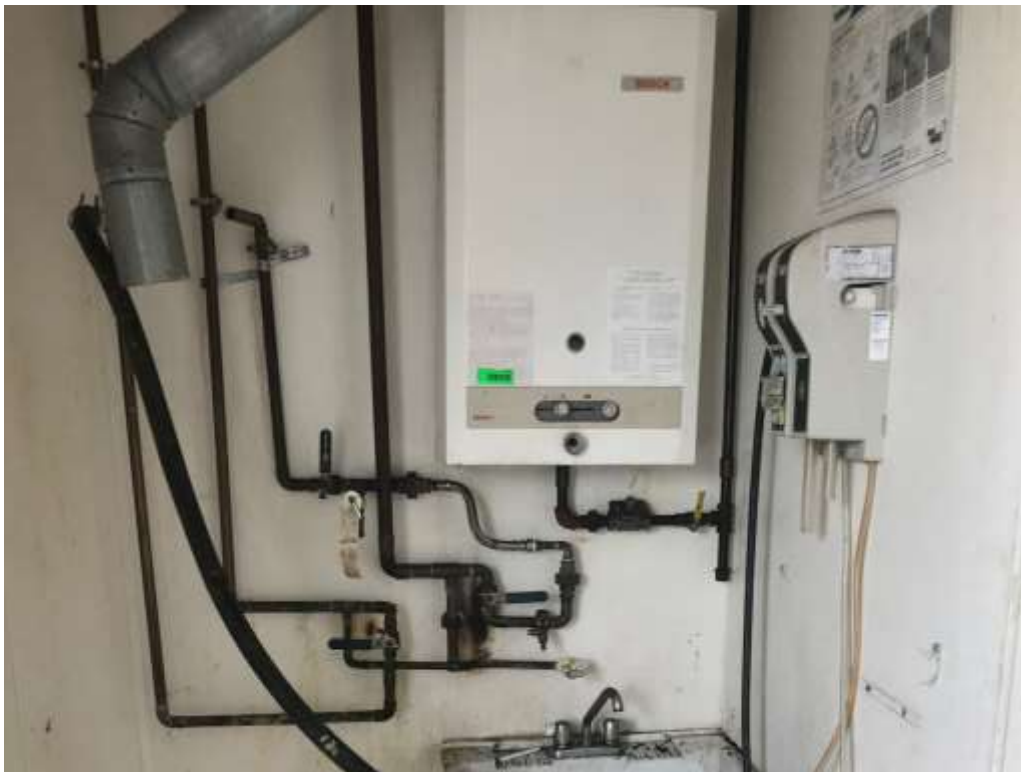
Water penetration lower level entry of 8420 Building



Presence of mold or mildew in former restaurant space of 8420 Building



Accumulated materials in vacant retail space of 8420 Building



Plumbing in former restaurant space of 8420 Building



Deteriorated walls and flooring on lower level of former restaurant space of 8420 Building



Evidence of mold or mildew in former restaurant space of 8420 Building



Original boiler for 8420 Building heating plant



Obsolete communications wiring in utility area of 8420 Building



**Department of Community Development**

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

**STAFF REPORT**

MEETING DATE: September 23, 2020

FILE NUMBER: PC 20-09

COUNCIL DISTRICT: 2

Applicant: Union Corporate Realty, LLC (Attn: Louis A Vlasaty  
(property owner under contract)

Location: 7800 – 7812 Groby Road

Request: Zoning Map Amendment (rezoning) from “SR” –  
Single Family Residential District to “LC” – Limited  
Commercial District

Existing Land Use: Institutional

Proposed Land Use:

Surrounding Land Use / Proposed Land Use

|        |                              |                            |
|--------|------------------------------|----------------------------|
| North: | Commercial                   | Commercial                 |
| East:  | GC & SR District's           | Single-Family              |
| South: | SR-Single Family Residential | Single – Family            |
| West:  | GC & SR Districts            | Single Family & Commercial |

COMPREHENSIVE PLAN CONFORMANCE

Yes     No     No reference

STAFF RECOMMENDATION

Approval     Approval with Conditions in Resolution     Denial

ATTACHMENTS

- A. Preliminary Development Plan
- B. Appendix



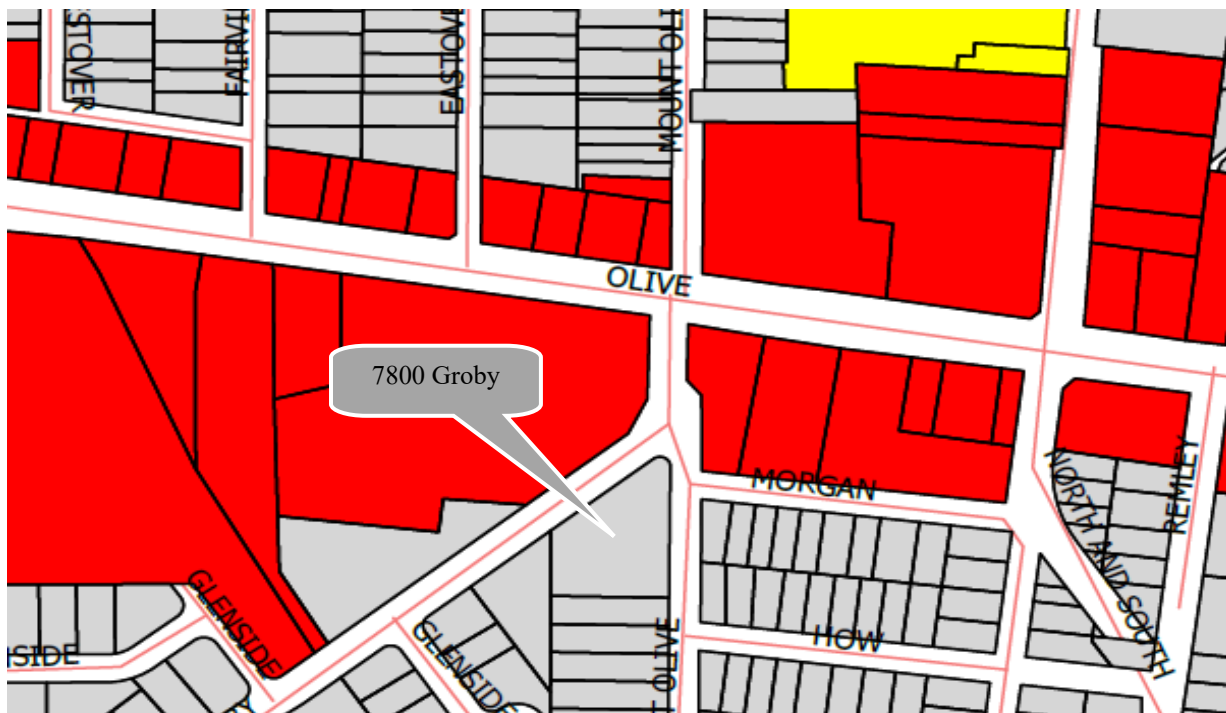
### Existing Property

The subject site consists of two lots that are approximately 1.29 Acres in size. It is located within a triangular area at the intersection of Groby and Mount Olive. There is an existing legal Church use located at 7800 Groby and a vacant lot at 7812 Groby. The surrounding parcels include residential single family and commercial uses.

### Parcel Location



### Surrounding Zoning



## Aerial Overhead



### Applicant's Request

The applicant is requesting that the subject properties be rezoned from "SR" – Single Family Residential District to an "LC" – Limited Commercial District. The intent is to renovate the existing building and convert it to an office use.

### Analysis

The primary issue is the appropriateness of changing the zoning, of the subject properties, from "SR" – Single Family Residential District to "LC" – Limited Commercial District. Specifically, the question that needs to be addressed is if the map amendment will negatively impact the surrounding properties.

When considering the request staff evaluated the potential impact that any permitted or conditional use of the LC underlying zoning district could have on the surrounding parcels. As a result, staff identified the "Intent and Purpose" of the LC District. Section 400.420 identifies the "Intent and Purpose" of the district as the following;

*The "LC" Limited Commercial District is intended to accommodate limited retail and service businesses at locations within or adjacent to residential neighborhoods. Such retail and service establishments are intended to serve a relatively small and local market area or are of such character and intensity which are compatible with the surrounding neighborhood.*

The surrounding neighborhood / parcels consists of both commercial and single-family residential uses. The location of this site is nestled within the transitional zoning and use that exists. The proposed LC zoning district is less intense than the existing "GC" – General Commercial zoning district that is to the north.

**Conclusion/Recommendation**

Based on the preceding considerations, staff is of the opinion that the requested rezoning is appropriate and reasonable and would not create a detrimental impact on the surrounding area. Thus, staff recommends approval of the Zoning Map Amendment from “SR” – Single Family Residential District to “LC” – Limited Commercial District.



Department of Community Development

6801 Delmar Boulevard • University City, Missouri 63130 • 314-505-8500 • Fax: 314-862-3168

APPLICATION FOR ZONING MAP AMENDMENT: 7800-7812 GROBY ROAD
Address / Location / Site of Building

1. Current Zoning District (Check one):
\_\_\_ CC \_\_\_ GC \_\_\_ HR \_\_\_ HRO \_\_\_ IC \_\_\_ LC \_\_\_ LR \_\_\_ MR \_\_\_ PA \_\_\_ PD [X] SR

2. Proposed Zoning District (Check one):
\_\_\_ CC \_\_\_ GC \_\_\_ HR \_\_\_ HRO \_\_\_ IC [X] LC \_\_\_ LR \_\_\_ MR \_\_\_ PA \_\_\_ PD \_\_\_ SR

3. State proposed use:
OFFICE BUILDING; SCHOOLS; DAYCARE OR OTHER COMPATIBLE
USES UNDER THE LC ZONING DISTRICT

4. Describe existing premises:
SEE EXHIBIT B ATTACHED

5. Describe proposed construction (please attach additional narrative):
SEE EXHIBIT C ATTACHED

6. State applicant's name, address and daytime telephone number:
UNION CORPORATE REALTY LLC ATTN: LOUIS A. VLASATY
8123 DELMAR BLVD UNIVERSITY CITY, MO 63130
314-721-5327

7. Applicant's interest in the property (check one):
\_\_\_ Owner \_\_\_ Tenant [X] Under contract to purchase \_\_\_ Under contract to lease
\_\_\_ Other (specify):

8. State name and address and daytime telephone number of owner, if other than applicant:
ST. LOUIS METRO BAPTIST ASSOCIATION 3859 FEE FEE ROAD BRIDGETON, MO
314-571-7579 63044

[X] Other (specify):
LEGAL DESCRIPTION EXHIBIT A; SURVEY EXHIBIT D; ZONING MAP EXHIBIT "E"

The undersigned hereby makes application for a Site Plan Review and requests the authorization of the City Council to proceed with the activities described in this application.

9/13/20
Date

[Signature] member
Applicant's Signature and Title

FOR OFFICE USE ONLY

Date: \_\_\_\_\_ Application first received of \_\_\_\_\_

Application fee in the amount of \$ \_\_\_\_\_ Receipt # \_\_\_\_\_



*First American*

# Exhibit A

## ALTA Commitment for Title Insurance

ISSUED BY

**First American Title Insurance Company  
National Commercial Services**

Issuing Office's ALTA® Registry ID:

Commitment/File No: NCS-1019304-STLO

PARCEL NO. 1: A TRACT OF LAND BEING PART OF LOT 6 OF GROBY'S SUBDIVISION IN SECTION 4, TOWNSHIP 45 NORTH, RANGE 6 EAST, A PLAT OF WHICH SUBDIVISION IS RECORDED IN PLAT BOOK 8 PAGE 25 OF THE ST. LOUIS CITY (FORMER COUNTY) RECORDS AND BEING DESCRIBED AS; BEGINNING AT A SPIKE SET AT THE INTERSECTION OF THE SOUTHEAST LINE OF GROBY ROAD; 60 FEET WIDE AND THE WEST LINE OF MOUNT OLIVE AVENUE, 25 FEET WIDE, THENCE RUNNING ALONG THE SOUTHEAST LINE OF GROBY ROAD, SOUTH 52 DEGREES 6 MINUTES WEST 270,76 FEET TO AN OLD IRON PIPE; THENCE LEAVING SAID ROAD LINE AND RUNNING SOUTH 0 DEGREES 52 MINUTES WEST 121.78 FEET TO AN IRON PIPE SET AT THE NORTHWEST CORNER OF LOT 8 OF MOUNT OLIVE PARK, A PLAT OF WHICH SUBDIVISION IS RECORDED IN PLAT BOOK 55 PAGE 2 OF THE ST. LOUIS COUNTY RECORDS, THENCE RUNNING ALONG THE NORTH LINE OF SAID LOT 8 OF MOUNT OLIVE PARK AND ITS DIRECT CONTINUATION EASTWARDLY, SOUTH 89 DEGREES 8 MINUTES EAST 211.11 FEET TO A POINT IN THE WEST LINE OF MOUNT OLIVE AVENUE, 25 FEET WIDE, THENCE RUNNING ALONG THE WEST LINE OF MOUNT OLIVE AVENUE. NORTH 0 DEGREES 52 MINUTES EAST 291.23 FEET MORE OR LESS, TO THE POINT OF BEGINNING, AND BEING SITUATED IN ST. LOUIS COUNTY, MISSOURI; EXCEPTING THEREFROM THAT PART DEDICATED FOR HIGHWAY PURPOSES FOR MOUNT OLIVE AVENUE, ACCORDING TO PLAT RECORDED IN PLAT BOOK 76 PAGE 47 OF THE ST, LOUIS COUNTY, MISSOURI, RECORDS.

PARCEL NO. 2: PART OF LOT 6 OF GROBY'S SUBDIVISION IN SECTION 4 TOWNSHIP 45 NORTH RANGE 6 EAST, DESCRIBED AS FOLLOWS: BEGINNING AT AN OLD IRON PIPE IN THE SOUTHEASTERN LINE OF GROBY ROAD, BEING THE NORTHWESTERN CORNER OF A PART OF SAID LOT 6 DEvised TO MARGUERITE L. SEWING BY WILL OF PAUL E. SCHEIDER, DECEASED, THENCE SOUTH 0 DEGREES 52 MINUTES WEST 284.49 FEET TO AN IRON PIPE, THENCE NORTH 33 DEGREES 34 1/2 MINUTES WEST 222.50 FEET TO AN IRON PIPE IN THE SOUTHEAST LINE OF GROBY ROAD AND THENCE NORTH 52 DEGREES 10 MINUTES EAST 161.25 FEET TO THE POINT OF BEGINNING; AND BEING SITUATED IN ST. LOUIS COUNTY, MISSOURI.

*This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions.*

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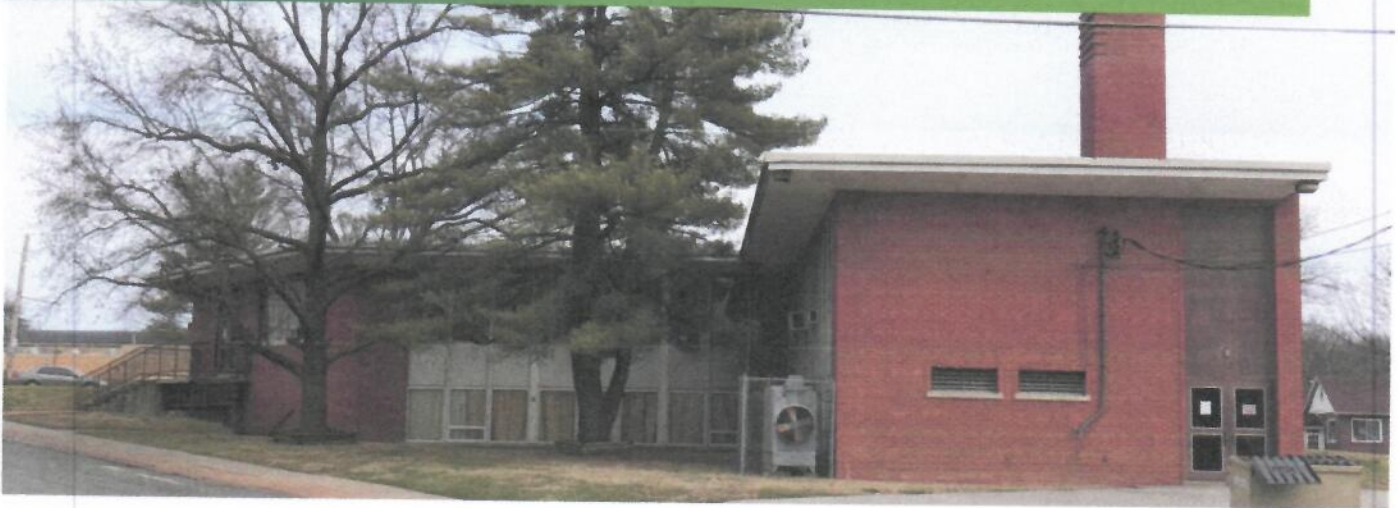
FOR SALE

# 14,052 SF CHURCH/OFFICE BUILDING

7800

GROBY ROAD

University City, MO 63130



## PROPERTY INFORMATION

- + 14,052 SF on 2 levels
- + Top level has classrooms and office area
- + Lower level has an open area and kitchen area
- + Restrooms on both levels
- + Additional land for parking lot expansion
- + Close to Hanley and Olive intersection
- + Less than 10 minutes from Clayton Central Business District
- + Monument signage available

**SALE PRICE: \$425,000**



## CONTACT INFO

### DAVE RANDOLPH

First Vice President

314 655 6006

dave.randolph@cbre.com

### CBRE, INC.

190 Carondelet Plaza

Suite 1400

St. Louis, MO 63105

FOR SALE

# 14,052 SF CHURCH/OFFICE BUILDING

7800  
GROBY ROAD  
University City, MO 63130



## PROPERTY AERIAL



## PROPERTY PHOTOS



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## EXHIBIT C

### DESCRIPTION OF PROPOSED CONSTRUCTION

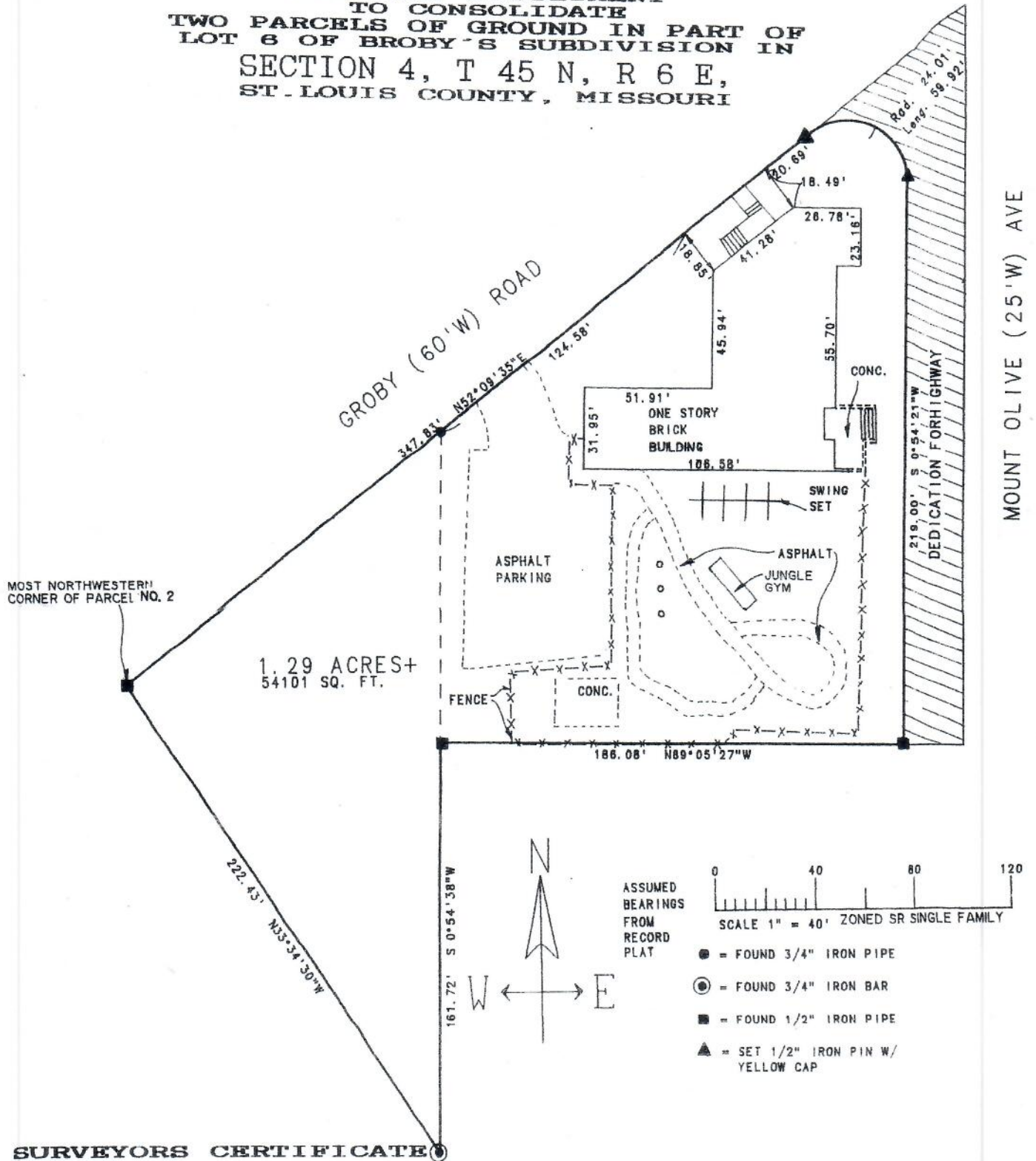
The building was built in 1961 and is an example of Mid-Century Modern architecture. Our intention is to maintain as much of the original architecture as possible. The main functioning systems of the building have reached the end of their useful life. We intend to replace the main operating systems of the building. This would include; installing a new roof, possibly including a solar panel system to the roof under the University City's current solar initiative; installing a new heating and cooling system; all plumbing in the bathrooms would be replaced and/or updated; the front entrance would have new and updated windows and doors installed. All the plaster eaves on the building would be repaired, restored and cleaned. The outside bricks would be steam cleaned and tuck pointed where needed. All new flooring would be installed. All lighting would be replaced with LED lighting. The building would be made handicap accessible. The parking lot will be sealed and stripped.

Other renovations will be made depending on the specific needs of the potential tenants.



# Exhibit D

## BOUNDARY ADJUSTMENT TO CONSOLIDATE TWO PARCELS OF GROUND IN PART OF LOT 6 OF GROBY'S SUBDIVISION IN SECTION 4, T 45 N, R 6 E, ST. LOUIS COUNTY, MISSOURI



This is to certify that we have, at the request of St. Louis Metro Baptist Assoc., executed a survey of and Boundary Adjustment Plat to Consolidate two parcels of ground in part of Lot 6 of GROBY'S SUBDIVISION in Section 4, Township 45 North, Range 6 East, St. Louis County, Missouri, as described in Book 10446, Page 1310 of the St. Louis County Land Records, Being more particularly described as follows: Beginning at a found iron pin on the Southern Right of Way of Groby (60'W) Road, said pin also marking the most Northwestern corner of Parcel No. 2 of said Book & Page; Thence following said Southern Right of Way, N 52°09'35"E, 347.83' to a set iron pin, said pin



Exhibit E - ZONING MAP