



Plan Commission

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

AGENDA

PLAN COMMISSION MEETING

Wednesday, October 25, 2023 at 6:30 pm

Location: Hybrid meeting (both in-person and virtual* attendance options)

Heman Park Community Center

975 Pennsylvania Avenue

**For virtual meeting details, see next page.*

1. Roll Call

2. Approval of Minutes

- a. September 27, 2023 Plan Commission Minutes

3. Public Comments – (Limited to 3 minutes for individual’s comments, 5 minutes for representatives of groups or organizations.)

4. Old Business

5. New Business

a. **TXT-23-04**

Applicant: Subtext Acquisitions, LLC

Request: Text Amendment to sections 400.760, 400.780, 400.1190, 400.2130 of the zoning code

VOTE REQUIRED

b. **REZ-23-02**

Applicant: Subtext Acquisitions, LLC

Request: Map Amendment from Core Commercial District (CC) to Planned Development – Mixed-Use (PD-M) and to further consider approval of a Preliminary Development Plan

Location: 6630-6654 Delmar Boulevard

VOTE REQUIRED

c. **SUB-23-02**

Applicant: Subtext Acquisitions, LLC

Request: Approval of a consolidation plat

Location: 6630-6654 Delmar Boulevard

VOTE REQUIRED

6. Other Business

7. Reports

- a. Council Liaison Report
- b. Housing & Third Ward Revitalization Task Force Report

8. Adjournment



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VIRTUAL MEETING DETAILS

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Heman Park Community Center

975 Pennsylvania Avenue

**For virtual meeting details, see below:*

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

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Citizen Participation

Comments may be sent via email to: jwagner@ucitymo.org or mailed to the City Hall – 6801 Delmar Blvd. – Attention John L. Wagner, Director of Planning and 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 nonagenda item, and a name and address are not provided, the provided comment will not be recorded in the official record.



MEETING MINUTES (DRAFT)

PLAN COMMISSION

Location: Heman Park Community Center (975 Pennsylvania Ave) and via Videoconference (Zoom)
Wednesday, September 27, 2023 at 6:30pm

The Plan Commission held its regular session on Wednesday, September 27, 2023 at Heman Park Community Center and via Zoom. The meeting commenced at 6:30 pm and adjourned at 8:45 pm.

Call to Order – (6:30 pm) Chairwoman Holly called the meeting to order.

1. Roll Call

Present

- Al Fleischer Jr.
- Charles Gascon
- Mark Harvey
- Ellen Hartz
- Margaret Holly
- Patricia McQueen
- Tori Gonzalez (joined 7:26 pm)

Absent

- Jeff Hales (Council Liaison)

Staff Present

- Mary Kennedy, Planner
- John Wagner, Director of Planning & Development

2. Approval of Minutes

- a. July 26, 2023 – Approved with no corrections
- b. August 16, 2023 – Approved with three minor corrections

3. Public Comments – none

4. Old Business – none

5. New Business

Chair Holly recommended amending the agenda so that CUP-23-05 would be first on the agenda, followed by the Draft 2023 Comprehensive Plan and the Working Session. The Commission approved the amended order of business.

a. CUP-23-05

Applicant: Malika Johnson, Morning Star Academy

Request: Conditional Use Permit (CUP) to allow for the operation of a daycare center at 6523 Olive Boulevard

Address: 6523 Olive Boulevard

PUBLIC HEARING, VOTE REQUIRED

Chair Margaret Holly introduced the Conditional Use Permit application and reminded the Commission and audience of the review criteria.

John Wagner, Director of Planning & Development, presented the staff report.

The applicant, Malukah Johnson was present and added that the proposed daycare center would be their second location, but first location in University City.

The public hearing was opened at 6:45 pm. There were no public comments, and the public hearing was closed at 6:45 pm.

Commissioners asked the applicant a few questions related to obtaining written approval from the property owner for the use of parking spaces on the adjacent property (both the subject and adjacent property are under the same ownership); the previous daycare facility that existed on the subject property; whether most of the children would be University City residents; and clarification on which floor the daycare would be located on.

Commissioner McQueen motioned to recommend the Conditional Use Permit to City Council.

Additional discussion was had regarding the property's flood history. Ms. Johnson informed the Commission that she had the space tested for mold and inspected to ensure it was safe for a daycare facility, which is required by the state.

The motion passed with 6 ayes and 0 nays.

b. Draft 2023 Comprehensive Plan

Request: Recommendation of the draft 2023 Comprehensive Plan

Commissioner Gascon introduced the draft comprehensive plan along with a final round of recommended edits, which shared with the Commission in advance of the meeting.

The first set of recommended edits (pages 2-5 of the "Discussion Agenda" document) consisted of changes that were discussed and approved in advance by the Comprehensive Plan Subcommittee of the Plan Commission. Commissioner Gascon motioned to approve this first set of edits. The motion passed with 6 ayes and 0 nays.

The second set of recommended edits (page 1 of the "Discussion Agenda") included minor edits that the Comprehensive Plan Subcommittee did not have a chance to review and approve in advance of the meeting. These edits were discussed line by line, beginning with the "minor changes". Commissioner Fleischer motioned to approve the "minor changes" on page 1 of the "Discussion Agenda". The motion passed with 6 ayes and 0 nays.

The Plan Commission continued discussing the other edits on page 1 of the "Discussion Agenda" and agreed upon a few modifications. Those modifications are noted in the document titled "Discussion Agenda - Approved", which is attached to these meeting minutes.

Commissioner Fleischer motioned to approve page 1 of the Discussion Agenda with the modifications described above. The motion passed with 6 ayes and 0 nays.

Chair Holly opened the public hearing at 7:21 pm.

Tom Dawson (932 Barnard College) thanked the Plan Commission for their work on the comprehensive plan and asked that the Commission consider how to spread awareness of the final plan and ensure good access to the document for citizens. The Commissioners agreed with Mr. Dawson that access to the plan document is critical and thanked him for his comments.

The public hearing was closed at 7:24 pm.

Commissioner Hartz motioned to approve Resolution #PC-2023-01 with the changes discussed and approved above and attached. The motion passed unanimously with 7 ayes and 0 nays.

c. Working Session

Applicant: Subtext, LLC

Request: Working session to obtain feedback from the Plan Commission on a proposed mixed-use development in the Delmar Loop

Address: 6630-6654 Delmar Boulevard

The applicants, Mitchell Korte (3000 Locust Street, St. Louis) and Neil Reardon (500 South Washington Avenue, Minneapolis), gave an updated presentation of the proposed mixed-use development for the former Commerce Bank/Craft Alliance site in the Loop (6630-6654 Delmar Boulevard).

The Commissioners posed several questions and comments related to the architectural plans; providing sufficient landscaping within the tree lawn; public bicycle parking availability for retail, restaurant, and residential visitors; importance of walkability in the 2023 Comprehensive Plan; aesthetics of the conceptual building materials; importance of including additional parking ratio comps from other developments in University City and the region which have similar access to transit; orientation of private balconies; exterior lighting schemes; vertical plantings as screening for the south wall of the parking garage facing Loop South; the importance of the restaurant tenant space to the community; and questions regarding how the proposed shared parking would work if residential parking spaces are secured for residential tenant access only.

Commissioner Fleischer, Chair of the Code Review Subcommittee of the Plan Commission, gave a quick overview of the draft proposed Text Amendments associated with the proposed mixed-use development.

Commissioner Gonzalez emphasized the importance of being able to address and respond to parking conflicts in surrounding neighborhoods.

Commissioner Harvey suggested that the applicants contact trustees of University Heights #2 and Ames Place to obtain input on the proposed development prior to presenting an official application to the Plan Commission.

Commissioner McQueen asked whether students were intended occupants of the apartments. Commissioner Holly responded that this was discussed at the previous July 26 working session, and that the applicants have designed the building to attract a wide range of tenants (young professionals, families, empty nesters) but students would not be excluded.

No action was required or taken by the Plan Commission.

6. Other Business – none

7. Reports:

a Council Liaison Report – None

b Housing & Third Ward Revitalization Task Force Report – Commissioner McQueen reported that the task force has begun the planning process with the consultant, and that the consult is currently in the phase of gathering data.

c Comprehensive Plan Subcommittee Report – None

d Code Review Subcommittee Report – None

8. Adjournment – The meeting was adjourned at 8:45 pm.

Discussion Agenda – Approved

The 2023 Comprehensive Plan was approved by the Plan Commission at the 9/27/23 meeting with the following changes being made to the Draft 2023 Comprehensive Plan dated 9/22/23:

- **Comprehensive Plan Subcommittee Edits (see attached document, pages 3-6)**
- **Straightforward/minor changes:**
 - o Ch 3, Page 39: Add references to sidebar regarding economic impacts of walkable streets
 - o Ch 3, Page 44: Add Calhoun and Macoupin counties to the list of Illinois counties
 - o Ch 3, Page 89: Include the updated school enrollment graph by grade, focused on K-12 enrollment.
 - o Ch 3, Page 95: Remove text of F.5.1 (it is redundant with objective F.5) and change the two sub-actions into Action F.5.1 and F.5.2.
 - o Ch 5, Page 131: Add “Housing & Third Ward Revitalization Task Force” as a Supporting Entity for C.3.4
 - o Ch 5, Page 139: Change timeframe from “M” (Medium-term) to “O” (Ongoing) for F.3.3
 - o Ch 5, Page 139: Change timeframe from “O” (Ongoing) to “S” (Short-term) for F.4.2
 - o Ch 5, Page 140: Separate sub-actions i and ii into two regular-level actions F.5.1 and F.5.2, and assign Lead Coordinator and Supporting Entities as follows for both actions:
 - Lead Coordinator: City Manager’s Office
 - Supporting Entities: All City Departments, Boards & Commissions
- **Changes that warrant some discussion:**
 - o Ch 1, Page 4: This plan, ~~funded by details~~ Washington University’s, ~~and in collaboration with University City staff and business associations, details strategies plan~~ to reinvigorate the Loop and its surrounding area following a decline in popularity in the late 2000s. Planned interventions included increased residential development, dense mixed-use development, and nodes of transit-oriented development.
 - o Ch 1, Page 8: Add excerpt from Mapping Decline as a sidebar
 - o Ch 3, Page 45: Map of residential property values: adjust midpoint in legend to median house price in University City (272k)
 - o Ch 3, Page 93: Washington University has purchased several properties in and around the Loop and has ~~a strategic plan for development in the Loop. Washington University has~~ also made investments in the Loop. As a non-profit institution they may choose to make purchased properties tax-exempt by using them for tax-exempt purposes ~~and have done so with many~~. This ~~change directly~~ results in a net reduction of property tax revenue supporting the City and ~~Schools~~public schools, ~~absent any additional development~~. The City and University both want to keep the Loop safe and vibrant.
 - o Ch 3, Page 93: ~~Develop a~~Collaborate with Washington University to improve upon their existing “Good Neighbor initiative” for college students living in University City neighborhoods.* A significant number of college students live in University City neighborhoods, sometimes resulting in conflict between students and other residents. Fostering a sense of belonging, as well as a sense of responsibility to contribute positively to the places where they live, can help to minimize that friction. ~~Many university communities have “Good Neighbor initiatives” that could be models for University City.~~ These initiatives are focused on engaging students in positive conversations with police and local government, providing a chance for civic involvement, and fostering ways for students and other neighbors to get to know each other in ways that can help to build positive relationships.
 - *Add endnote reference to WashU’s neighborhood care program: [Neighborhood Care & Off-Campus Connect - Students \(wustl.edu\)](https://wustl.edu/neighborhood-care-off-campus-connect-students)
 - o Ch 5: Remove “Developers” as Supporting Entities for actions under objective A.4
 - o Ch 5, Page 120: Move “Develop Recommendations for Capital Improvement Plan” so that it occurs in March; Move “Inform Annual Budget Process” so that it occurs in February; move “Adopt Operating Budget” to June.
 - o Ch 5, Page 127: “Timeframe Key” should read “Timeframe Key (Target Dates for Completion)”

Attachment to September 27, 2023 Plan Commission Minutes

- Ch 5, Page 127: Below timeframe key legend, include: “Note: Additional Supporting Entities not listed may include local non-profit associations, developers, and other local businesses
 - Note to Planning NEXT: Please also remove references to “Developers” and “Local nonprofit organizations” in the matrix
- Ch 5, Page 139: ~~Develop a~~Collaborate with Washington University to improve upon their existing “Good Neighbor initiative” for college students living in University City neighborhoods.

University City Comprehensive Plan Subcommittee Edits

Approved by the Plan Commission at the 9/27/23 meeting.

General changes:

- Correct grammatical errors and page references throughout the plan
- Ensure uses of “City” (used to refer to the city government as an organization) and “city” (used to refer to the overall community, geography, or place), are consistent
- Make minor formatting/layout adjustments for clarity and consistency
- Incorporate more photos from U City where possible
- Resolve cross references between action items in Chapter 3 and the Chapter 5 Matrix
- Make endnote references more legible
- Make all maps in the plan available at a higher resolution for download

Chapter 1

4/159 Northeast Neighborhood Plan...” 1999 Comprehensive plan, the North East Northeast plan residents’s [plural vs. possessive]

7/159 Paragraph 2 of text “...will continue to purchase ~~continue to purchase~~ property...?”

7/159 Segregation: “...white St. Louisans began leaving the city for St. Louis County’s growing suburban municipalities [insert quote here]

7/159 Second paragraph “...University City ~~school~~ ~~b~~Board of Education

8/159 Second paragraph “But it ~~is~~ ~~was~~ also a reflection of...” {Note: Prior paragraph uses present tense verbs except for Lewis quote.]

8/159 “At six square...Vinita Park; [Looks like an extra space here.] Wellston; and Pagedale...” [punctuation should be consistent across list]

8/159 “...Washington University ~~in~~ St. Louis...”

11/159 Delete paragraph below as the same paragraph appears at the bottom of each column.

“The comprehensive plan recognizes that regional conditions and trends will continue to impact how the city evolves. Through the plan, it is expected that local policies and projects will be coupled with efforts for regional collaboration. These opportunities for collaboration are embedded into many of the plan’s actions described in Chapter 3.”

Chapter 2

16/159 Preparing the vision “...Community Vision 2040 process and the ~~F~~foundational documents...”

16/159 ‘...considering first the outcomes of the Community Vision 2040 process and the ~~f~~Foundational documents (see section 1.1), including the Economic Development Strategy. Then opportunities were explored and examined...

18/159 Round 1, second bullet “Surveys were also distributed to University City High School Students and through applications to SHED’s home repair program. “

18/159 Shape the Future (third bullet) – There’s a reference to “The planning team” which has never been defined. ~~I think we’d be ahead simply saying~~ Change to read “~~The planning team and~~ Advisory Committee members shared...”

Chapter 3

29/159 Mention that the legend is on the prior page, or include another version here.

30/159 This is the first place we show ward boundaries and refer to them in the text, but there is no legend to show which ward is which. [Note: We do it on p 32]

35/159 A.1.5 The map is now on p 31, not 27.

36/159 A.2 “Ensure that eCity...”

36/159 A.2.1 “...new eCity services...”

36/159 A.3.1 “...development and maintenance of a more accurate.....”

38/159 “...neighborhoods, increasing property values, ~~and~~ returning properties to tax rolls, and minimizing expenses for local government.

39/159 Sidebar: Include a references below for the assertions about higher revenues in the sidebar (Creating Walkable Streets)

[Economic Value of Walkability \(vtpi.org\)](https://vtpi.org)

[dot-economic-benefits-of-sustainable-streets.pdf \(nyc.gov\)](https://www.nyc.gov/dot-economic-benefits-of-sustainable-streets.pdf)

47/159 Retail Performance “Therefore, from a revenue perspective, and driving more development...”

49/159 B.1.3 “...The International District presents an opportunity for development that supports the specific goal ~~(3.4)~~ in the EDS (3.4) to promote this district...”

54/159 Sidebar “...This approach creates more flexibility, encourages redevelopment or re-use of existing buildings, [add comma] and combats vacancy...”

55/159 Traffic Volume – “The city has a network of county, city, state, and private, and unimproved...”

Public Transportation – map is on p 59, not 58.

Existing and Planned Bikeway Infrastructure – map is on p 58, not 59

Seems like these two maps should be reversed so they are in order of the test reference.

62/159 “ Implement the City’s Bicycle & Pedestrian Master Plan and Complete Streets policy to ensure that University City streets are designed and operated to enable safe use and support mobility for all citizens. Special consideration should be made for how citizens access areas of high pedestrian traffic (e.g., schools, parks, multifamily and retiree housing), and neighborhood nodes (refer to Framework Map, see chapter 4, pg. 101).” [Parentheses don’t match -two open, only one closed. Thi is my guess on where the “orphan” needs to go, but I could be wrong.]

66/159 C.4.3 Please remove quotation marks around supporting text.

76/159 Flood Prone Areas..." Data for flood inundation extent was provide by the University City [Commissin on Storm Water Issues Commission...](#)"

80/159 E.1.3 ~~Mark Harvey (Plan Commissioner): in relation to E.1.3, adjust supporting text to:~~ The City can promote missing middle housing by making [these uses them](#) permitted uses in the zoning [code](#) and by easing requirements for upgrading and renovating existing missing middle housing in the city. Special attention should be made to providing housing options that fit into the city's existing neighborhoods in form and scale. To ensure these housing options are built equitably, the City should collaborate with private subdivision trustees to align City codes and subdivision indentures. New housing should also integrate universal design standards to accommodate aging-in-place and provide options for people of all physical abilities. These types of housing should especially be encouraged in areas that are well served by transit.

80/159 E.1.4" ... modernization. The City should connect resident property owners with repair [services](#).

82/158 E.2.1 Incentive programs working with a community development entity as described in Action E.1.[54](#). could also be explored targeting key neighborhoods or areas.

84/159 E.2.5 ii Creating ~~of~~ a renter protection program.

iii adopting~~of~~ a source of income discrimination ordinance.

86/159 We revised ~~E.36-E.3.5~~ in the implementation matrix (137/159) to read "Incrementally convert high-flood risk areas into open spaces that are designed to accommodate stormwater, provided that maintenance and security can be addressed." This needs to match.

91/159 F.1.3 "This [collaboration](#) should include participation in the Safer + Simpler St. Louis County initiative which..."

92/159 F.2.1 Establish a joint branding strategy for The School District of University City [\[insert space here\]](#) and the City of University City.

Chapter 4

Chapter 5

118/159 Regulatory Updates "...~~e~~Chapter 4..."[We \(capitalize everywhere else\)](#)

119/159 Economic Incentives "...Housing and Third Ward Revitalization Task ~~f~~Force..."

124/159 A.5.1 and A.5.2 The description of Activity Centers is now on p 109. Please correct both references.

130/159 " Implement the City's Bicycle & Pedestrian Master Plan and Complete Streets policy to ensure that University City streets are designed and operated to enable safe use and support mobility for all citizens. Special consideration should be made for how citizens access areas of high pedestrian traffic (e.g., schools, parks, multifamily and retiree housing), and neighborhood nodes (refer to Framework Map, see chapter 4, pg. 101)." [\[Parentheses don't match -two open, only one closed. Thi is my guess on where the "orphan" needs to go, but I could be wrong.\]](#)

139/159 Objective F3 We changed the text in the body (p93/159) to
Develop additional partnerships with Washington University to address areas of mutual interest.
This needs to be consistent.

139/159 F.4.2 CChange this timeframe from O to S.

140/159 F.5.1 Add City Board & Commissions to Supporting Entities

142/159 Line spacing on 2040 Community Vision Roadmap Report is not consistent with the rest of the page.

142/159 The description of the Bicycle and Pedestrian Master Plan (2013) is the definition of the Delmar Loop Area Retail Plan & Redevelopment Strategy (2011). Please fix to the correct description.

Appendix 1: Add definition of Metropolitan Statistical Area (MSA)



Department of Planning and Development

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

MEMO

Meeting Date	October 25, 2023
File Number	TXT-23-04
Council District	n/a
Applicant	Subtext Acquisitions, LLC
Request	Approval of Text Amendment to sections 400.760, 400.780, 400.1190, and 400.2130 in the zoning code

Comprehensive Plan Conformance:

Yes No No reference

Staff Recommendation:

Approval Approval with Conditions Denial

Attachments:

- A. Proposed Text Amendment

Request

The applicant, Subtext Acquisitions, LLC, is requesting approval of a text amendment to various sections of the zoning code. A recommendation and action are needed in advance of Plan Commission and City Council recommendation of REZ-23-02, an application for Planned Development – Mixed-Use. Below is a summary of each provision proposed to be amended and the purpose:

- **400.760(D)** – This subsection describes the permitted uses for Planned Development – Mixed-Use (PD-M). Currently, there is no provision for allowing elevator-type dwellings with a floor area ratio (FAR) of greater than three (3.0). The applicant is concurrently proposing a mixed-use development (PD-M) with elevator-type dwellings and an overall FAR of 3.69. The proposed text amendment would allow elevator-type dwellings with an FAR of greater than 3.0 to be designated as permitted uses only through the PD-M procedure. The Plan Commission and City Council will retain their authority to evaluate the appropriateness of the use and intensity and determine whether to approve or deny, or approve with conditions, the use and intensity.
- **400.780(E)** – This subsection describes the dimensional regulations for Planned Development – Mixed-Use (PD-M). The proposed amendment would allow the Plan Commission and City Council to waive perimeter buffer requirements (which can be up to 50 feet wide) for PD-M developments specifically in the Delmar Loop, when deemed appropriate. This proposed amendment recognizes that requiring such buffers can be burdensome for development in the Delmar Loop, where space is limited, and that the buffers are not compatible with the character of the Delmar Loop. The proposed amendment also defines the Delmar Loop for the purposes of the subsection.
- **400.1190(B)** – This subsection requires an increase in setbacks (10’) and screening (privacy fence) when residential developments or multi-family developments abut commercial uses. The



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proposed amendment would allow the Plan Commission and City Council to waive the increased setback and screening for developments in the Delmar Loop when deemed appropriate. Similar to the above reasoning, this proposed amendment recognizes that requiring increased setbacks and screening in the Delmar Loop is not consistent with the character of existing development in the Delmar Loop. The proposed amendment also defines the Delmar Loop for purposes of the subsection.

- **400.2130** – This section sets forth various exceptions to the minimum off-street parking requirements. The proposed amendment allows the Plan Commission and City Council to modify the parking requirements for developments going through the Planned Development procedure without also requiring a Conditional Use Permit (CUP). As currently written, most of the exceptions in 400.2130 can only be granted with a CUP, even if a proposed development is already going through the Planned Development process. The amendment would also allow the Plan Commission and City Council to approve greater modification of parking requirements based on evidence provided by the applicant, including industry data and analysis of parking demands for the specific uses. While Planned Developments requesting modification to the parking requirements would not be required to obtain a CUP for a parking reduction, they would still be required to meet the CUP review criteria.

Process – Required City Approvals

Plan Commission. Section 400.3180 of the zoning code requires that the Plan Commission report to the City Council its recommendation on any application after receipt of the staff review report. The Zoning Administrator shall forward a copy of the Plan Commission's recommendation to the Historic Preservation Commission.

City Council. Section 400.3190 of the zoning code requires that text amendment applications be reviewed by City Council for final decision, subsequent to a recommendation from Plan Commission. The City Council shall hold a public hearing before acting on any application for amendment.

Staff Recommendation

Staff recommends approval of the text amendment.

ARTICLE IV, DISTRICT REGULATIONS, DIVISION 11 "PD" PLANNED DEVELOPMENT DISTRICTS

Section 400.760 Permitted Uses.

[R.O. 2011 §34-40.5; Ord. No. 6530 §1(part), 2005]

- A. Planned Development — Residential (PD-R).
 1. Permitted land uses and developments shall be established in the conditions of the ordinance adopted by the City Council governing the particular planned development — residential district. Specific uses shall include only those uses designated as permitted, accessory, or conditional uses in any of the residential districts.
 2. In addition to those uses included in Subsection (A)(1) of this Section, the following uses may be designated as permitted uses and established as such in the ordinance governing the particular planned development — residential district:
 - a. Attached single-family dwellings;
 - b. Patio dwellings;
 - c. Zero lot line residential developments.
- B. Planned Development — Commercial (PD-C). Permitted land uses and developments shall be established in the conditions of the ordinance adopted by the City Council governing the particular planned development — commercial district. Specific uses may only include those uses designated as permitted, accessory, or conditional uses in the "LC", "GC" and "CC" commercial districts.
- C. Planned Development — Industrial Commercial (PD-I). Permitted land uses and developments shall be established in the conditions of the ordinance adopted by the City Council governing the particular planned development — industrial commercial district. Specific uses may only include those uses designated as permitted, accessory, or conditional uses in the "IC" Industrial Commercial District, and those uses in the "LC" or "GC" commercial districts, which are specifically related to the particular development.
- D. Planned Development — Mixed Use (PD-M).
 1. Permitted land uses and developments shall be established in the conditions of the ordinance adopted by the City Council governing the particular planned development — mixed use district. Specific uses shall include those uses designated as permitted, accessory, or conditional uses in any of the residential districts, and/or in the "LC", "GC" and "CC" commercial districts.
 2. In addition to those uses included in Subsection (D)(1) of this Section, the following uses may be designated as permitted uses and established as such in the ordinance governing the particular planned development — mixed use district:
 - a. Attached single-family dwellings;
 - b. Patio dwellings;
 - ~~c.~~ c. Zero lot line residential developments.
 - e.d. Dwellings, elevator-type, with a F.A.R. greater than three (3.0)
 3. It is anticipated that the above uses will be combined in order to qualify as "PD-M" district.

ARTICLE IV, DISTRICT REGULATIONS, DIVISION 11 "PD" PLANNED DEVELOPMENT DISTRICTS

Section 400.780 **Density and Dimensional Regulations and Performance Standards.**

[R.O. 2011 §34-40.7; Ord. No. 6530 §1(part), 2005; Ord. No. 6740 §1, 2008]

- A. *General Standards.* The approval of the development plan may provide for such exceptions from the regulations associated with traditional zoning districts as may be necessary or desirable to achieve the objectives of the proposed planned development. No planned development shall be allowed which would result in:
1. Inadequate or unsafe vehicular access to the development;
 2. Traffic volumes exceeding the capacity of the adjoining or nearby streets. Capacity shall be based on a street providing "level of service D" as defined in the latest publication of Transportation and Traffic Engineers Handbook, Institute of Transportation Engineers;
 3. An undue burden on public parks, recreation areas, schools, fire and police protection and other public facilities which serve or are proposed to serve the planned development;
 4. A failure to comply with the performance standards contained in Article V, Division 12 of this Chapter and the standards established for motor vehicle oriented businesses contained in Article XI, Section **400.2720** of this Chapter; or
 5. Other detrimental impacts on the surrounding area including, but not limited to, visual pollution.
- In addition to the requirements in this Section, all planned developments shall be subject to the review criteria established in Article XI, Section **400.2700** of this Chapter. It shall be the responsibility of the applicant to clearly establish that the requirements are met.
- B. *Other Codes.* All requirements of other codes and ordinances of the City (e.g., Building Code) shall be applicable.
- C. *Planned Development — Residential (PD-R).*
1. *Density.* While the district regulations specify upper limits to residential density, density of a planned development may be limited to that which is established in the original residential district or which is consistent and compatible with nearby existing developed areas.
 2. *Calculation of density.*
 - a. The computation of density shall be based on dwelling units per net acre for the entire site.
 - b. To compute the number of dwelling units per net acre, fifteen percent (15%) of the gross acreage of the parcel shall be deducted and the net acreage divided by the lowest minimum lot size of the underlying residential district.
 3. *Development phasing.* If the sequence of construction of various portions of the development is to occur in stages, then the open space and/or recreational facilities shall be developed, or legally provided for on a final plat, in reasonable proportion to the number of dwelling units intended to be developed during any given stage of construction as approved on a final plat by the City Council. Furthermore, at no time during the construction of the project shall the number of constructed dwelling units per acre of developed land exceed the overall density per net acre established by the approved "PD-R" district.
 4. *Non-residential uses in "PD-R" developments.* non-residential uses are limited to those specifically listed in the residential zoning districts. Such non-residential uses shall be subject to all requirements for lot area, width, height, yards and setbacks prescribed in the district in which the proposed "PD-R" development is located.
 5. *Common open space requirements.* Common open space for "PD-R" developments shall be provided in accordance with the provisions of Article V "Supplementary Regulations", Section **400.1150** of the Zoning Code.
 6. *Perimeter buffer requirements.*

- a. Where a "PD-R" development proposes residential development along the perimeter of the site, which is higher in density than that of an adjacent residentially zoned property, there shall be a minimum thirty (30) foot wide buffer area. The buffer area shall be kept free of buildings or structures and shall be landscaped or protected by natural features so that all higher-density residential buildings are effectively screened from the abutting lower-density residential property.
 - b. Where a "PD-R" development abuts a commercial or industrial use or district, there shall be a minimum thirty (30) foot wide buffer area. This buffer area shall be permanent and landscaped and/or otherwise provided with screening (i.e., sight-proof fencing) so as to effectively screen the commercial or industrial use from the "PD-R" development.
- D. *Planned Development — Commercial Or Industrial Commercial ("PD-C" or "PD-I").*
- 1. *Site coverage.* Total site coverage by uses permitted in the "PD-C" or "PD-I" districts shall be seventy percent (70%), except as permitted to be exceeded in accordance with Subsection **(D)(2)** of this Section.
 - 2. *Site coverage bonus.* The Plan Commission may recommend and the City Council may approve an increase in maximum site coverage from seventy percent (70%) up to ninety percent (90%). In order to qualify for this bonus, the development plan must demonstrate compliance with four (4) or more of the following performance criteria:
 - a. Incorporate storm drainage detention/retention facilities as a site amenity;
 - b. Install storm drainage detention facilities underground;
 - c. Resolution or mitigation of existing off-site storm drainage problems (e.g., drainage channel erosion);
 - d. Increasing parking lot landscaping by fifty percent (50%) more than otherwise required;
 - e. Submitting for approval developments on tracts that are five (5) or more acres in size;
 - f. Design of principal access to the development tract at an approved location that allows for shared access by an adjacent property;
 - g. Construction of separate-grade pedestrian and bicycle paths;
 - h. Providing for screened loading and unloading areas;
 - i. Providing for mixed-use developments that include community facilities that further the goals, objectives and policies of the Comprehensive Plan;
 - j. Demonstration of a development using innovative architectural, site planning and land use design and of such quality as to set an excellent example for subsequent development or redevelopment projects;
 - k. Any other performance criteria that further the goals, objectives and policies of the Comprehensive Plan and that, in the opinion of the Plan Commission and City Council, warrant the approval of development bonuses.
 - 3. *Signage.* Signage shall be in compliance with Article **VIII** "Sign Regulations" of this Chapter unless the applicant for a "PD-C" or "PD-I" district designation elects to submit a comprehensive sign plan in addition to the submission of other required development plan documents. The Plan Commission may recommend, and the City Council may approve, a comprehensive sign plan and such plan shall be made part of the ordinance approving the "PD" district. Such ordinance may contain conditions, requirements or standards regarding signs that may be stipulated by the City Council. Comprehensive sign plans approved under this Section shall be evaluated based upon the following criteria:
 - a. *Placement.* All signs shall be placed where they are sufficiently visible and readable for their function. Factors to be considered shall include the purpose of

- the sign, its location relative to traffic movement and access points, site features, structures and sign orientation relative to viewing distances and viewing angles.
- b. *Quantity.* The number of signs that may be approved within any development shall be no greater than that required to provide project identification and entry signs, internal circulation and directional information to destinations and development subareas and business identification. Factors to be considered shall include the size of the development, the number of development subareas, and the division or integration of sign functions.
 - c. *Size.* All signs shall be no larger than necessary for visibility and readability. Factors to be considered in determining appropriate size shall include topography, volume of traffic, speed of traffic, visibility range, proximity to adjacent uses, amount of sign copy, placement of display (location and height), lettering style and the presence of distractive influences. In no event shall a plan contain a sign which exceeds by more than twice that of any maximum area standard contained in Article VIII "Sign Regulations" of this Chapter unless otherwise waived by the City Council.
 - d. *Materials.* Sign materials shall be compatible with architectural and/or natural features of the project. This may be accomplished through similarity of materials for sign structures and faces, the use of complementary colors, similarity of architectural style or the use of consistent lettering style and typography. A request for approval for a comprehensive sign plan shall accompany the request for "PD-C" or "PD-I" zoning classification and shall include, but is not limited to, the following:
 - 1) A site plan depicting the proposed plan of development and illustration of proposed sign locations;
 - 2) Descriptions and drawings indicating size, qualities, materials and illumination; and
 - 3) A narrative description of the common theme for signage within the development, how it relates to architectural and/or landscaping elements of the development, and how the comprehensive sign plan relates to each of the criteria set forth in this Section.
4. *Perimeter buffer requirements.* Where a "PD-C" or a "PD-I" development abuts a residential district, there shall be a minimum fifty (50) foot buffer area between any non-residential use and the adjacent residential district. This buffer area shall be landscaped in accordance with Article V "Supplementary Regulations", Division 6 of this Chapter.

E. *Planned Development — Mixed Use (PD-M).*

1. Unless otherwise stated in this Subsection, "PD-M" developments shall incorporate the regulations set forth in both Subsections dealing specifically with "PD-R" and "PD-C" developments. If an unresolved conflict between those regulations occurs (such as between common open space versus site coverage), the applicant shall set forth the reasons for such discrepancy and the proposed resolution. Any discrepancies between the two (2) sets of regulations and the resolution thereof shall be set forth in the map amendment ordinance and/or the resolution approving the development. The resolution thereof shall be pursuant to staff recommendation or as set forth by the Plan Commission in the map amendment ordinance.

- 5-2. Perimeter buffer requirements. Where a "PD-M" development is proposed in the Delmar Loop, perimeter buffer requirements may be waived if the general standards set forth in 400.780(A) are satisfied, and if the "PD-M" developer incorporates natural or architectural features to minimize adverse visual effects between any uses which would otherwise require perimeter buffers per Subsections 400.780(C) and (400.780(D) above. For the

purposes of this Subsection, the “Delmar Loop” shall refer to properties which have frontage along Delmar Boulevard and which are located between Kingsland Avenue and the eastern boundary of University City.

ARTICLE V SUPPLEMENTARY REGULATIONS, DIVISION 6 LANDSCAPING AND SCREENING REQUIREMENTS

Section 400.1190 Screening Between Non-Residential and Residential Zoning Districts.

[R.O. 2011 §34-60.2; Ord. No. 6139 §1(Exh. A (part)), 1997; Ord. No. 7003 §1, 12-14-2015]

- A. In situations where a non-residential use is established abutting or adjacent to residentially zoned property, the developer of the non-residential use shall provide the following screening within the required rear and/or side yard building setback areas:
1. Within this setback, there shall be a landscaped buffer area not less than ten (10) feet in width planted with one (1) evergreen tree for every twenty (20) lineal feet of common property line. In addition, combinations of canopy trees, ornamental trees and shrubs shall be provided as approved by the Zoning Administrator, provided that such landscaping will effectively screen the non-residential uses from the view of the abutting residential zoned properties.
 2. In addition, there shall be placed at the property line a neat, clean and maintained sight-proof fence or wall having a minimum height of six (6) feet but not more than eight (8) feet. Where a loading area or access drive thereto is within thirty-five (35) feet of residentially zoned property, the fence shall be eight (8) feet in height.
- Exception. The above requirements shall not apply to development within the "CC" District.
- B. In situations where a residential subdivision (more than three (3) lots) or other multiple dwelling unit development is constructed on a site that is abutting or adjacent to commercial or an "IC" zoned lot, the developer of the residential subdivision or development shall provide the following increase in setbacks and screening:
1. The minimum setback for the principal residential buildings shall be increased by ten (10) feet along the common property line separating the residential and commercial or "IC" Zoning District. A permanent buffer strip of a minimum of ten (10) feet shall be established adjacent to and parallel to said common property line(s). This strip shall be indicated on the approved subdivision plat and/or development plan and annotated with the following statement: "This strip is reserved for landscape screening. The placement of buildings or other structures hereon is prohibited."
 2. Within this buffer strip, there shall be a landscaped area planted with one (1) evergreen tree for every twenty (20) lineal feet of common property line. In addition, combinations of canopy trees, ornamental trees and shrubs shall be provided as approved by the Zoning Administrator, provided that such landscaping will effectively screen the non-residential uses from the view of the abutting residential zoned properties.
 3. In addition, there shall be placed at the property line a neat, clean and maintained sight-proof fence or wall having a minimum height of six (6) feet, but not more than eight (8) feet.
- Exception. The above requirements in this Subsection may be waived for developments in the Delmar Loop. For the purposes of this Subsection, the "Delmar Loop" shall refer to properties which have frontage along Delmar Boulevard and which are located between Kingsland Avenue and the eastern boundary of University City.
- C. In situations where a multi-family residential use, including a townhouse apartment, garden apartment, or elevator apartment development, is established abutting or adjacent to a property in the "SR" or "LR" Zoning District, the developer of the multifamily residential use shall provide the following screening within the required rear and/or side yard building setback areas:

1. Within this setback, there shall be a landscaped buffer area of not less ten (10) feet in width planted with one (1) evergreen tree for every twenty (20) lineal feet of common property line. In addition, combinations of canopy trees, ornamental trees, and shrubs shall be provided as approved by the Zoning Administrator, provided that such landscaping will effectively screen the multi-family residential uses from the view of the abutting "SR" or "LR" zoned property.
2. In situations where the requirements set forth in Subsection (c)(1) do not effectively screen the multi-family residential uses from the adjacent residential properties, there shall be placed at the property line a neat, clean and maintained sight-proof fence or wall having a height of six (6) feet as otherwise approved by the Zoning Administrator.

ARTICLE VII, OFF-STREET PARKING AND LOADING REQUIREMENTS, DIVISION 4 MINIMUM REQUIRED OFF-STREET PARKING AND LOADING SPACES

Section 400.2130 Exceptions To The Minimum Off-Street Parking and Loading Space Requirements.

[R.O. 2011 §34-94.1; Ord. No. 6139 §1(Exh. A (part)), 1997; Ord. No. 6401 §1(part), 2002; Ord. No. 6989 § 1, 4-27-2015; Ord. No. 7100, 4-8-2019; Ord. No. 7117, 11-25-2019]

- A. Exception For Places Of Worship. On-site parking facilities required for places of worship may be reduced by not more than fifty percent (50%) where such facilities are located in a non-residential district and within five hundred (500) feet of public or private parking lots having sufficient spaces to make up for the reduction. The use of an off-site public parking lot may only be authorized under the conditional use permit procedure (see Article XI). The use of an off-site private parking lot shall comply with Section 400.2010(B)(1), and be subject to the approval of the Zoning Administrator.
- B. Exception For Change Of Use Of Existing Commercial Buildings. A reduction in the number of required off-street parking and loading spaces for the reuse of a commercial building, existing prior to the effective date of this Chapter, may be authorized under the conditional use permit procedure. (see Article XI), subject to the following conditions:
 - 1. The reduction shall not exceed twenty-five percent (25%) of the off-street parking space requirements for the proposed use;
 - 2. No reduction shall be made in the amount of existing available off-street parking spaces on-site;
 - 3. The proposed use does not involve an expansion of the building that would result in additional parking or loading space requirements;
 - 4. Notwithstanding compliance with other standards contained in this Article (e.g., setbacks and landscaping), any portion of the site that can be reasonably converted to off-street parking shall be so used to satisfy a portion of the parking requirement; and
 - 5. The reduction shall not result in spill-over parking on adjacent or nearby properties. In making its determination, the Plan Commission and City Council shall consider information on the parking and loading demand associated with the proposed use as presented by the applicant and City staff.
- C. Exception Where Public Parking Is Allocated For Use. The City Council may allow a reduction in the number of on-site parking spaces required when the building served by such parking is located within five hundred (500) feet of a public parking facility or lot, provided a fee is paid to the City for pro rata share of the cost of constructing and maintaining such facility or lot.
- D. Exception For Shared Parking Arrangements. Shared parking is an arrangement in which two (2) or more uses with different peak parking periods (hours of operation) use the same off-street parking spaces to meet their off-street parking requirements. Up to one hundred percent (100%) of the parking required for one (1) use may be supplied by the off-street parking spaces provided for another use.
 - 1. By conditional use permit, a reduction in the number of parking spaces may be authorized. In issuing a conditional use permit, the City will consider whether the uses:
 - a. Are located within five hundred (500) feet as the crow flies of the shared parking as measured from the entrance of the use to the nearest point on the property;
 - b. Have no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed (see shared parking table in Section 400.2130(D)(3) as a guide);
 - c. Do not adversely affect surrounding neighborhoods;

- d. Do not adversely affect traffic congestion and circulation; and
 - e. Have a positive effect on the economic viability or appearance of the project or on the environment.
 - f. Relieved spaces or off-site shared parking spots cannot be located within the SR, LR, MR or HR Zoning Districts.
2. Application Requirements For Shared Parking. As a part of the application materials required for a conditional use permit, the applicant seeking shared parking shall submit to the Zoning Administrator the following information as a part of the conditional use permit application:
 - a. Proof that the uses of the shared spaces will reflect different peak hours of operation at different times of the day, week, month or year (see shared parking table below);
 - b. Proof of the size and types of proposed development or substantial changes, size and type of activities, composition of tenants, rate of turnover for parking spaces, and anticipated peak parking and traffic loads;
 - c. Proof that the route from required ADA-accessible spaces in the shared parking area to the nearest ADA-accessible entrance follows an accessible route as defined by the most recent ADA standards;
 - d. An agreement providing for the shared use of parking areas, executed by the parties involved, including owners of record, that shall include provisions for maintenance, snow removal, ownership, liability and duration of the agreement, and must be filed with the Department of Planning and Development in a form approved by the Planning and Development Director.
 3. Shared Parking Table. The following table shall be used to determine peak hours of operation for proposed shared parking. Parking requirements shall be the cumulative requirements of the uses sharing the parking, except where different categories of uses (retail or service, employment, civic, or dwellings) are participating in the sharing agreement and are likely to generate distinctly different times of peak parking demand. Each use should provide a percentage of parking required by these regulations according to the shared parking table below. Whichever time period column requires the highest total parking spaces among the various uses should be the amount of parking provided subject to the shared parking agreement and Plan Commission review. Alternative parking allocations may be approved as a function of the conditional use permit based on industry data or other sufficient evidence and analysis of peak parking demands for specific uses.
 4. Duration Of Agreement. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Agreements must guarantee long-term availability of the parking, commensurate with the use served by the parking.
 5. Recording Of Agreement. The agreements must be recorded with the County Recorder. If the uses of either party changes, the CUP is no longer valid unless the Zoning Administrator authorizes the new uses and determines there is compliance with the shared parking table [Section 400.2130(D)(3)]. If a shared parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this Article.
 6. Revocation Of Permits. Failure to comply with the shared parking provisions of the shared parking plan shall constitute a violation of the Zoning Code and shall be cause for revocation of a certificate of zoning compliance and/or building permit.

E. Exception For Uses Located Near Transit Stations And Stops. For uses located within five hundred (500) feet of a public transit station or stop, the off-street parking requirements may be reduced by ten percent (10%). The Loop Trolley stops and stations shall not be included in this exception.

F. *(pending TXT-23-03)*

F.G. Exception For Planned Developments. With the recommendation of the Plan Commission and approval by the City Council, and based on evidence including, but not limited to, industry data or other sufficient evidence and analysis of parking demands for the specific uses, there may be modifications to the off-street parking requirements through the Planned Development (PD) procedure. Planned Developments requesting modification from the off-street parking requirements shall be required meet the review criteria for conditional use permit approval set forth in 400.2710 and may be subject to additional conditions when the requested modification has the potential for adverse impacts.



Department of Planning and Development

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

STAFF REPORT

Meeting Date	October 25, 2023
File Number	REZ-23-02
Council District	1
Location	6630, 6640, 6650, 6654 Delmar Boulevard
Applicant	Subtext Acquisitions, LLC
Property Owner	6630, 6650 Delmar Blvd: Commerce Bank 6640, 6654 Delmar Blvd: Washington University in St. Louis
Request	Map Amendment from Core Commercial (CC) to Planned Development – Mixed-Use (PD-M) and to further consider approval of a Preliminary Development Plan

Comprehensive Plan Conformance:

Yes No No reference

Staff Recommendation:

Approval Approval with Conditions Denial

Attachments:

- A. Application
- B. Property Owner Authorizations
- C. Narrative
- D. Site Plans
- E. Architectural Plans & Renderings
- F. Landscape Plans
- G. Traffic Impact Study
- H. Parking Sufficiency Memo

Applicant Request

The applicant, Subtext, LLC, is requesting a Map Amendment rezoning from Core Commercial (CC) to Planned Development Mixed-Use (PD-M) and further approval of a Preliminary Development Plan for a mixed-use development at 6630-6654 Delmar Boulevard. The development would include 329 dwelling units and approximately 8,000 square feet of retail/restaurant space.

Existing Property

The subject property consists of four parcels located at 6630, 6640, 6650, and 6654 Delmar Boulevard. There are two existing commercial buildings on the property, one of which is a one-story former Commerce Bank retail location with additional retail and restaurant tenant space. The Commerce Bank

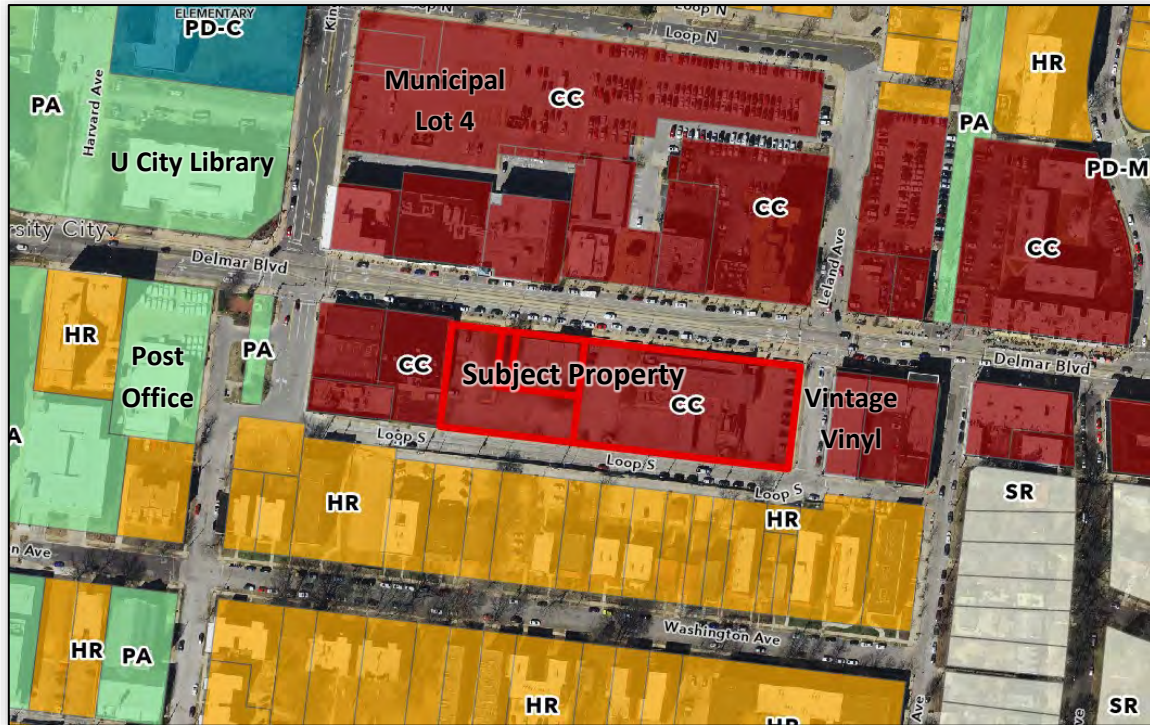
building was originally built in 1953, according to St. Louis County Assessor data. The other existing building is the former Craft Alliance building, built in 1930. Commerce Bank owns a majority of the property (6630 and 6650 Delmar), and Washington University owns the Craft Alliance site (6640 Delmar) and the small parcel adjacent to it (6654 Delmar). Both buildings on the property are vacant, and remaining areas of the parcels are occupied by parking lots. There is on-street parking available on three sides of the property (Delmar, Leland, and Loop South).

The entire property is zoned Core Commercial (CC) and consists of 1.98 acres. Neither of the existing buildings are designated historic sites nor is any part of the property in a historic district. However, the site is within 300 feet of three historic districts: University City Civic Complex Historic District (Local), Delmar Loop – Parkview Gardens Historic District (National), and Parkview Historic District (Local). When properties are within 300 feet of a historic district, the code requires building permits to be forwarded to the Historic Preservation Commission for interpretation, advice and recommendations. No part of the property is within a floodplain.



Existing Zoning & Land Use		Surrounding Zoning & Land Use	
Existing Zoning:	Core Commercial (CC)	North:	Core Commercial (CC); Elevator apartments, restaurant, retail
Existing Land Use:	Vacant (formerly occupied by bank, retail, and restaurant)	East:	Core Commercial (CC); Retail, restaurant, and office
Proposed Zoning:	Planned Development – Mixed-Use (PD-M)	South:	High Density Residential (HR); Elevator apartments, garden apartments, attached single-family, single-family
Proposed Land Use:	Mixed-use: residential (elevator apartments, townhomes), retail, restaurant	West:	Core Commercial (CC); Retail, restaurant

Surrounding Zoning



Analysis

Land Use and Zoning

The proposed development includes 329 dwelling units, 3,644 square feet of restaurant space, and 4,466 square feet of retail space. Of the 329 dwelling units, 319 are elevator-type dwellings on the floors above ground level: 54 studios, 49 one-bedroom units, 140 two-bedroom units, and 76 three-bedroom units. The remaining ten dwelling units are two-story town-house dwellings with two bedrooms and two bathrooms each, with direct access from the ground level and internal access from inside the building.

The above uses are considered permitted uses in the Planned Development – Mixed-Use District per §400.760(D). However, the zoning code does not currently address elevator-type dwellings that exceed a floor area ratio (FAR) of 3.0. As currently proposed, the overall FAR of the mixed-use building is 3.69. Therefore, a Text Amendment would be required to permit an elevator-type dwelling with an FAR greater than 3.0 (see concurrently proposed TXT-23-04).

Dimensional Regulations

PD-M developments are subject to the dimensional regulations set forth for Planned Development – Residential (PD-R) and Planned Development – Commercial (PD-C), and if there is an unresolved conflict between the PD-R and PD-C regulations, those discrepancies are required to be explained and a resolution proposed. In addition, there are relevant dimensional regulations in Article V, Division 4 (Supplementary Residential Development Standards) and Article V, Division 6 (Landscaping and Screening Requirements). The proposed PD-M development meets the dimensional regulations in the code sections listed above, with two exceptions that are described below.

1. Conflict with Perimeter Buffer Requirements per §400.780(C)(6)(b) and §400.780(D)(4)

PD-R and PD-C developments require perimeter buffers in certain situations. PD-R developments require a 30-foot-wide buffer when abutting a commercial or industrial use or zoning district. Abutting is defined in Article II Definitions as *“having a common border with, or being separated from such a common border by a right-of-way or easement for a street, alley, pedestrian way, utilities or storm drainage.”* By this definition, the proposed PD-M development abuts commercial uses and zoning districts at its west, north, and east property lines. Therefore, the 30-foot-wide buffer would be required along those three sides of the property. Additionally, PD-C developments require a 50-foot-wide buffer when abutting a residential zoning district. Therefore, the proposed PD-M development would require a 50-wide buffer along its south property line where it abuts a High Density Residential (HR) zoning district, with the Loop South right-of-way in between. These buffers require dense landscaping and screening between the abutting uses/zoning districts.

With the above requirements, the development would require buffers on all four sides of the property, decreasing the buildable area of the property from 86,297 square feet of total lot area to 39,227 square feet of buildable lot area (54.5% reduction). It is staff’s opinion that these buffers are not appropriate for the proposed development for three reasons. First, the required buffers are not consistent with the existing character of the Delmar Loop and abutting properties. Second, requiring a 30-foot-wide buffer at the north and east property lines (fronting Delmar and Leland) with landscaping and permanent screening from the “abutting” commercial uses across Delmar and Leland, would block visibility into the proposed ground floor retail and restaurant storefronts. This screening would have adverse impacts on maintaining and promoting an active streetscape that supports retail and restaurant businesses. Finally, the buffers would significantly limit buildable area and could potentially threaten the economic feasibility of redeveloping the subject property.

Therefore, a Text Amendment is recommended to address these perimeter buffer conflicts (see concurrently proposed TXT-23-04).

2. Conflict with Landscaping & Screening Requirements per §400.1190(B)(1)

Article V, Division 6 (Landscaping and Screening Requirements) of the zoning code requires an increase in setbacks (10-foot increase) and screening (dense evergreen tree plantings and a minimum 6-foot-tall privacy fence) when multi-family developments abut commercial zoning districts. It is staff’s opinion that these requirements are not appropriate for the proposed development for similar reasons described above for the perimeter buffer conflict.

Therefore, a Text Amendment is recommended to address these increased landscaping and screening conflicts (see concurrently proposed TXT-23-04).

Finally, Article V, Division 4 (Supplementary Residential Development Standards) sets forth additional dimensional regulations for elevator-type dwellings and town-house dwellings. A few of the standards set forth in this Division of the zoning code are not met by the proposed development. However, deviation from the strict application of these supplementary residential standards is permitted under the provisions of a planned development per §400.1110. The purpose of planned development districts 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.” (§400.720(A))

Off-Street Parking Requirements

Without any of the reductions allowed in the zoning code, the proposed development requires a total of 699 parking spaces, 607 of which are required for the residential uses, 20 for visitors of the building's residents, 49 for the restaurant use, and 23 for the retail use. The applicant is requesting a reduction in the required number of parking spaces to a total of 379 parking spaces (1 per dwelling unit plus 50 spaces for the retail, restaurant, and visitor parking combined).

As currently written in the zoning code, reductions in parking (or exceptions to the minimum number of required parking spaces) can be granted through a few provisions. These include when a development is within 500 feet of a transit stop/station (10% reduction); shared parking arrangements (when different uses have different peak parking periods); when public parking is allocated for the development (with a fee per parking space allocated); and/or through Conditional Use Permit (up to 20% reduction).

In late 2019, the Plan Commission recommended, and City Council approved, the removal of a provision exempting redevelopments (including the construction of new buildings) in the Core Commercial (CC) zoning district from meeting the minimum number of required parking spaces. The original intent of this provision was to encourage redevelopment in the Delmar Loop and promote a walkable environment. When the provision was removed, the intent was to "effectively address the negative impacts of excessive on-street parking demands" (staff memo to City Council). Since 2019, no new construction redevelopments have been approved in the Delmar Loop. This trend may be a sign that the City's parking standards can be a deterrent in the Delmar Loop, where space is tight and the proximity of restaurants, shops, and entertainment venues, and overall walkable environment are one of its main attractions.

The existing provisions for parking reduction are not sufficient to approve the proposed number of parking spaces (329). Therefore, a Text Amendment would be necessary to permit the proposed reduction in parking spaces (see proposed TXT-23-04). TXT-23-04 would create a provision that allows modification of the off-street parking requirements through the Planned Development procedure if the modification meets the conditional use permit review criteria set forth in §400.2710. The applicant has included with their application a parking sufficiency memo from CBB Transportation Engineers stating that the proposed number of parking spaces meets the average parking demand. This opinion is based on parking demand data from the Institute of Traffic Engineers (ITE) Parking General Manual for the proposed uses.

It is staff's opinion that the CUP review criteria are satisfied for the requested modification to the parking requirements, and that the reduction in the required parking would be appropriate, given the following:

- CBB Transportation Engineer's parking sufficiency memo (attached)
- Good access to public transportation:
 - 14-minute walk to University City-Big Bend MetroLink Station (Blue Line)
 - 15-minute walk to Delmar Loop MetroLink station (Red Line)
 - 0-minute walk to bus stop for MetroBus Route 97 (connections to Downtown St. Louis and Downtown Clayton)
 - 4-minute walk to bus stop for MetroBus Route 5 (connections to Washington University facilities)
- Highly walkable location (Walk Score of 90 – "Walker's Paradise")
- Bicycle friendly location (Bike Score of 70 – "Very Bikeable")
- Regional and national trends towards more flexible parking requirements, especially in denser, mixed-use environments. For example, neighborhoods such as Forest Park Southeast in St. Louis limit how much off-street parking a developer can build to one space per dwelling unit (regardless of the number of bedrooms), with the intent of encouraging density and foot traffic to support

businesses, amenities, and services in the neighborhood.

Bicycle Parking

The proposed development appears to provide sufficient off-street bicycle parking spaces per §400.2145. A dedicated bicycle storage room is provided on the ground floor with direct access from the sidewalk along Leland Avenue.

Loading

Off-street loading spaces have been provided per the requirements set forth in §400.2150.

Site Coverage

Planned Development – Commercial (PD-C) developments are limited to a site coverage of 70%, but if the proposed development can demonstrate compliance with four or more of the performance criteria set forth in §400.780(D)(2), site coverage can be increased to 90% maximum. The proposed development has 86.6% site coverage. Site coverage is defined in the zoning code as “the area of the site which is covered by buildings, driveways, parking lots, loading areas, but excluding open spaces, plazas, pedestrian circulation, and buffer areas.” The applicant has demonstrated compliance with the following criteria:

- Install storm drainage detention facilities underground
- Providing for screened loading and unloading areas
- Providing for mixed-use developments that include community facilities that further the goals, objectives and policies of the Comprehensive Plan
- Demonstration of a development using innovative architectural, site planning and land use design and of such quality as to set an excellent example for subsequent development or redevelopment projects

2005 Comprehensive Plan

The future land use map of the Comprehensive Plan identifies the subject property as “Mixed-Use/Transit Oriented Development”. The intended land uses for this category include a combination of commercial, professional and/or residential uses should occur or be encouraged. Land use activities in “Mixed-Use/Transit Oriented Development” should be neighborhood serving or community serving; mixed uses may be a single building, a group of buildings or a multiple block district. The proposed use of the subject property is consistent with the purpose and intent of this land use category.

2023 Comprehensive Plan

The 2023 Comprehensive Plan was unanimously adopted by the Plan Commission by resolution on September 27, 2023. Once approved by the City Council, the 2023 Comprehensive Plan will go into full effect and will replace the 2005 Comprehensive Plan. The proposed development furthers the 2023 plan’s emphasis on encouraging denser, mixed-use development, particularly in Activity Centers, and reducing parking requirements where appropriate. The future character and land use map of the 2023 plan identifies the subject property as an “Activity Center” and is within the “Loop Activity Center Overlay”. The uses and character of the proposed development are consistent with both place types.

Previously Held Public Meetings for the Proposed Development

Below is a summary of previously held public meetings and events to obtain feedback on the proposed development from City Boards & Commissions and neighboring residents.

- July 26, 2023 – Plan Commission working session
- August 11, 2023 – Community open-house event
- September 19, 2023 – Community open-house event

- September 27, 2023 – Plan Commission working session
 - October 10, 2023 – Loop Special Business District Board meeting
 - October 11, 2023 – Traffic Commission meeting
-

Staff Recommendation

Staff recommends approval of the Map Amendment and Preliminary Development Plan as presented in the attached documents, with the following condition:

1. The recommendation is contingent upon City Council approval of TXT-23-04.



Department of Community Development

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

APPLICATION FOR ZONING MAP AMENDMENT:

Address / Location / Site of Building

1. Current Zoning District (Check one):

CC GC HR HRO IC LC LR MR PA PD SR

2. Proposed Zoning District (Check one):

CC GC HR HRO IC LC LR MR PA PD SR

3. State proposed use:

Multifamily Mixed Use Building

4. Describe existing premises:

Vacant Bank and retail storefronts with surface parking lots

5. Describe proposed construction (please attach additional narrative):

7 Story building with parking garage (see attached narrative)

6. State applicant's name, address and daytime telephone number:

Subtext Acquisitions, LLC

3000 Locust Street, St. Louis, MO 63103

7. Applicant's interest in the property (check one):

Owner Tenant 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:

The Washington University, 700 Rosedale Avenue, St. Louis, MO and Commerce Bank, 8000 Forsyth Blvd, Suite 1100, 314-746-7292

Other (specify):

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.

9/28/23
Date

Applicant's Signature and Title

FOR OFFICE USE ONLY

Date: _____ Application first received of _____

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



Washington University in St. Louis

Stephen C. Condrin
Assistant Vice Chancellor
Real Estate

October 9, 2023

PROPERTY OWNER AUTHORIZATION

The Washington University, a corporation established by special act of the General Assembly of the State of Missouri, (“Owner”) is the owner of real property commonly known as 6640 and 6654 Delmar Blvd., University City, Missouri 63130 (the “Property”). As the Owner of the Property, this letter authorizes Subtext Acquisitions, LLC (the “Applicant”) to file and obtain approval of a Subdivision Plat, Zoning Map Amendment from Core Commercial District (“CC”) to Planned Development – Mixed Use PDM, approval of a Preliminary Development Plan, and for any other University City applications or requests in connection therewith.

The Washington University,
a corporation established by special act of the General
Assembly of the State of Missouri approved February
23, 1853 and acts amendatory thereto

By: _____

Name: Stephen C. Condrin

Title: Assistant Vice Chancellor for Real Estate



Corporate Real Estate Department
1000 Walnut Street, 7th Floor
Kansas City, MO 64106
Phone (816) 234-8652
Fax (816) 760-3116

October 11, 2023

Property Owner Authorization

Commerce Bank, a Missouri bank and trust company ("**Owner**"), is the owner of real property commonly known as 6630 and 6650 Delmar Blvd., University City, Missouri 63130 (the "**Property**"). As the Owner of the Property, this letter authorizes Subtext Acquisitions, LLC (the "Applicant") to file and obtain approval of a Subdivision Plat (to consolidate Part of Lots 5-15 in Block 1 of Rosedale Heights into a single lot), and approval of that certain Preliminary Development Plan for Subtext Development University City prepared by Stock & Associates Consulting Engineers, Inc. as Job No. 221-6681.

Very Truly Yours,

Commerce Bank,
a Missouri bank and trust company

Name: Brent Hall
Title: VP - Corp. Real Estate



LOCAL University City Zoning Amendment Narrative and Supplemental information

Project Narrative / Proposed Construction:

The proposed building is a 7-story multifamily mixed used building with +/- 300,000 GSF of residential with +/- 8,000 GSF of retail/restaurant use. There will be 329 residential units served by a parking garage. The site will provide 100 public and residential secured bike racks. The site work will include new street curbs, sidewalks and access to the parking garage off of Loop Street for both retail and residential parking. Enhanced streetscape including trees and planting areas with street lighting along Delmar to be consistent with the Delmar Loop existing lighting design. The stormwater on this site will be held in an underground detention to reduce storm water run off per MSD recommendations.

Site Coverage:

The proposed site coverage is 86.6%, which requires 4 of the bonus criteria to be met. This site meets the following:

- o b. *Install storm drainage detention facilities underground;*
 - o *Storm water will be held in an underground storm detention.*
- o c. *Resolution or mitigation of existing off-site storm drainage problems (e.g., drainage channel erosion);*
 - o *The project will address off site storm by decreasing the surface runoff from the site.*
- o h. *Providing for screened loading and unloading areas;*
 - o *All loading areas will be within the building.*
- o l. *Providing for mixed-use developments that include community facilities that further the goals, objectives and policies of the Comprehensive Plan;*
 - o *Design of the current expansion/improvement of the sidewalk & bus stop area.*
- o k. *Any other performance criteria that further the goals, objectives and policies of the Comprehensive Plan and that, in the opinion of the Plan Commission and City Council, warrant the approval of development bonuses.*
 - o *The project will enhance the neighborhood by providing a vibrant active street with retail and townhome style units, that foster mixed-use nodes of activity and a variety of housing types.*

Proposed Development Schedule

Development Plan and Zoning change: October 2023-January 2024

Building Permit application: April 2024

Construction: June 2024-June 2026

LOCAL UNIVERSITY CITY

A TRACT OF LAND BEING PART OF LOTS 6-11 AND 15 AND PART OF LOTS 5, 12-14 OF ROSEDALE HEIGHTS AS RECORDED IN PLAT BOOK 2, PAGE 60 UNIVERSITY CITY, ST. LOUIS COUNTY, MISSOURI

PRELIMINARY DEVELOPMENT PLAN/PLAT

ABBREVIATIONS	
C.O.	- CLEANOUT
DB	- DEED BOOK
E	- ELECTRIC
FL	- FLOWLINE
FT	- FEET
FND.	- FOUND
G	- GAS
M.H.	- MANHOLE
N/F	- NOW OR FORMERLY
PL	- PLAT BOOK
PC	- PAGE
P.V.C.	- POLYVINYL CHLORIDE PIPE
R.B.	- RADIAL BEARING
R.C.P.	- REINFORCED CONCRETE PIPE
SQ.	- SQUARE
T	- TELEPHONE CABLE
V.C.P.	- VETRIFIED CLAY PIPE
W	- WATER
(88'W)	- RIGHT-OF-WAY WIDTH

LEGEND	
	BENCH MARK
	FOUND IRON ROD
	FOUND IRON PIPE
	RIGHT OF WAY MARKER
	UTILITY POLE
	SUPPORT POLE
	UTILITY POLE WITH LIGHT
	LIGHT STANDARD
	ELECTRIC METER
	ELECTRIC MANHOLE
	ELECTRIC PEDESTAL
	ELECTRIC SPLICE BOX
	GAS DRP
	GAS METER
	GAS VALVE
	TELEPHONE MANHOLE
	TELEPHONE PEDESTAL
	TELEPHONE SPLICE BOX
	CABLE TV PEDESTAL
	FIRE HYDRANT
	FIRE DEPARTMENT CONNECTION
	WATER MANHOLE
	WATER METER
	WATER VALVE
	POST INDICATOR VALVE
	CLEAN OUT
	STORM MANHOLE
	GRATED MANHOLE
	STORMWATER INLET
	GRATED STORMWATER INLET
	SANITARY MANHOLE
	TREE
	BUSH
	TRAFFIC SIGNAL
	PARKING METER
	STREET SIGN
	SPRINKLER
	MAIL BOX



SITE INFORMATION

OWNER UNDER CONTRACT = SUBTEXT ACQUISITIONS, LLC
 SITE ACREAGE = 1.98 Acres ±
 SITE ADDRESS = 6630, 6640, 6650 and 6654 Delmar Blvd.
 ZIP CODE = 63130
 LOCATOR No. = 18H411713, 18H412466, 18J620923, 18J621166
 FIRE DISTRICT = University City
 SCHOOL DISTRICT = University City
 SEWER DISTRICT = Metropolitan St. Louis Sewer District
 WATER SERVICE = Missouri-American Water Company
 GAS SERVICE = Spire
 ELECTRIC SERVICE = Ameren UE
 PHONE SERVICE = At&t
 EXISTING ZONING = CORE COMMERCIAL
 PROPOSED ZONING = PLANNED DEVELOPMENT
 FIRM = 29189C0218K

SHEET INDEX

- C1.0 TITLE SHEET
- C2.0 EXISTING ALTA SURVEY
- C3.0 PRELIMINARY DEVELOPMENT PLAN
- C4.0 SITE SECTIONS
- C5.0 EXISTING RUNOFF MAP
- C6.0 PROPOSED RUNOFF MAP

TOTAL TRACT DESCRIPTION

A tract of land being part of lots 5 through 15 of Rosedale Heights, a subdivision according to the plat thereof as recorded in Plat Book 2, Page 60 of the St. Louis County records, located in US Survey 376, Township 45 North, Range 6 East of the Fifth Principal Meridian, University City, St. Louis County, Missouri being more particularly described as follows:

Beginning at the intersection of south right-of-way line of Delmar Boulevard, 80 feet wide, as established by Book 3811, Page 382 of above said records with the west right-of-way line of Leland Ave, 55 feet wide; thence along said west right-of-way line, South 03 degrees 00 minutes 32 seconds West, 164.34 feet to its intersection with the north right-of-way line of a South Loop Street, 55 feet wide; thence along said right-of-way line, North 87 degrees 14 minutes 00 seconds West, 525.11 feet to the east line of a tract of land as conveyed to BST Delmar, LLC by instrument recorded in Book 19826, Page 1172 of above said records; thence along said east line, North 03 degrees 00 minutes 32 seconds East, 164.34 feet to the south right-of-way line of above said Delmar Boulevard; thence along said right-of-way line, South 87 degrees 14 minutes 0 seconds East, 525.11 feet to the POINT OF BEGINNING.

Containing 86,294 square feet or 1.981 acres, more or less.

PARKING REQUIREMENTS:

RESTAURANT: 3,644 S.F. (1 SPACE PER 75 S.F.) = 49 REQUIRED

RETAIL: 4,466 S.F. (1 SPACE PER 200 S.F.) = 23 REQUIRED

RESIDENTIAL: 103: 1 BEDS (1.5 SPACE PER BED) = 155 REQUIRED
 226: 2 BED OR GREATER (2 SPACE PER BED) = 452 REQUIRED

VISITORS: 1 SPACE PER 6 UNITS FOR THE FIRST 30 UNITS
 AND 1 SPACE PER 20 UNITS THEREAFTER FOR = 20 REQUIRED

TOTAL PARKING SPACES REQUIRED = 699 SPACES
 TOTAL PARKING SPACES REQUIRED CODE ALLOWABLE REDUCTIONS = 461 SPACES
 TOTAL PARKING SPACES PROVIDED = 379 SPACES

GROSS FLOOR AREAS:

RETAIL: 8,110 S.F.
 RESIDENTIAL: 309,862 S.F.
 GARAGE: 122,657 S.F.

TOTAL GSF: 317,972 S.F. (INCLUDING GARAGE = 440,629 S.F.)

F.A.R. = $\frac{317,972 \text{ S.F.}}{(1.98 \text{ Ac.})(43,560 \text{ S.F.})} = 3.69$

FLOOD MAP INFORMATION:

SUBJECT PROPERTY LINES WITHIN FLOOD ZONE X (AREAS OF MINIMAL FLOOD HAZARD) ACCORDING TO THE NATIONAL FLOOD INSURANCE RATE MAP NUMBER 2981C0218K, AN UNPRINTED MAP.

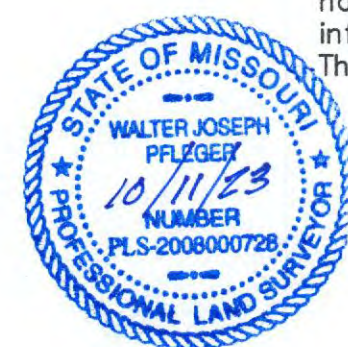
EXISTING SITE RESOURCES SUMMARY TABLE		
NATURAL RESOURCE	PRESENCE?	ADDITIONAL INFORMATION
WETLANDS	NO	NONE IDENTIFIED ON SITE.
STREAMS AND FLOODPLAIN	NO	FLOOD ZONE X (AREAS OF MINIMAL FLOOD HAZARD) PER FEMA MAP NUMBER: 29189C0218K, AN UNPRINTED MAP
KARST	NO	NONE IDENTIFIED ON SITE.
PONDS	NO	NONE IDENTIFIED ON SITE.

SURVEYOR'S CERTIFICATION

This is to certify that Stock and Associates Consulting Engineers, Inc. has prepared this Preliminary Development Plan/Plat from record survey information only and does not represent a property boundary survey. The existing and proposed subdivision are shown hereon.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
 L.S. No. 222-D

By: *Walter Joseph Pfeiffer*
 Walter Joseph Pfeiffer, Missouri P.L.S. No. 2008000728



CONTRACTOR NOTE:
 PRIOR TO OBTAINING A CONSTRUCTION PERMIT FROM THE METROPOLITAN ST. LOUIS SEWER DISTRICT, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE THE DISTRICT WITH A COPY OF AN EXECUTED CERTIFICATE OF INSURANCE INDICATING THAT THE PERMITTEE HAS OBTAINED AND WILL CONTINUE TO CARRY COMMERCIAL GENERAL LIABILITY AND COMPREHENSIVE AUTO LIABILITY INSURANCE. THE REQUIREMENTS AND LIMITS SHALL BE AS STATED IN THE "RULES AND REGULATIONS AND ENGINEERING DESIGN REQUIREMENTS FOR SANITARY AND STORMWATER DRAINAGE FACILITIES", SECTION 10.090 (ADDENDUM).

UTILITY NOTE:
 UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND INFORMATION, AND, THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NON-EXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE FACILITIES, STRUCTURES AND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS. THE UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMO.

ST. LOUIS COUNTY BENCHMARK

BENCHMARK # 14264
 NOV29 Elev = 542.02
 "Standard Table" stamped 1234 75 S.L.C. set in north end of [concrete wall for] window well [16.5' north of the main or] east entrance to Trinity Presbyterian Church; at intersection of Kingsland Avenue and Washington Avenue [54' west of the centerline of Kingsland Avenue and 134' south of the centerline of Washington Avenue].

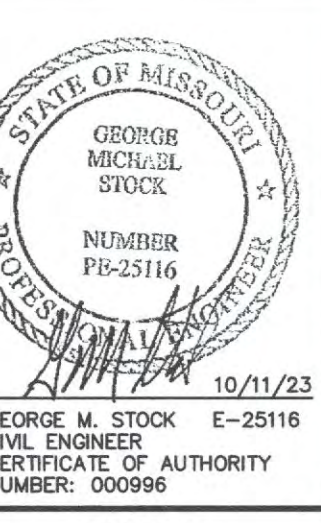
SITE BENCHMARK

ELEV = 526.29
 CUT CROSS AS SHOWN HEREON.

PREPARED FOR:
 SUBTEXT ACQUISITIONS, LLC
 3000 LOCUST STREET
 ST. LOUIS, MO 63103
 C/O RYAN BUMB

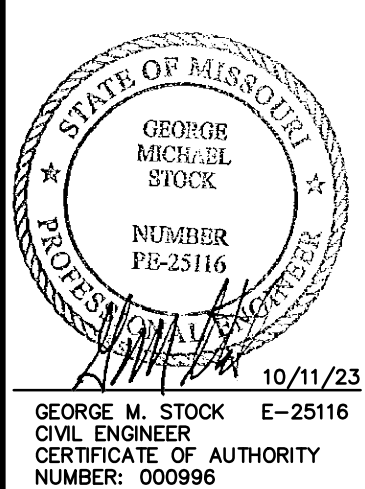
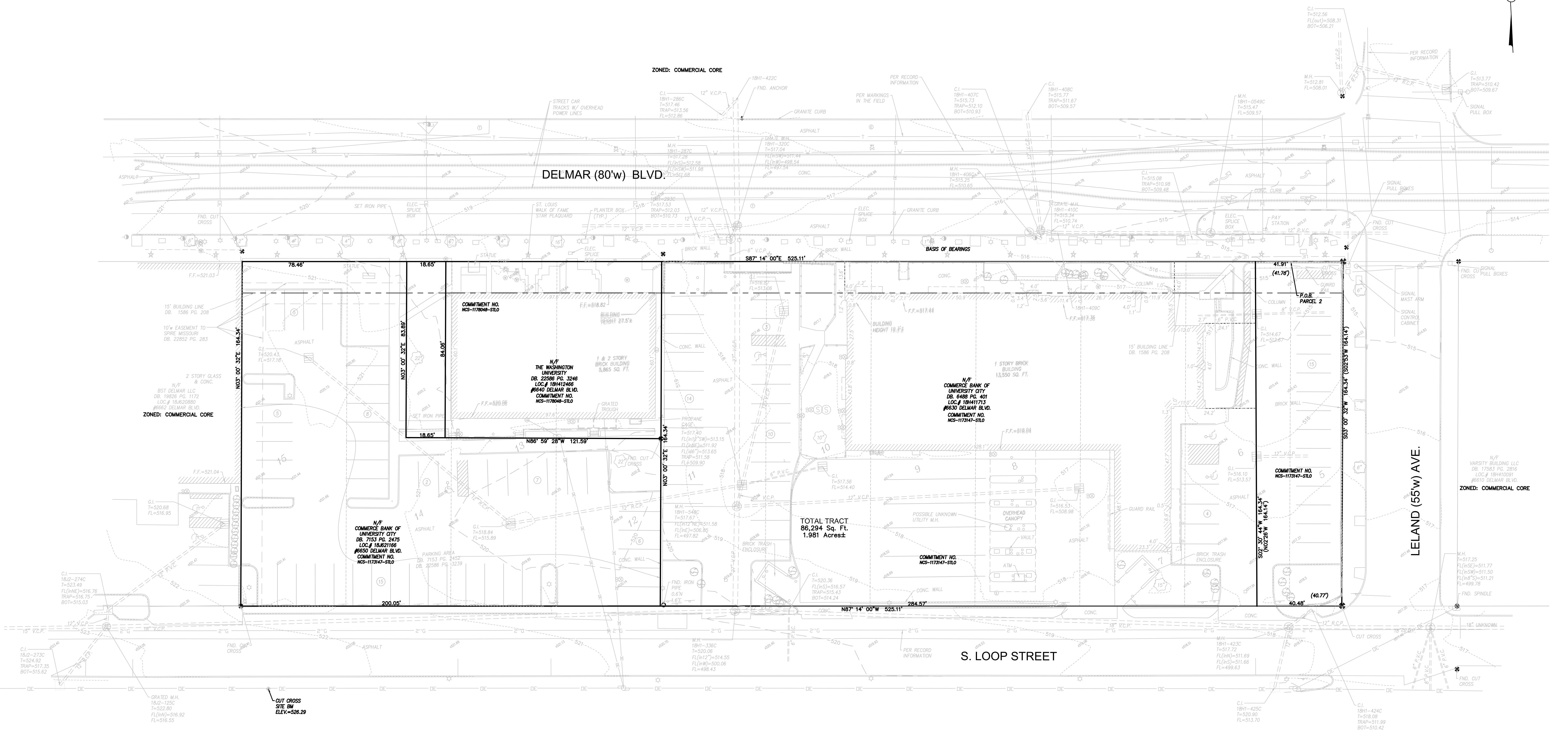
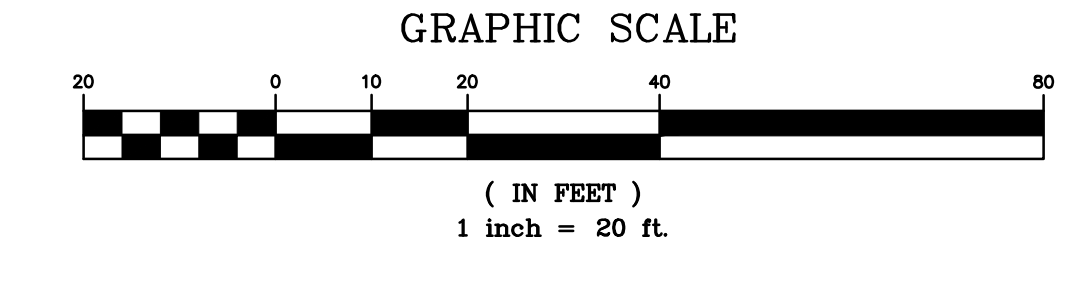
PREPARED BY:
STOCK & ASSOCIATES
 Consulting Engineers, Inc.
 257 Chesterfield Business Parkway
 St. Louis, MO 63015 PH: (636) 530-9100 FAX: (636) 530-9100
 e-mail: general@stockandassociates.com
 Web: www.stockandassociates.com

PRELIMINARY DEVELOPMENT PLAN/PLAT FOR:
LOCAL UNIVERSITY CITY
 DELMAR BOULEVARD & LELAND AVENUE
 UNIVERSITY CITY, MO 63130



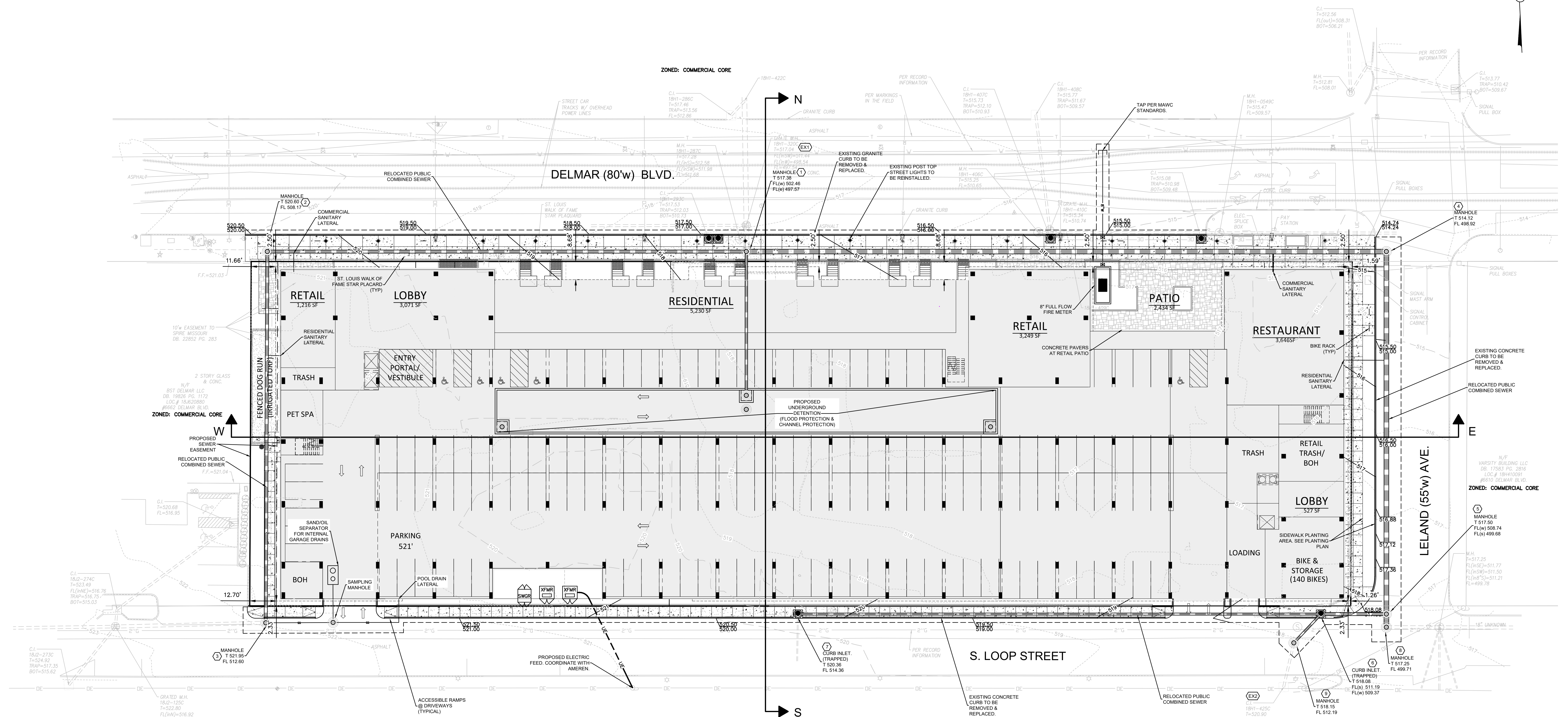
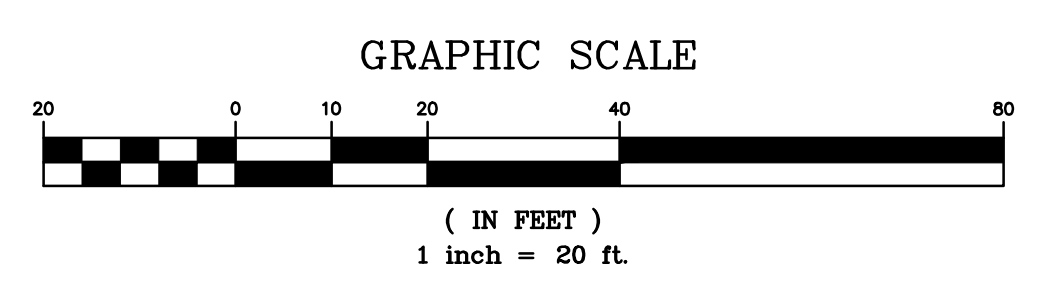
REVISIONS:	
DATE	DESCRIPTION
10/11/23	221-6681.4
10/11/23	18-H-18-J
10/11/23	XX-XXX-XX
10/11/23	XX-XXX-XX

DRAWN BY: J.E.B. CHECKED BY: G.M.S.
 DATE: 10/11/23 JOB NO: 221-6681.4
 W.S.D. CONGRFT BASE MAP # 18-H-18-J
 EX-2009-00096 S.L.C. HAT # 18-H-18-J
 S.L.C. HAT # XXXX HAT SUP. # XX-XXX-XX
 MO-XXXXXXX
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 TITLE SHEET
 SHEET NO.:
C1.0

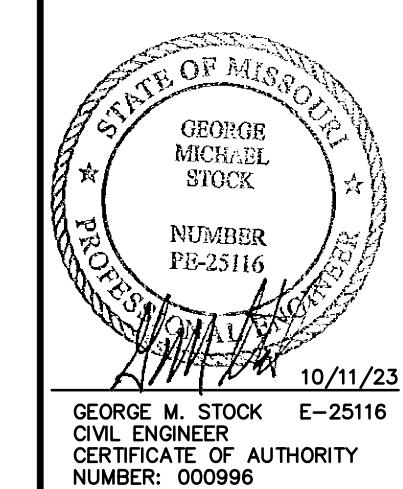


DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 10/11/23	JOB NO: 221-6681.4
K.S. CONCERT 230NCPB-00058	BASE MAP: 18-H, 18-J
S.L.C. MAT # XXXX	MAT SUP. XX-XXX-XX
M.D.N.R. # MO-XXXXXXX	
SHEET TITLE: EXISTING ALTA SURVEY	
SHEET NO.: C2.0	

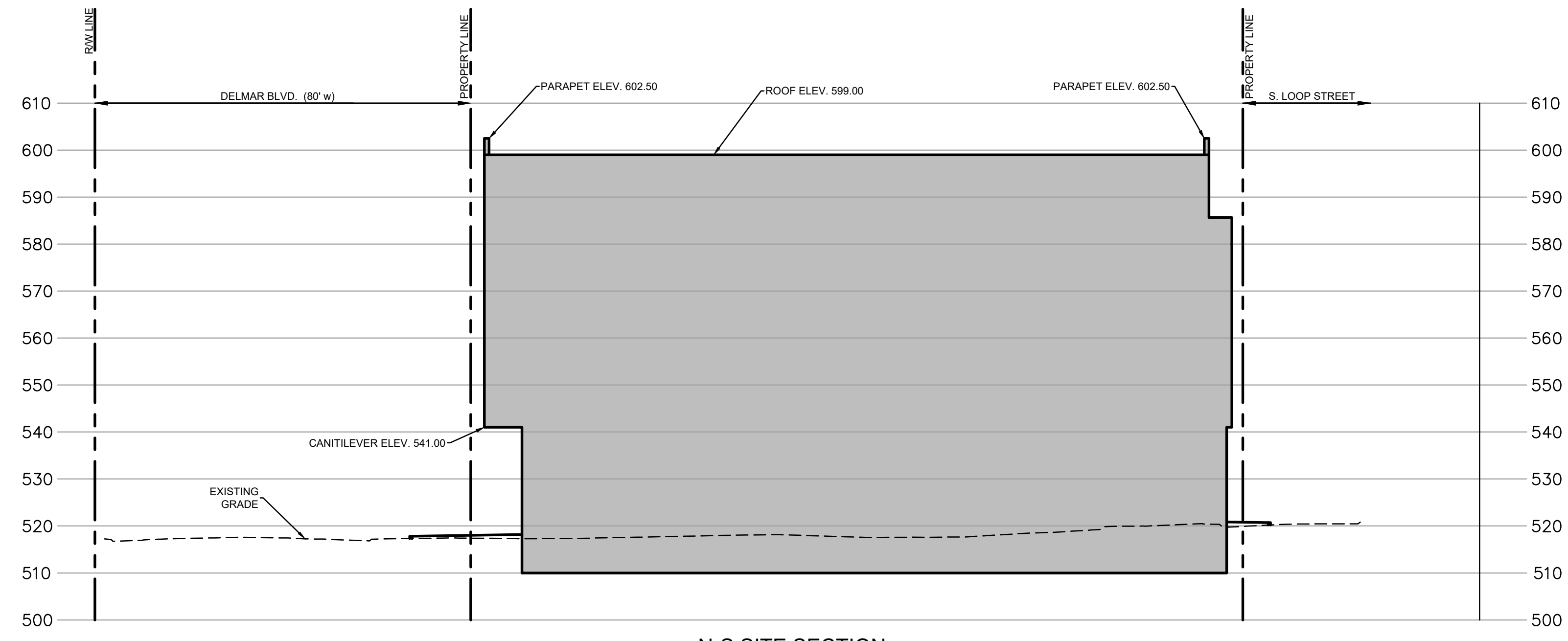
ALL RIGHTS RESERVED BY CONSULTING ENGINEERS, INC. ALL INFORMATION IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. DATE: 10/11/2023 10:58:40 AM



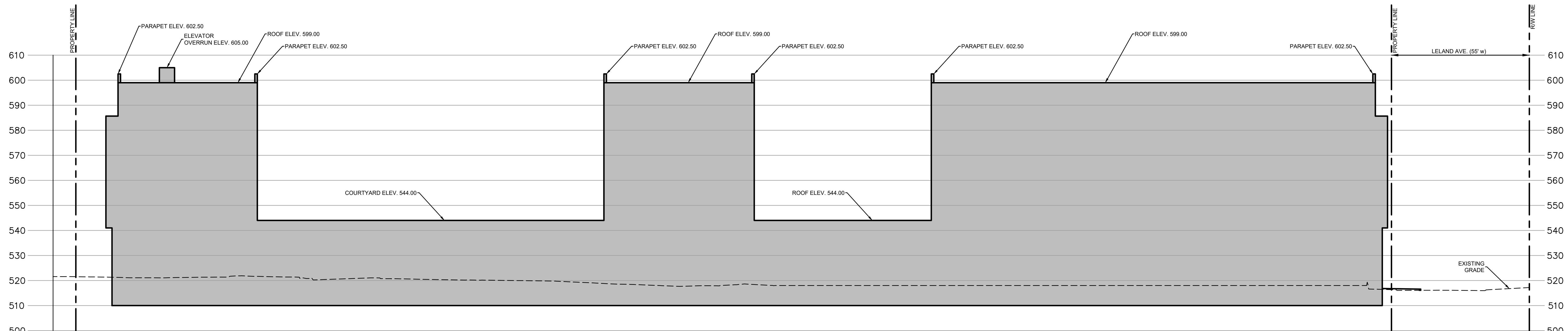
PRELIMINARY DEVELOPMENT PLAN FOR:
LOCAL UNIVERSITY CITY
 DELMAR BOULEVARD & LELAND AVENUE
 UNIVERSITY CITY, MO 63130



DRAWN BY: J.E.B.		CHECKED BY: G.M.S.	
DATE: 10/11/23	JOB NO: 221-6681.4	K.S. CONCRET RISE MAP #	
230NCPB-00058	18-H, 18-J	S.L.C. MAT #	
M.D.N.R. #	MO-XXXXXX	REVISIONS:	
SHEET TITLE: PRELIMINARY DEVELOPMENT PLAN			
SHEET NO.: C3.0			



N-S SITE SECTION
SCALE: 1"=20'(V/H)



E-W SITE SECTION
SCALE: 1"=20'(V/H)

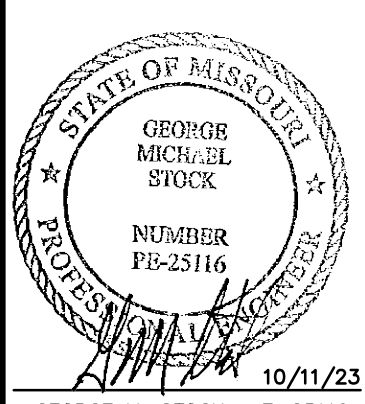
PREPARED BY:



PRELIMINARY DEVELOPMENT PLAN/PLAT FOR:

LOCAL UNIVERSITY CITY

DELMAR BOULEVARD & LELAND AVENUE
UNIVERSITY CITY, MO 63130



10/11/23
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

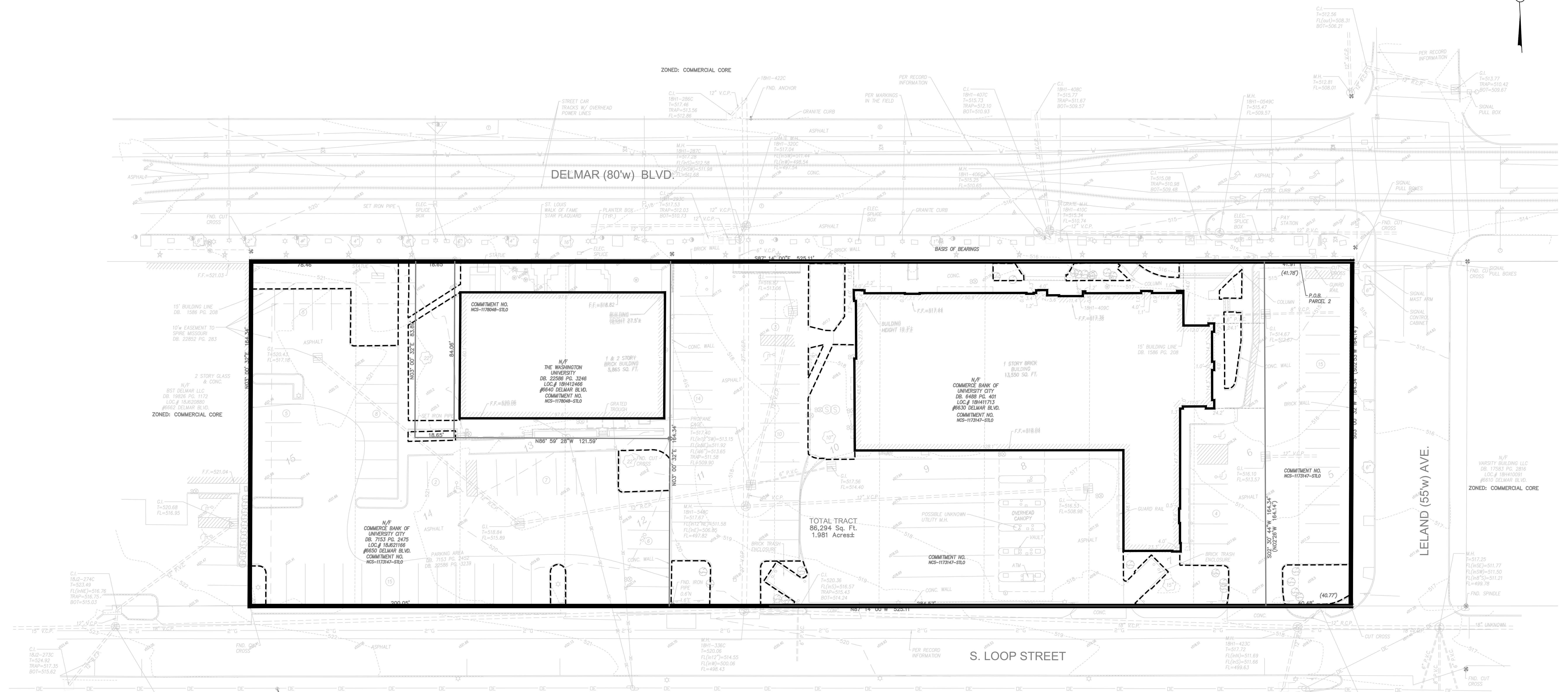
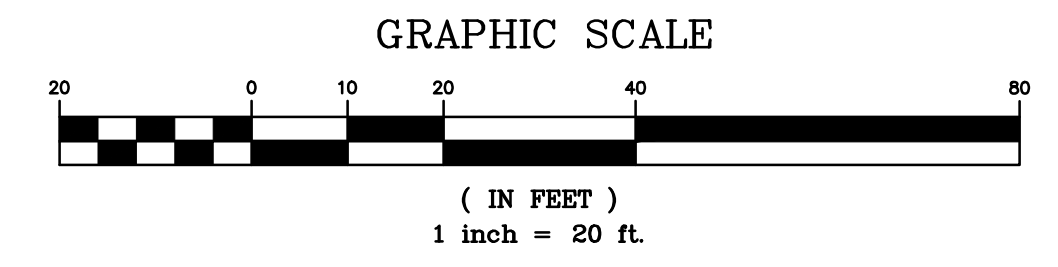
REVISIONS:

DATE	DESCRIPTION

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 10/11/23	JOB NO: 221-6681.4
K.S. CONCRETE 230NCPB-00058	RISE MAP # 18-H, 18-J
S.L.C. MAT # XXXX	MAT SUP. XX-XXXX, XX
M.D.N.R. # MO-XXXXXXX	

SHEET TITLE:
SITE SECTIONS

SHEET NO.:
C4.0

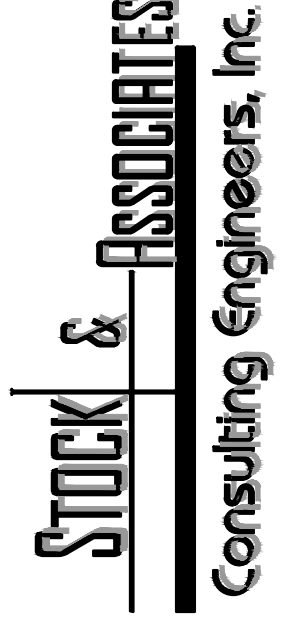


PRE-DEVELOPED RUNOFF: 20-yr; 20-min STORM

PAVEMENT = 1.33 Ac x 3.70 cfs/Ac = 4.92 cfs
 ROOF = 0.45 Ac x 6.00 cfs/Ac = 2.70 cfs
 GRASS = 0.20 Ac x 1.78 cfs/Ac = 0.36 cfs

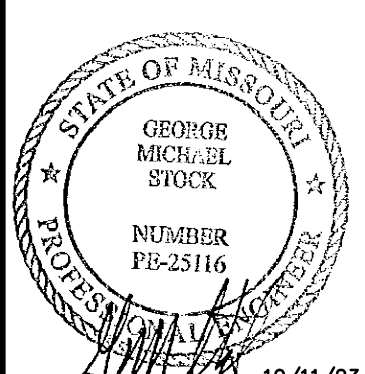
TOTAL EXISTING RUNOFF = 7.98 c.f.s.

PREPARED BY:



PRELIMINARY DEVELOPMENT PLAN/PLAT FOR:

LOCAL UNIVERSITY CITY
 DELMAR BOULEVARD & LELAND AVENUE
 UNIVERSITY CITY, MO 63130



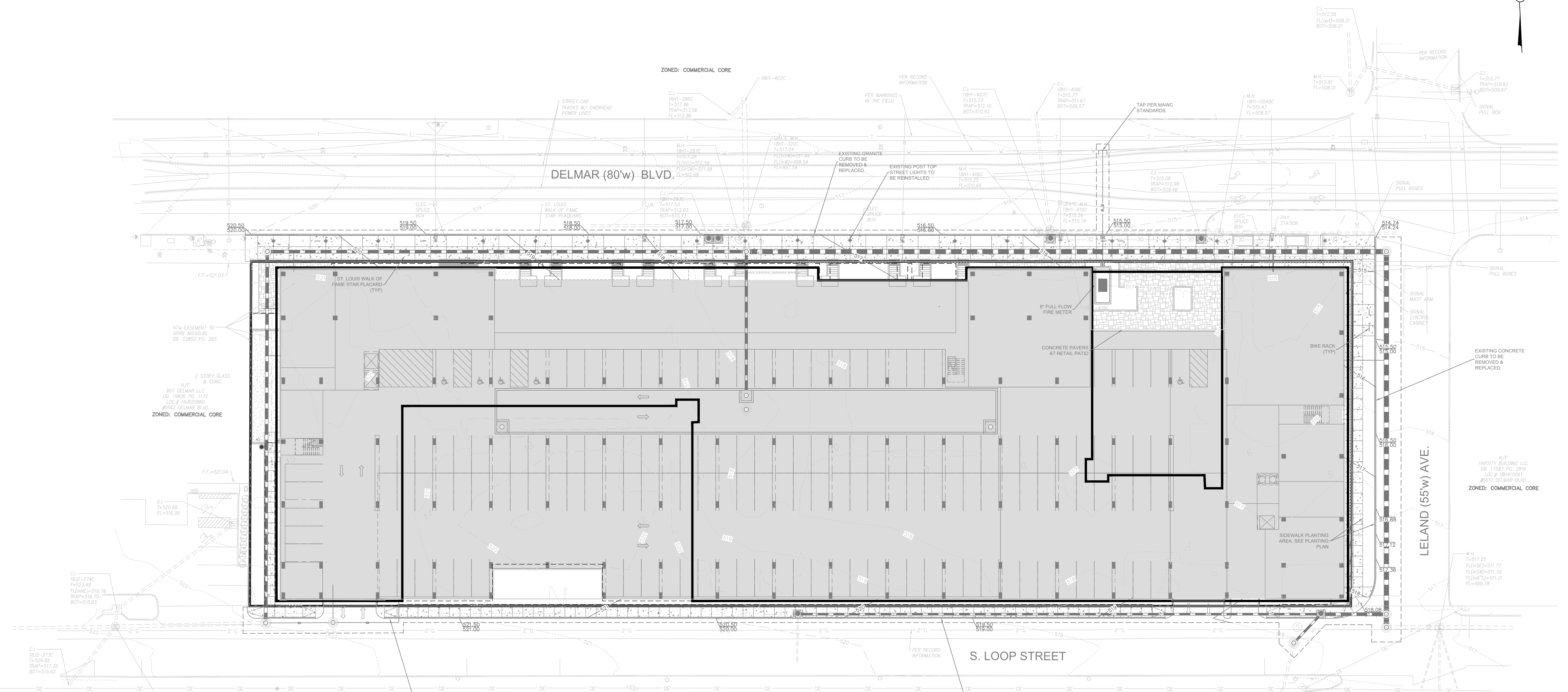
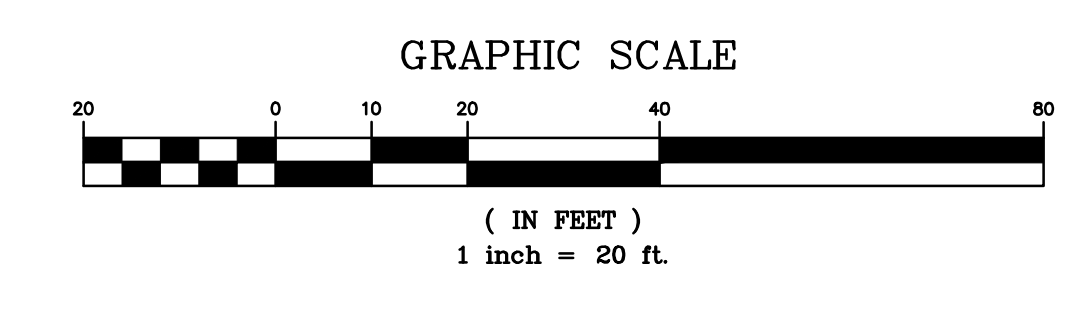
10/11/23
 GEORGE M. STOCK E-25116
 CIVIL ENGINEER
 CERTIFICATE OF AUTHORITY
 NUMBER: 000996

REVISIONS:

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 10/11/23	JOB NO: 221-6681.4
PROJECT: 230NCPB-00058	BASE MAP: 18-H, 18-J
S.L.C. MAT #: XXXX	MAT SUP. #: XX-XXXX-XX
M.D.N.R. #: MO-XXXXXXX	

SHEET TITLE:
**EXISTING RUNOFF
 MAP**

SHEET NO.:
C5.0



POST-DEVELOPED RUNOFF: 20-yr; 20-min STORM

PAVEMENT = 0.47 Ac x 3.70 cfs/Ac = 1.74 cfs
 ROOF = 1.42 Ac x 6.00 cfs/Ac = 8.52 cfs
 GRASS = 0.09 Ac x 1.78 cfs/Ac = 0.16 cfs

TOTAL PROPOSED RUNOFF = 10.42 c.f.s.

DIFFERENTIAL RUNOFF = 10.42 cfs - 7.98 cfs = 2.44 cfs

PURSUANT TO MSD CONCEPTUAL REVIEW - 'BACK TO GRASS' EVALUATION REQUIRED

EXISTING BACK TO GRASS = 1.98 Ac x 1.78 cfs = 3.52 cfs

DIFFERENTIAL RUNOFF ' BACK TO GRASS' = 10.42 cfs - 3.52 cfs = 6.90 cfs.

STORMWATER DETENTION REQUIRED FOR 2-yr; 24-hr & 100-yr; 24-hr STORM EVENTS.

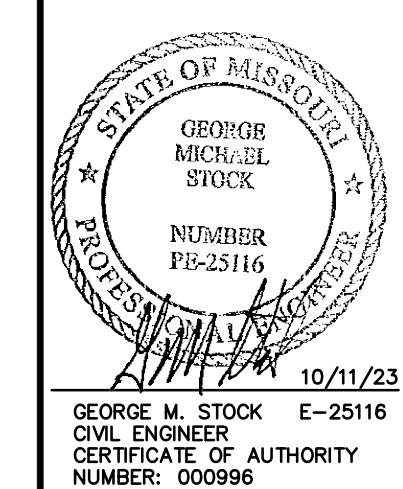
CHANNEL PROTECTION NOT REQUIRED BY MSD, BUT TO BE PROVIDED .

PREPARED BY:

PRELIMINARY DEVELOPMENT PLANPLAT FOR:

LOCAL UNIVERSITY CITY

DELMAR BOULEVARD & LELAND AVENUE
 UNIVERSITY CITY, MO 63130



10/11/23
 GEORGE M. STOCK E-25116
 CIVIL ENGINEER
 CERTIFICATE OF AUTHORITY
 NUMBER: 000996

REVISIONS:

NO.	DESCRIPTION

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 10/11/23	JOB NO. 221-6681.4
K.S. CONCRETE 230NCPB-00058	RISE MAP # 18-H, 18-J
S.L.C. MAT # XXXX	MAT SUP. # XX-XXXX-XX
M.D.N.R. # MO-XXXXXXX	

SHEET TITLE:
**PROPOSED RUNOFF
 MAP**

SHEET NO.:
C6.0

LOCAL UNIVERSITY CITY

LOCAL
UNIVERSITY CITY
University City, MO

DELMAR BOULEVARD & LELAND AVE
UNIVERSITY CITY, MO 63130

esg
ARCHITECTURE & DESIGN
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com



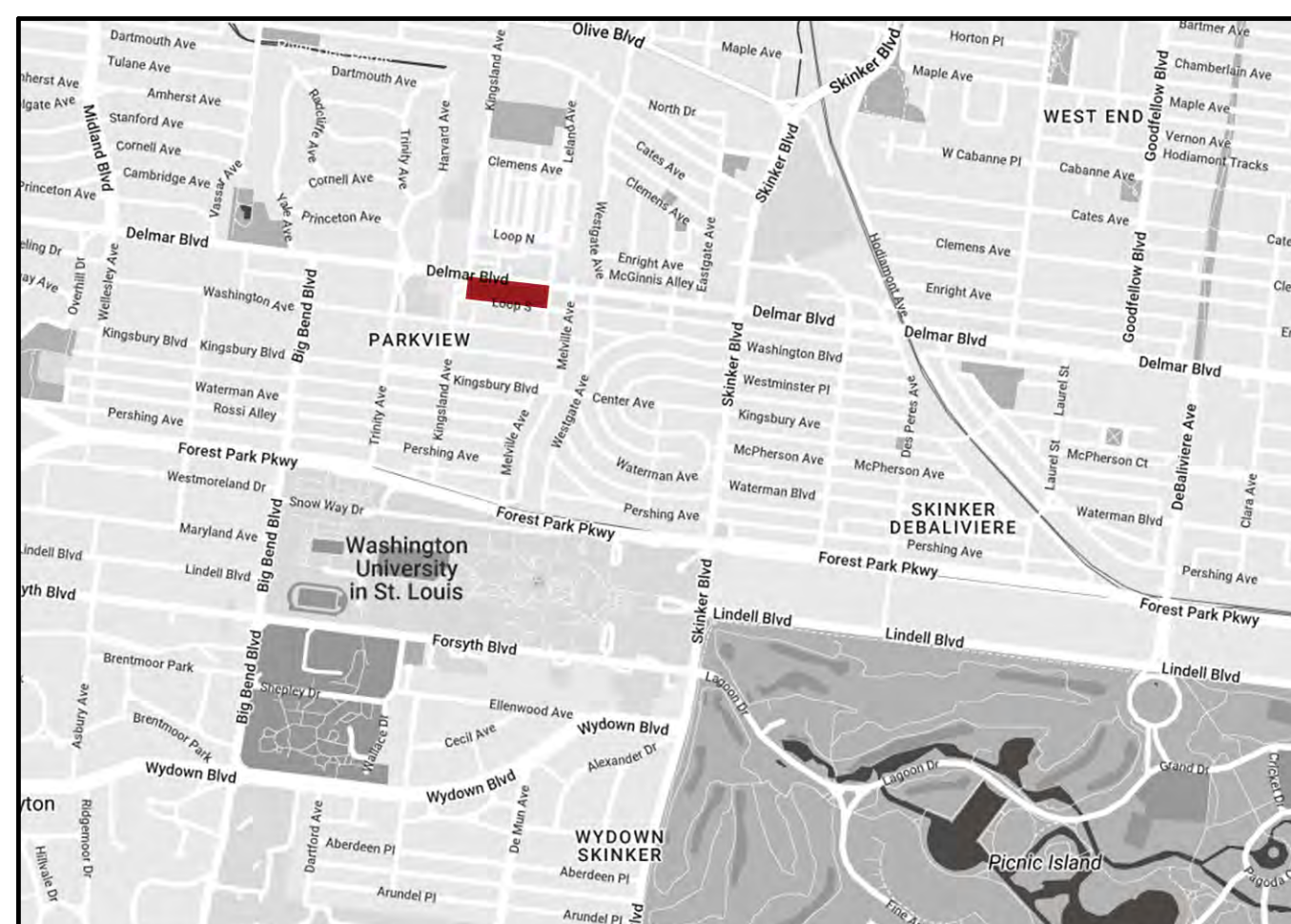
**NOT FOR
CONSTRUCTION**

Preliminary
Development Plan

ORIGINAL ISSUE:
10/11/23

REVISIONS:
No. Description Date

PROJECT LOCATION



PROJECT TEAM

OWNER/DEVELOPER: Subtext Development
3000 Locust Street
St. Louis, MO 63103
Ph: 314-721-5559

ARCHITECT: ESG Architecture & Design
500 Washington Ave. South, Suite 1080
Minneapolis, MN 55415
Ph: 612-339-5508

CIVIL ENGINEER: Stock & Associates
257 Chesterfield Business Pkwy
Chesterfield, MO 63005
Ph: 636-530-9100

LANDSCAPE ARCHITECT: AIC Design Group
1991 Wodland Way
Dunwoody, GA 30338
Ph: 770-330-0814

PROJECT AREA & UNIT MIX

LOCAL University City

Levels	Gross SF	Parking GSF	Commercial	Residential GSF	Commercial / Visitor Stalls	Res. Enclosed Stalls	Res. Units
0.5 Parking	22,655	22,655	-	-	-	67	0
1 Commercial / Lobby / Parking	75,544	50,377	8,110	12,997	77	76	10
2 Apartments / Parking	75,770	49,625	-	24,445	-	159	13
3 Apartments / Amenities	53,590	-	-	47,901	-	-	54
4 Apartments	53,590	-	-	53,590	-	-	63
5 Apartments	53,590	-	-	53,590	-	-	63
6 Apartments	53,590	-	-	53,590	-	-	63
7 Apartments	52,300	-	-	52,300	-	-	63
Total	440,629	122,657	8,110	298,413	77	302	329

Unit Mix	# of Units	Units SF	NLSF	Site Metrics
Studio	54	414	22,356	Site SF 86,294
One Bedroom	49	510	24,990	Applicable FAR SF 317,972
Two Bedroom	150	759	117,260	Site Acreage 1.98
Three Bedroom	76	1045	79,420	Dwelling Unit / Acre 166
Total	329	731	244,026	FAR 3.68

Parking	Common Open Space
Total Parking Required: 699	Total Open Area SF 23,409
Total Parking with shared reductions: 461	Total Gross Residential Area SF 298,413
Total Parking Provided: 379	15% Required 11.20%

DRAWING INDEX

DRAWING INDEX - PRELIMINARY...		
DRAWING NUMBER	DRAWING NAME	P.D.P.
ARCHITECTURAL		
EP1.0	TITLE SHEET	•
EP2.1	FLOOR PLANS	•
EP2.2	FLOOR PLANS	•
EP2.3	FLOOR PLANS	•
EP3.1	ELEVATIONS	•
EP4.1	RENDERINGS	•
EP4.2	RENDERINGS	•

223514
PROJECT NUMBER

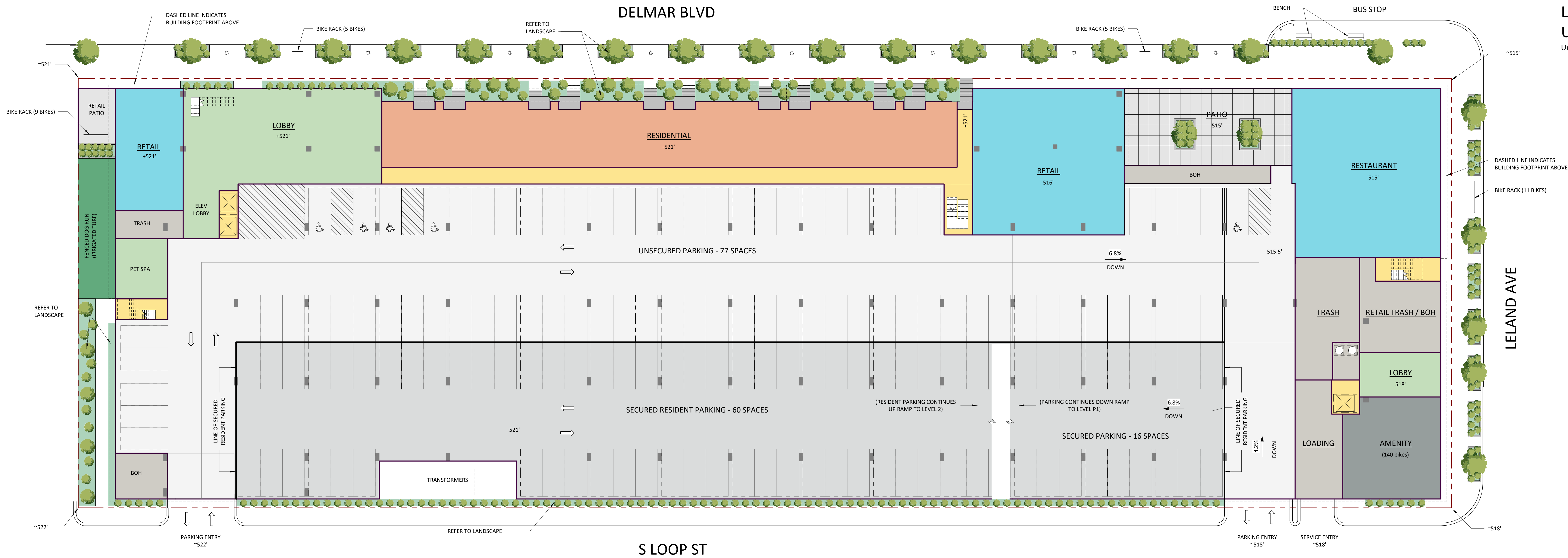
Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____

KEY PLAN

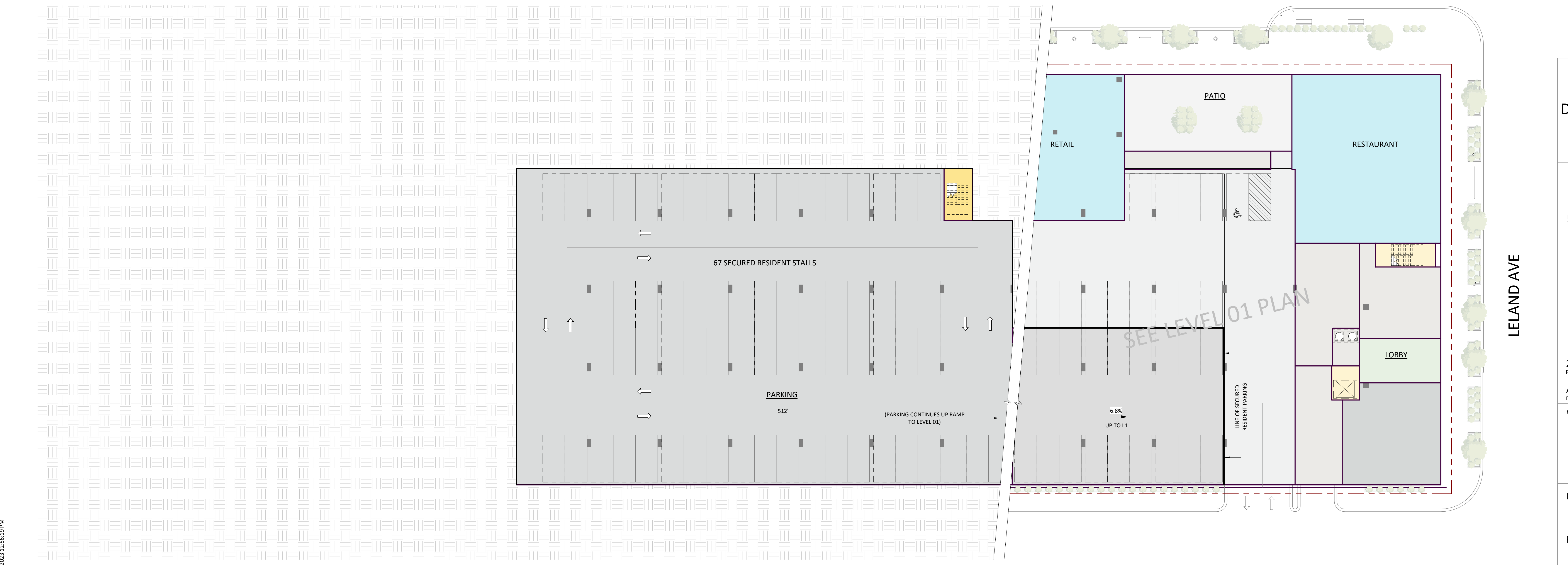
LOCAL UNIVERSITY CITY

TITLE SHEET
EP1.0

NOT FOR CONSTRUCTION



1 LEVEL 01
EP2.1 1/16" = 1'-0"



2 LOWER LEVEL
EP2.1 1/16" = 1'-0"

Preliminary Development Plan

ORIGINAL ISSUE:
10/11/23

REVISIONS:
No. Description Date

223514
PROJECT NUMBER

Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____

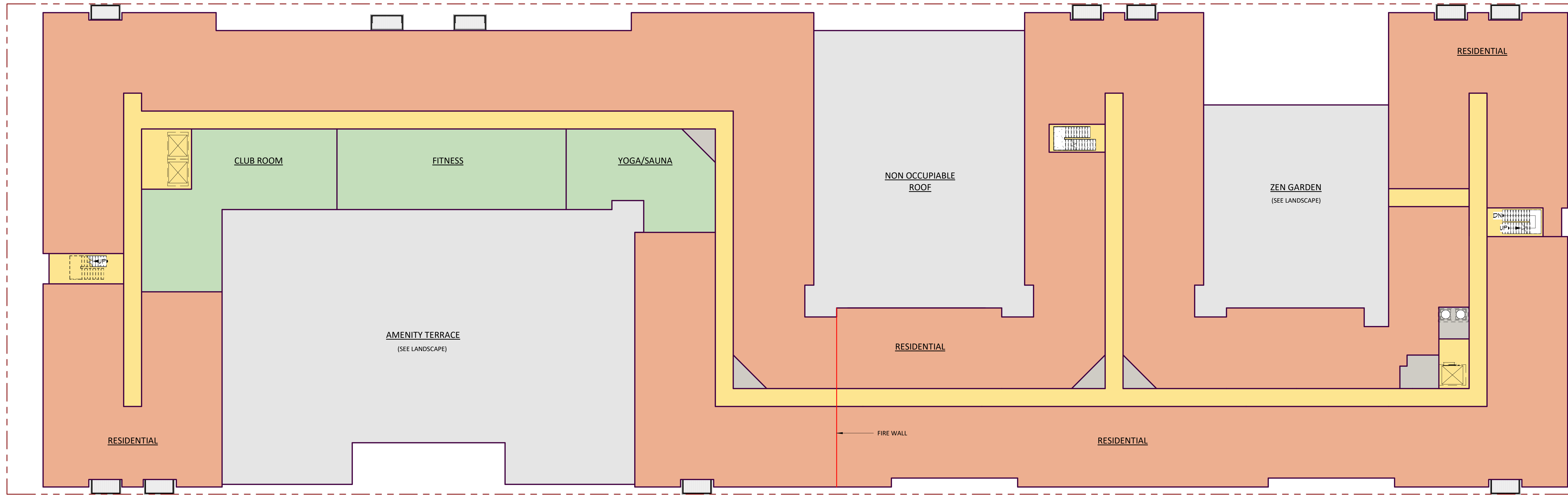
KEY PLAN

PLAN NORTH

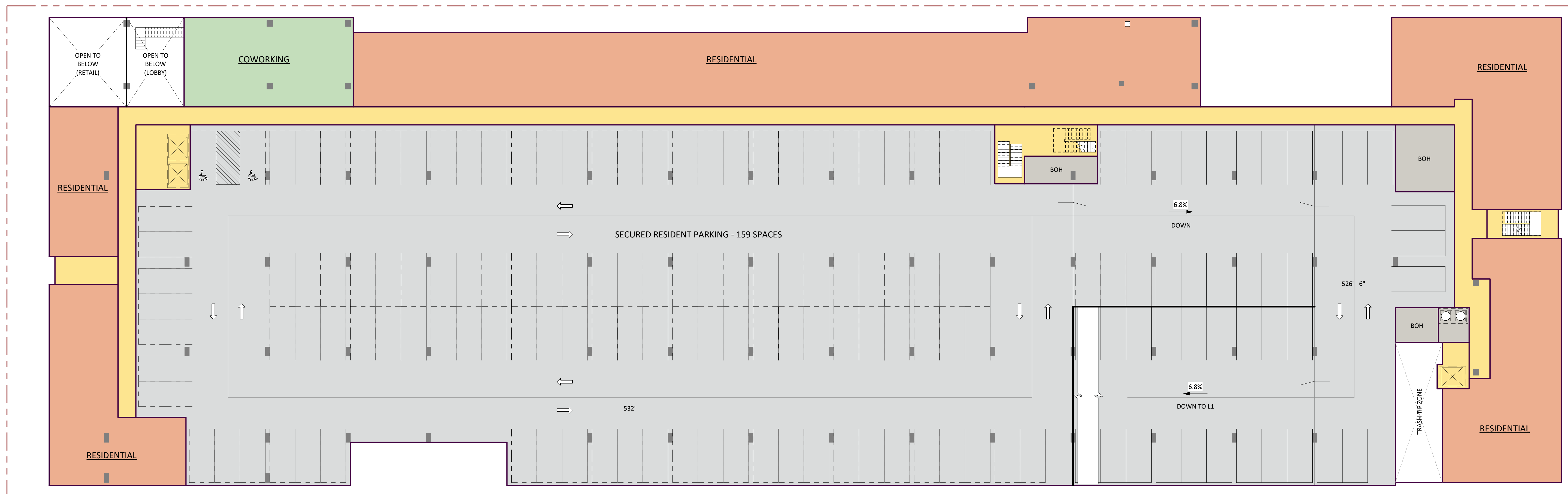
LOCAL UNIVERSITY CITY

FLOOR PLANS
EP2.1

**NOT FOR
CONSTRUCTION**



2 LEVEL 3 PLAN
EP2.2 1/16" = 1'-0"



1 LEVEL 2 PLAN
EP2.2 1/16" = 1'-0"

**Preliminary
Development Plan**

ORIGINAL ISSUE:
10/06/23

REVISIONS:
No. Description Date

223514
PROJECT NUMBER

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DRAWN BY _____ CHECKED BY _____

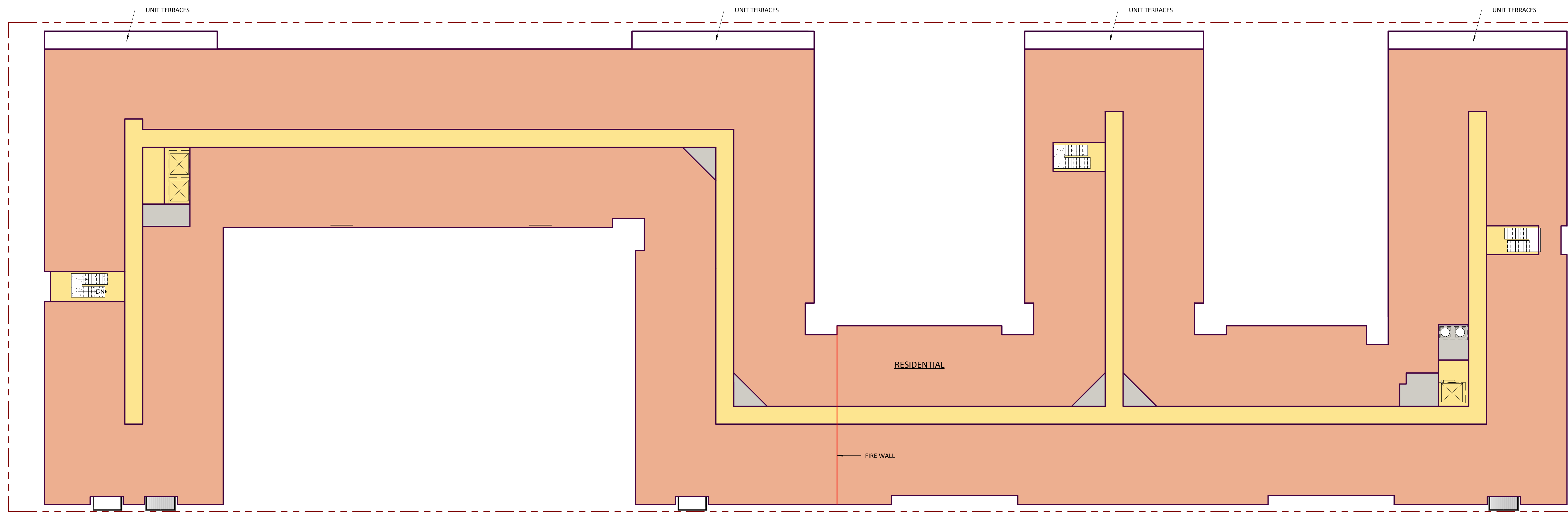
KEY PLAN

PLAN NORTH

LOCAL UNIVERSITY CITY

FLOOR PLANS
EP2.2

**NOT FOR
CONSTRUCTION**



Preliminary
Development Plan

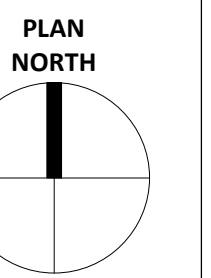
ORIGINAL ISSUE:
10/09/23

REVISIONS:
No. Description Date

223514
PROJECT NUMBER

Author Checker
DRAWN BY CHECKED BY

KEY PLAN



LOCAL UNIVERSITY CITY

FLOOR PLANS
EP2.3

**NOT FOR
CONSTRUCTION**



3 South Elevation
EP3.1 1/16" = 1'-0"



2 North Elevation
EP3.1 1/16" = 1'-0"



4 West Elevation
EP3.1 1/16" = 1'-0"



1 East Elevation
EP3.1 1/16" = 1'-0"

Preliminary
Development Plan

ORIGINAL ISSUE:
10/11/23
REVISIONS:
No. Description Date

223514
PROJECT NUMBER
Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____
KEY PLAN

LOCAL UNIVERSITY CITY

ELEVATIONS
EP3.1

**NOT FOR
CONSTRUCTION**



RETAIL PATIO



MAIN ENTRY @ DELMAR BLVD



DELMAR BLVD & LELAND AVE



DELMAR BLVD & LELAND AVE - NIGHT

Preliminary
Development Plan

ORIGINAL ISSUE:
10/10/23

REVISIONS:
No. Description Date

223514
PROJECT NUMBER

Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____
KEY PLAN

LOCAL UNIVERSITY CITY

RENDERINGS
EP4.1

**NOT FOR
CONSTRUCTION**



LELAND AVE & S LOOP ST



WALK-UP UNITS



WALK-UP UNITS

Preliminary
Development Plan

ORIGINAL ISSUE:
10/10/23

REVISIONS:
No. Description Date

223514
PROJECT NUMBER

Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____

KEY PLAN

LOCAL UNIVERSITY CITY

RENDERINGS
EP4.2

NOT FOR CONSTRUCTION

PRELIMINARY DEVELOPMENT PLAN
 10/11/23

ORIGINAL ISSUE: 10/11/23

REVISIONS:
 No. Description Date

223514
 PROJECT NUMBER

AJC DRAWN BY
 AJC CHECKED BY

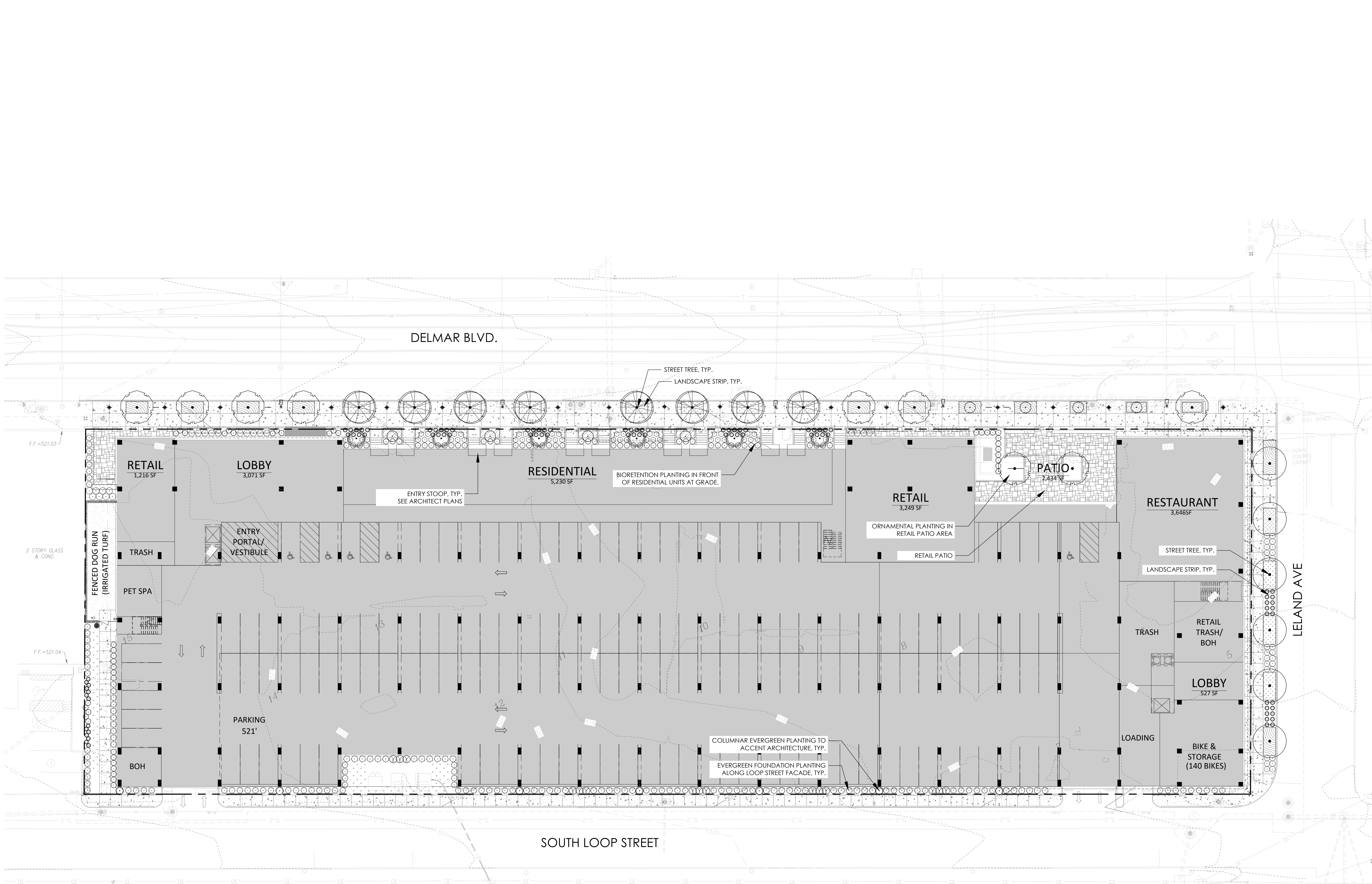
KEY PLAN

LOCAL UNIVERSITY CITY

HARDSCAPE PLAN
 GROUND LEVEL

L501

PLANT SCHEDULE	
TREES	
	BOTANICAL NAME Acer saccharum 'Barrett Cole'
	Cercis canadensis 'Oklahoma'
	Ginkgo biloba 'Princeton Sentry'
	Quercus robur x bicolor 'Nadler'
	Taxodium distichum 'Skyward'
	Thuja occidentalis 'Emerald'
SHRUBS	
	BOTANICAL NAME Abelia x grandiflora 'Kaleidoscope'
	Cornus sericea 'Kelsey'
	Distylium 'Vintage Jade'
	Fothergilla gardenii 'Blue Mist'
	Hydrangea quercifolia 'Pee Wee'
	Ilex glabra 'Shamrock'
	Itea virginica 'Little Henry' TM
	Juniperus x pfitzeriana 'Sea Green'
	Panicum virgatum 'Shenandoah'
	Taxus x media 'Hicksii'
SHRUB AREAS	
	BOTANICAL NAME Carex pensylvanica
	Chasmanthium latifolium
	Iris virginica
	Nepeta x 'Walker's Low'
	Pennisetum alopecuroides 'Hamel'
GROUND COVERS	
	BOTANICAL NAME Cynodon dactylon
	Liriope muscari 'Evergreen Giant'



PLANT SCHEDULE								
TREES								
BOTANICAL / COMMON NAME	CAL	SIZE	CONT	QTY	REMARKS			
AB Acer saccharum 'Barrett Cole' / Apollo® Sugar Maple	3'	Cal.		6				
CC Cercis canadensis 'Oklahoma' / Oklahoma Texas Redbud	2'	Cal.	B&B	8	5' C.T.; FULL AND HEALTHY; WELL BRANCHED; MATCHED			
GP Ginkgo biloba 'Princeton Sentry' / Princeton Sentry Maidenhair Tree	3'	Cal.		9				
QN Quercus robur x bicolor 'Nadler' / Kindred Spirit® Oak	3'	Cal.		8				
TS Taxodium distichum 'Skyward' / Lindsey's Columnar Bald Cypress	3'	Cal.		6				
TE Thuja occidentalis 'Emerald' / Emerald Arborvitae	B&B			7	6'-8' Height	FULL TO GROUND; SYMMETRICAL FORM; FULL AND HEALTHY; WELL BRANCHED; MATCHED		
SHRUBS								
BOTANICAL / COMMON NAME	CONT	SIZE	NATIVE	QTY	REMARKS			
AK Abelia x grandiflora 'Kaleidoscope' / Kaleidoscope Glossy Abelia	3 Gal.			26	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
CK2 Cornus sericea 'Kelsey' / Kelsey's Dwarf Red Twig Dogwood	3 Gal.			17	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
DM Distylium 'Vintage Jade' / Distylium	3 Gal.			14	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
FB Fothergilla gardenii 'Blue Mist' / Blue Mist Dwarf Fothergilla	3 Gal.			8	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
HW Hydrangea quercifolia 'Pee Wee' / Oakleaf Hydrangea	3 Gal.			15	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
IG Ilex glabra 'Shamrock' / Shamrock Inkberry Holly	3 Gal.		Native	78	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
IL Itea virginica 'Little Henry' TM / Virginia Sweetpire	3 Gal.			48	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
JS Juniperus x pfitzeriana 'Sea Green' / Sea Green Pfitzer Juniper	3 Gal.			42				
PS Panicum virgatum 'Shenandoah' / Shenandoah Switch Grass	1 Gal.			68	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
TM Taxus x media 'Hicksii' / Hicks Yew	3 Gal.			101	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
SHRUB AREAS								
BOTANICAL / COMMON NAME	CONT	NATIVE	SPACING	QTY	REMARKS			
CP Carex pensylvanica / Pennsylvania Sedge	1 Gal.	Native	24" o.c.	144	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
CL Chasmanthium latifolium / Northern Sea Oats	3 Gal.		18" o.c.	72				
IV Iris virginica / Blue Flag Iris	1 Gal.	Native	24" o.c.	209	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
NW Nepeta x 'Walker's Low' / Walker's Low Catmint	1 Gal.		18" o.c.	58	NURSERY GROWN; FULL AND HEALTHY; MATCHED			
PH Pennisetum alopecuroides 'Hamel' / Hameln Fountain Grass	1 Gal.		24" o.c.	57				
GROUND COVERS								
BOTANICAL / COMMON NAME	CONT	PLUG	NATIVE	SPACING	QTY	REMARKS		
CD Cynodon dactylon / Bermuda Grass	-				582 sf			
LG Liriope muscari 'Evergreen Giant' / Evergreen Giant Lilyturf	1 GAL.				29	NURSERY GROWN; FULL AND HEALTHY		

SOILS NOTES

- ALL PLANTERS TO HAVE A MINIMUM 24" DEPTH OF PLANTING SOIL.
- COORDINATE WORK WITH THAT OF OTHER TRADES AFFECTING OR AFFECTED BY SOIL PLACEMENT.
- PREPARE TRANSITION ZONE AND SUBGRADE IN ALL PLANTING AREAS.
- PLACE, SPREAD, AND BRING TO SPECIFIED ELEVATIONS FOR EACH SOIL TYPE.
- PROTECT ALL SOIL SYSTEM INSTALLATIONS UNTIL SUBSTANTIAL COMPLETION.
- THE LANDSCAPE ARCHITECT SHALL HAVE THE RIGHT TO REJECT ANY SOIL DEEMED UNSUITABLE.
- SUBMIT PLANTING MIX SAMPLES TO THE LANDSCAPE ARCHITECT FOR APPROVAL.
- STOCKPILING ON-SITE, OFF-SITE, AND AT THE SOURCE SHOULD BE RESTRICTED TO NO MORE THAN THE NEEDS OF WHAT IS NEEDED FOR THE FOLLOWING 72 HOUR PERIOD.
- PLACE SOIL IN LIFTS NOT TO EXCEED 6".
- REMOVE ALL LARGE CLODS, STONES 1" IN DIAMETER OR LARGER, LUMPS, BRUSH, ROOTS, STUMPS, LITTER, CONSTRUCTION DEBRIS, AND OTHER FOREIGN MATERIALS FROM SOILS PRIOR TO PLANT INSTALLATION.
- DO NOT PLACE MUDDY OR WET SOILS MIX.

PLANTING NOTES

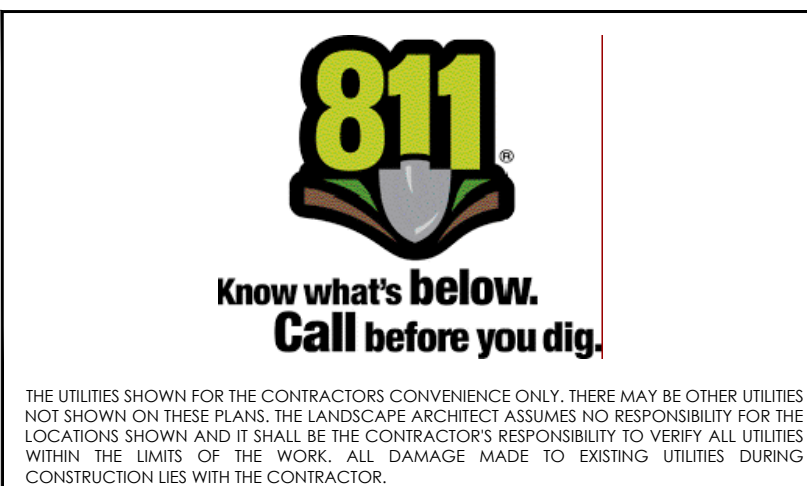
- ALL REQUIRED LANDSCAPED AREAS SHALL BE COVERED WITH A BIODEGRADABLE MULCH OR GROUND COVER PLANTS. ALL REQUIRED TREES AND SHRUBS TO BE LOCATED IN MULCHED PLANTING BEDS.
- STONE MULCH WILL NOT BE ACCEPTED.
- TOPSOIL TO BE 24" MIN IN ALL PLANTING BEDS.
- ALL PLANTING AREAS TO BE FREE OF WEEDS, STONES, AND ALL CONSTRUCTION DEBRIS PRIOR TO PLANT INSTALLATION.
- SUBSTITUTIONS SHALL BE APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- IN THE EVENT THAT PLANT MATERIALS SPECIFIED IN THE PLANS ARE UNAVAILABLE, CONTACT THE LANDSCAPE ARCHITECT FOR APPROVAL.
- PLANT MATERIAL TO BE WARRANTED FOR A PERIOD OF NOT LESS THAN ONE YEAR FROM COMPLETION OF INSTALLATION.
- ALL TREES TO BE PLANTED IN ACCORDANCE TO THE CITY OF WEST LAFAYETTE TREE MANUAL, THE CITY TREE MANUAL, AND ANY NOTES SPECIFIED IN THIS DRAWING.
- NO SUBSTITUTIONS WITHOUT PRIOR APPROVAL OF THE GREENSPACE ADMINISTRATOR, LA, AND OWNER.

IRRIGATION NOTE

TREES AND PLANTING AREAS TO BE IRRIGATED. IRRIGATION TO BE DESIGN / BUILD BY LANDSCAPE CONTRACTOR AND REVIEWED BY LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION. IRRIGATION ZONES, METER AND PANEL LOCATIONS TO BE DETERMINED.

WATER BAGS OR A DRIP IRRIGATION SYSTEM MUST BE PROVIDED FOR ALL TREES IMMEDIATELY AFTER PLANTING AND REMAIN THROUGH ESTABLISHMENT.

WHEN WATER BAGS ARE USED MANUFACTURERS RECOMMENDATIONS MUST BE FOLLOWED FOR PROPER SIZING AND WATERING SCHEDULES. BAGS WILL BE FILLED WEEKLY BY OWNER AND DURING DROUGHTS FOR A MINIMUM OF 18 MONTHS AFTER INSTALLATION.



TRAFFIC IMPACT STUDY REPORT

Date: September 22, 2023

To: Mr. Ryan Bumb, Subtext Living

From: Mr. Srinivasa Yanamanamanda, P.E., PTOE, PTP

CBB Job Number: 2023-053

Project: Proposed Mixed-Use Residential Development
University City, Missouri

As requested, CBB has completed a traffic impact study pertaining to the proposed mixed-use development in University City, Missouri. The location of the site relative to the surrounding area is depicted in **Figure 1**.

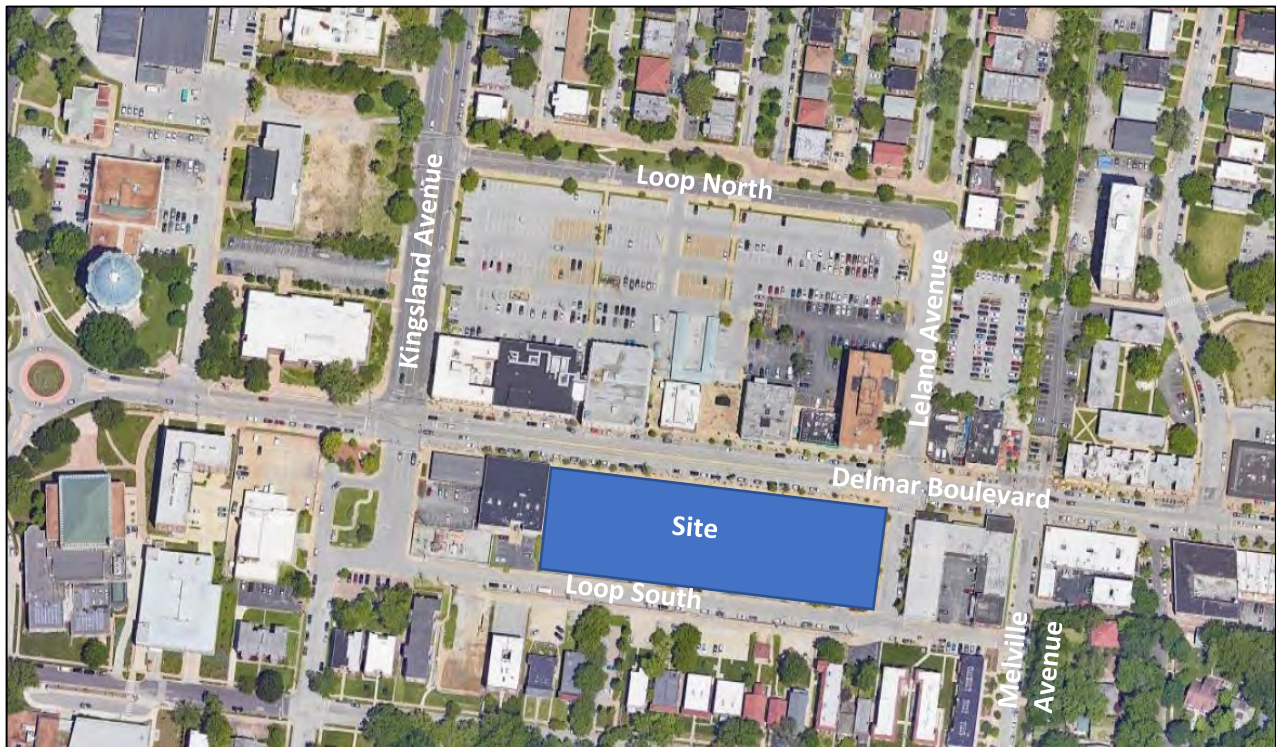


Figure 1: Project Location Map



Based on the preliminary site plan provided by you, the development will consist of a 314-unit mixed-use residential building with proposed retail, bank, and restaurant on the first two levels. Access to the development is proposed as three curb cuts on Loop South. A schematic of the concept plan provided is shown in **Exhibit 1**.

The purpose of this study was to determine the adequacy of the existing roadway, specifically the roundabout, to accommodate the proposed development by estimating the number of additional trips that would be generated by the proposed development and evaluating the impact on the operating conditions for the adjacent roadways. If necessary, roadway improvements (lane additions and/or traffic control modifications) were recommended to mitigate the impact of the development and to accommodate the additional traffic. The focus of this study was the AM and PM peak hours of a typical weekday.

The following intersections were included in the study:

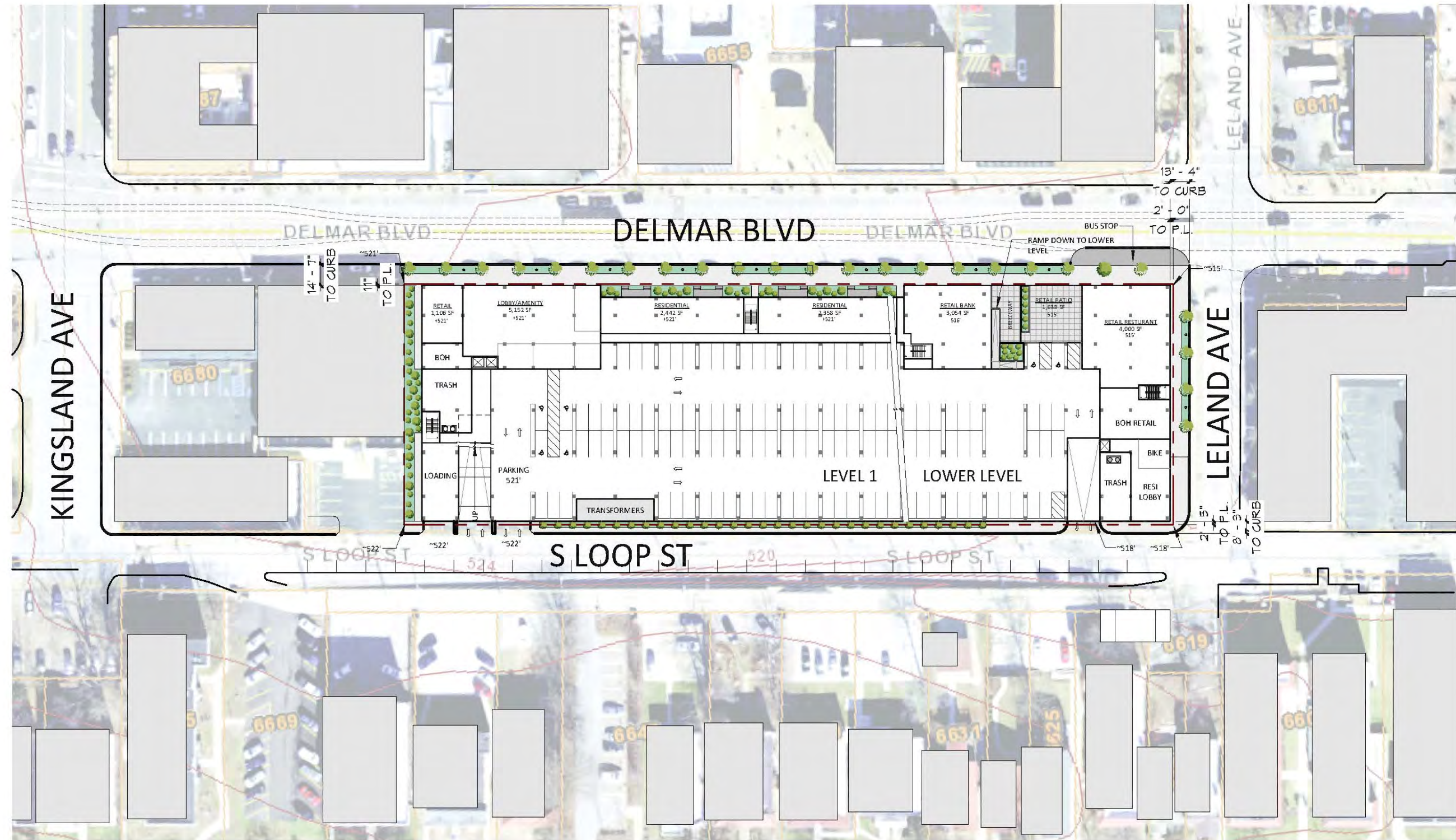
- Delmar Boulevard and Leland Avenue;
- Delmar Boulevard and Melville Avenue;
- Delmar Boulevard and Kingsland Avenue;
- Kingsland Avenue and Loop North; and
- Leland Avenue and Loop South.

The following analysis scenarios were evaluated for the weekday AM and PM peak hours:

- 2023 Existing Conditions; and
- 2023 Build Conditions (Existing plus site trips).

The following report presents the methodology and findings relative to the 2023 Existing and 2023 Build conditions.

Concept Street Level Plan





EXISTING CONDITIONS

Area Roadway System: Delmar Boulevard is an east-west minor arterial roadway that runs between St. Louis County and the City of St. Louis proper. Within the study area, Delmar Boulevard is owned and maintained by the City of University City and provides access to several commercial sites. The posted speed limit is 20 miles per hour (mph). Generally, Delmar Boulevard provides two lanes, one lane in each direction as well as on-street parking and sidewalks on both sides of the roadway. Along the frontage of the site, the Loop Trolley travels and operates with vehicular traffic, similar to a bus.

Leland Avenue is a north-south local roadway that is owned and maintained by the City of University City. Within the study area, Leland Avenue provides access to several commercial sites. Sidewalks are provided along both sides of the roadway. There is not a posted speed limit, but 25 mph was assumed. North of Delmar Boulevard, Leland Avenue changes orientation to an east-west roadway and becomes **Loop North**.

Melville Avenue is a north-south local roadway that is owned and maintained by the City of University City. South of Delmar Boulevard, Melville Avenue provides access to several residential and commercial sites. North of Delmar Boulevard, Melville Avenue provides access to a small surface parking lot. South of Delmar Boulevard, Melville Avenue provides sidewalks on the west side of the roadway and on-street parking on the east side of the roadway. There is not a posted speed limit, but 25 mph was assumed.

Kingsland Avenue is a north-south major collector that is owned and maintained by the City of University City. Within the study area Kingsland Avenue provides access to several commercial sites. The posted speed limit is 30 mph and sidewalks are provided along both sides of the roadway.

Loop South is an east-west local roadway that is owned and maintained by the City of University City. Within the study area, Loop South provides access to several residential and commercial sites. Sidewalks are provided along both sides of the roadway and on-street parking is provided on the south side of the roadway. There is not a posted speed limit, but 25 mph was assumed.

The intersection of Delmar Boulevard and Leland Avenue is controlled by a traffic signal. All approaches provide one left-turn lane and one shared through/right-turn. **Figure 2** provides an aerial of the Delmar Boulevard and Leland Avenue intersection.

The intersection of Delmar Boulevard and Melville Avenue is controlled by a traffic signal. All approaches provide one shared left-turn/through/right-turn. **Figure 3** provides an aerial of the Delmar Boulevard and Melville Avenue intersection.



The intersection of Delmar Boulevard and Kingsland Avenue is controlled by a traffic signal. The eastbound and westbound approaches provide one left-turn lane and one shared through/right-turn. The northbound and southbound approaches provide one left-turn, one through lane, and one right-turn lane. **Figure 4** provides an aerial of the Delmar Boulevard and Kingsland Avenue intersection.

The intersection of Kingsland Avenue and Loop North is controlled by a traffic signal. The westbound approach provides one shared left-turn/through/right-turn lane. The northbound approach provides one through lane and one right-turn lane. The southbound approach provides one left-turn lane and two through lanes. **Figure 5** provides an aerial of the Kingsland Avenue and Loop North intersection.

The intersection of Leland Avenue and Loop North is under all-way stop control. All approaches provide one shared left-turn/through/right-turn. **Figure 6** provides an aerial of the Kingsland Avenue and Loop North intersection.

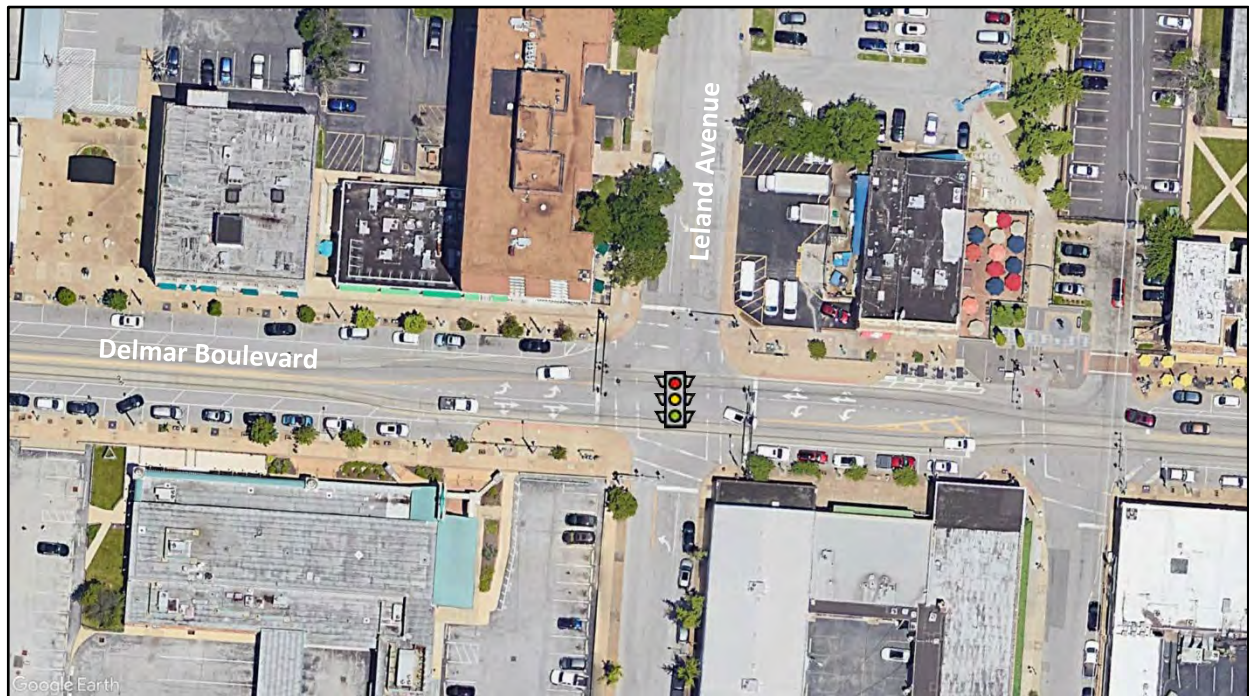


Figure 2: Aerial View of the Delmar Boulevard and Leland Avenue Intersection

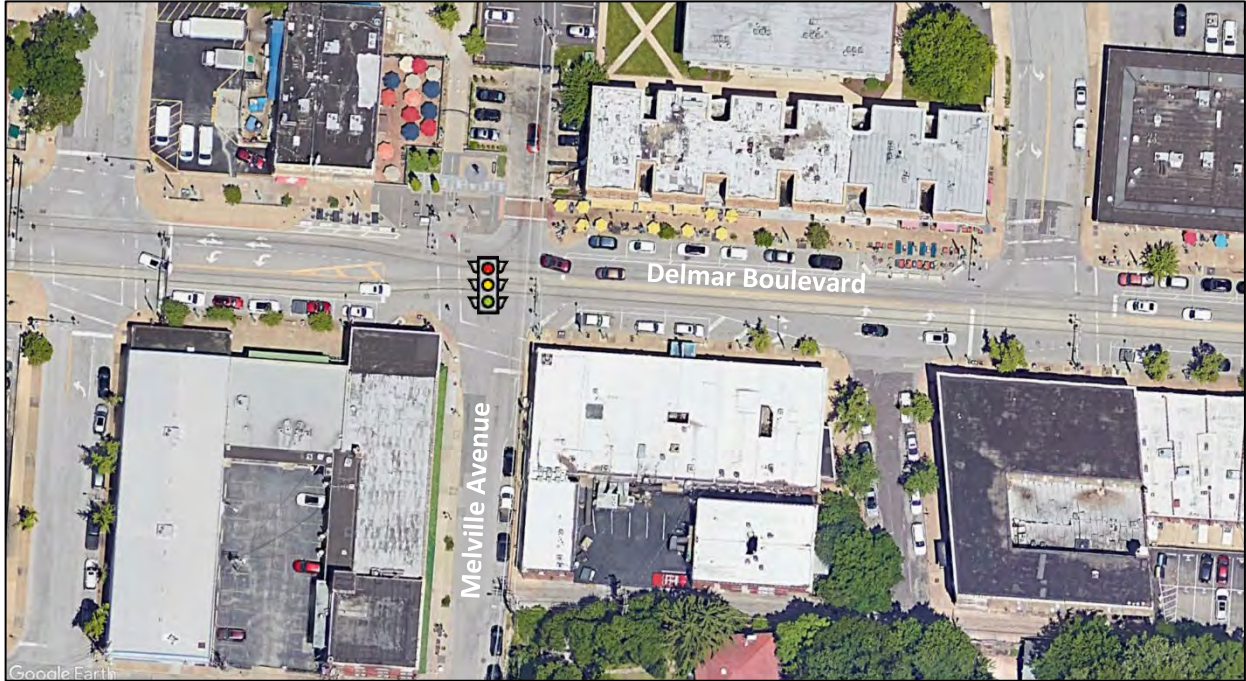


Figure 3: Aerial View of the Delmar Boulevard and Melville Avenue Intersection

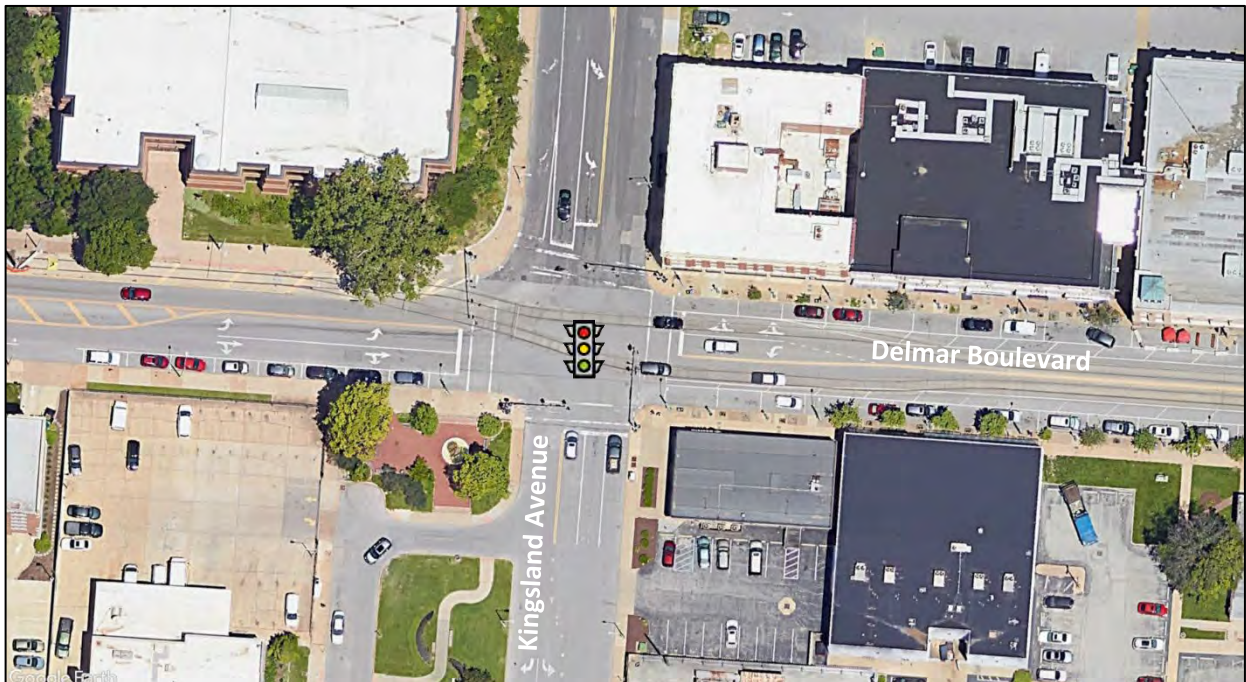


Figure 4: Aerial View of the Delmar Boulevard and Kingsland Avenue Intersection

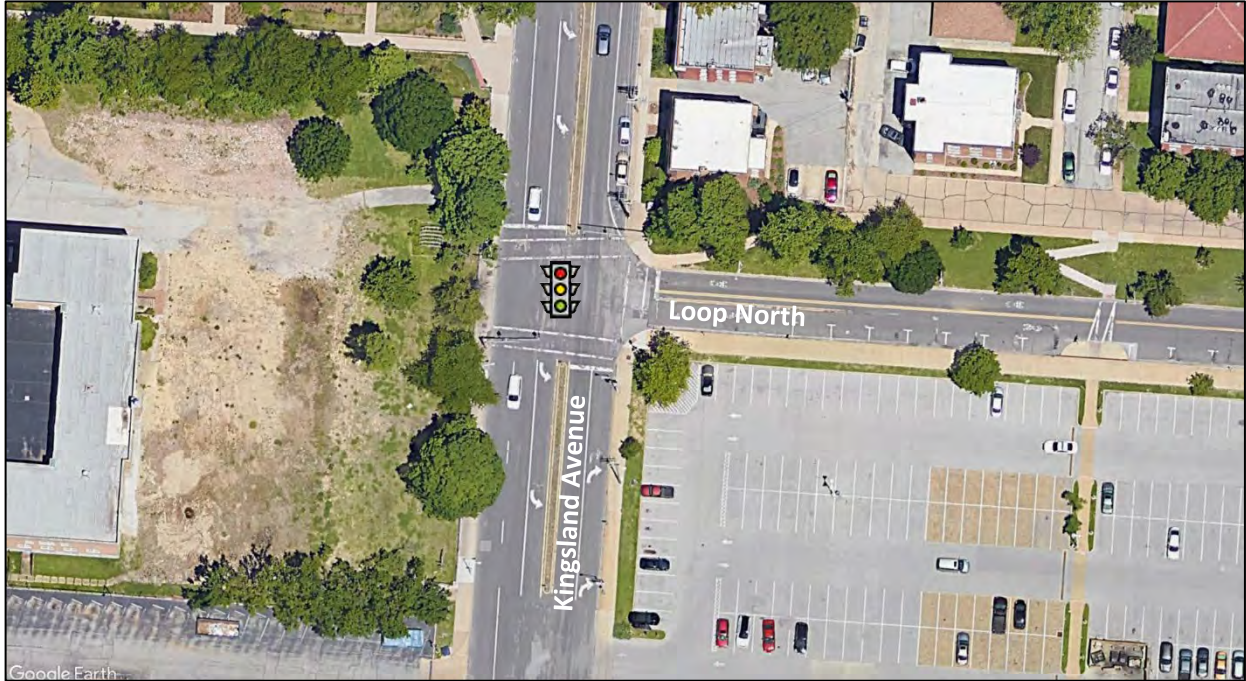


Figure 5: Aerial View of the Kingsland Avenue and Loop North Intersection

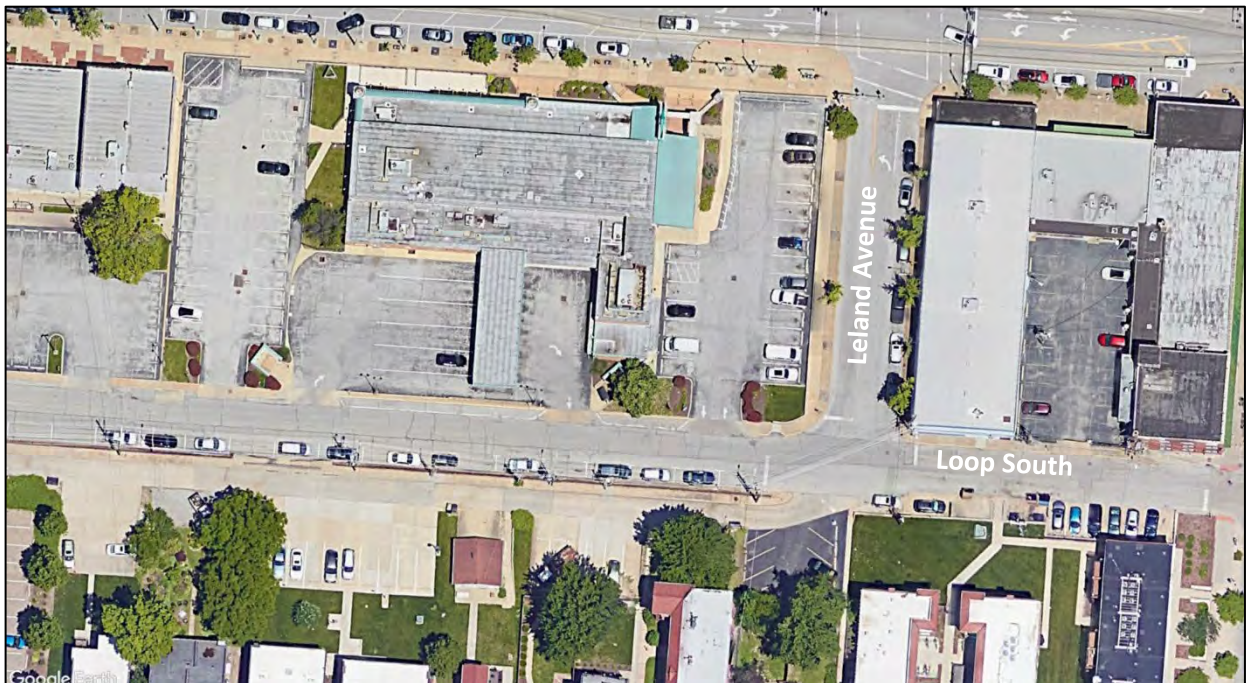


Figure 6: Aerial View of the Leland Avenue and Loop South Intersection



Existing Traffic Volumes: Video turning movement traffic counts were conducted during the weekday commuter morning (6:00 - 9:00 a.m.) peak period on Friday, May 5th and May 19th, 2023, and the weekday commuter afternoon (3:00 - 7:00 p.m.) peak period on Thursday, May 4th and May 18th, 2023, at the following intersections:

- Delmar Boulevard and Leland Avenue;
- Delmar Boulevard and Melville Avenue;
- Delmar Boulevard and Kingsland Avenue;
- Kingsland Avenue and Loop North; and
- Leland Avenue and Loop South.

Based on the traffic data collected, the AM peak hour occurred between 7:45 and 8:45 a.m. and the PM peak hour occurred between 5:00 and 6:00 p.m. The 2023 Existing Traffic Volumes are summarized in **Exhibit 2**. Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the weekday AM and PM peak periods would 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 2: Existing Traffic Volumes



PROPOSED SITE

Proposed Land Use: Based on the concept plan provided by you, shown in Exhibit 1, the proposed development would consist of a 314-unit mixed-use residential building with proposed retail, bank, and restaurant on the first two levels.

Site Access: Access to the development is proposed as three curb cuts on Loop South.

Sight Distance: Adequate sight distance is necessary at intersections to allow drivers to perceive potentially conflicting vehicles and allow those motorists sufficient time to adjust their speed to avoid a collision or make a choice of when to cross or enter the mainline traffic flow. All drivers approaching or stopped at the intersection should have an unobstructed view of the entire intersection so that potential collisions can be avoided.

As more detailed plans are developed, it is recommended that the site civil engineer illustrate the minimum sight distance requirements on the plans to ensure that adequate sight distance can be achieved within the clear area of the right-of-way; i.e., the sight distance triangles.

Furthermore, careful consideration should be given to sight distance obstructions when designing the intersections or planning any future aesthetic enhancements, such as signage, berms, fencing and landscaping to ensure that these improvements do not obstruct the view of entering and exiting traffic at the intersections with the public roads. It is generally recommended that all improvements wider than two inches (posts, tree trunks, etc.) and 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, forecasts were prepared to estimate the amount of traffic that the proposed mixed use residential building would generate during the weekday AM and PM peak periods. These forecasts were based upon information provided in the *Trip Generation Manual*, 11th 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 characteristics of various land uses. Trip estimates for the proposed mixed use residential building were based on the following ITE land uses:

- ITE 221 – Multifamily Housing;
- ITE 876 – Apparel Retail;
- ITE 932 – High-Turnover (Sit-Down) Restaurant; and
- ITE 911 –Walk-In Bank.



It is important to note that ITE estimates assume each of the development’s uses would be freestanding. Instead, the uses within the development area would share access to the main roadways surrounding the site and, in some cases, parking. Published studies show that patrons of multi-use developments, such as this, often visit more than one use within the development during a single visit. As a result, a portion of the trips generated by the development would be captured internally and not impact the external road system. In order to account for internal capture trips within the Subtext apartment plan, a 40% “common trip” reduction was applied to the PM peak hour trip estimate to account for motorists that would visit other sites within the development (i.e., trips that would be captured internally and not impact the external road system).

The trip generation estimates were further adjusted to account for the fact that not all of the trips generated by the development would be new to the surrounding road system, but instead are trips already passing the site. These “pass-by trips” would be attracted to the development on their way to or from other destinations. The actual percentage of pass-by traffic depends on the nature of the use, the volume on the adjacent street, and time of day. Therefore, statistical information provided in the *Trip Generation Handbook, A Recommended Practice* was utilized to estimate pass-by percentages for the proposed uses. These pass-by trips would create turning movements at the driveways serving the site, but they would not represent new traffic on the adjacent roadways.

The resulting trip generation estimate for the proposed mixed-use development is summarized in **Table 1**. As shown in the table, the proposed mixed-use development is estimated to generate 175 new trips during the weekday AM peak hour and 130 new trips during the weekday PM peak hour.

Table 1: Trip Generation Estimate – Proposed Development

Land Use (ITE Code)	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Housing (221)	314 Units	15	65	80	60	25	85
Retail (876)	1,106 sf	15	10	25	10	10	20
Sit-Down Restaurant (932)	4,000 sf	--	--	--	35	30	65
Walk-In Bank (911)	3,054 sf	35	35	70	40	40	80
Gross Trips		65	110	175	145	105	250
Common Trip Reduction (40%)		--	--	--	-60	-40	-100
Net Trips		65	110	175	85	65	150
Pass-By Trips		--	--	--	10	10	20
New Trips		65	110	175	75	55	130

~ Trips rounded to nearest 5 vph



Trip Distribution: The new trips for the proposed development will be assigned into and out of the site based upon an assumed directional distribution. Based upon the existing travel patterns in the area, it is anticipated the distribution of new site-generated trips would be as summarized in **Table 2**.

Table 2: Trip Distribution Assumptions

DIRECTION OF TRAVEL	AM / PM PEAK HOURS
To/from the north on Kingsland Avenue	10%
To/from the south on Kingsland Avenue	10%
To/from the west on Delmar Boulevard	35%
To/from the east on Delmar Boulevard	45%

The resulting assignment of site-generated trips for the proposed development during the weekday AM and PM peak hours are summarized in **Exhibit 3**.



Exhibit 3: Site-Generated Trips



2023 Build Traffic Volumes (2023 Existing plus site trips): The site-generated trips for the proposed mixed-use development (Exhibit 3) were added to the 2023 Existing traffic volumes (Exhibit 2) to determine the total volumes in the 2023 Build scenario. The 2023 Build Traffic Volumes for the weekday AM and PM peak hours are shown in **Exhibit 4**.



Exhibit 4: 2023 Build Traffic Volumes



TRAFFIC ANALYSIS

Study Procedures: The Existing and Build operating conditions were analyzed using SYNCHRO 11, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). 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 often considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differs from that at unsignalized intersections primarily because varying transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 3** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 3: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
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

It should 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.



2023 Operating Conditions: The study intersections were evaluated using the methodologies described previously. **Table 4** summarizes the results of this analysis, which reflects the Existing and Build operating conditions and average delay at the study intersections during the weekday AM and PM peak hours. The existing lanes and traffic control for the study intersections were assumed for the existing intersections. A single-lane approach was assumed for the approach exiting the proposed development.

Table 4: Capacity Analysis Summary

INTERSECTION/MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
	EXISTING	BUILD	EXISTING	BUILD
Delmar Boulevard and Kingsland Avenue (Signal)				
Eastbound Delmar Boulevard Approach	A (4.1) 95 th Queue: 70' TH	A (5.9) 95 th Queue: 80' TH	A (7.8) 95 th Queue: 190' TH	A (9.1) 95 th Queue: 215' TH
Westbound Delmar Boulevard Approach	A (7.9) 95 th Queue: 80' TH	B (10.5) 95 th Queue: 80' TH	B (18.2) 95 th Queue: 385' TH	C (20.4) 95 th Queue: 385' TH
Northbound Kingsland Avenue Approach	C (32.3) 95 th Queue: 25' TH	C (33.2) 95 th Queue: 60' LT	C (24.1) 95 th Queue: 45' TH	C (24.3) 95 th Queue: 60' TH
Southbound Kingsland Avenue Approach	C (21.4) 95 th Queue: 40' LT	C (21.3) 95 th Queue: 65' RT	C (21.1) 95 th Queue: 75' RT	C (21.5) 95 th Queue: 75' RT
Overall	B (11.6)	B (14.0)	B (15.3)	B (16.6)
Loop North and Kingsland Avenue (Signal)				
Westbound Loop North Approach	A (8.8) 95 th Queue: 20'	A (8.9) 95 th Queue: 20' TH	B (10.4) 95 th Queue: 25' TH	B (10.4) 95 th Queue: 25' TH
Northbound Kingsland Avenue Approach	A (1.9) 95 th Queue: 35' TH	A (1.9) 95 th Queue: 35' TH	A (1.8) 95 th Queue: 55' TH	A (1.9) 95 th Queue: 60' TH
Southbound Kingsland Avenue Approach	A (1.7) 95 th Queue: 20' TH	A (1.6) 95 th Queue: 20' TH	A (1.5) 95 th Queue: 30' TH	A (1.5) 95 th Queue: 30' TH
Overall	A (2.3)	A (2.2)	A (2.1)	A (2.1)
Delmar Boulevard and Leland Avenue (Signal)				
Eastbound Delmar Boulevard Approach	A (2.3) 95 th Queue: 60' TH	A (3.8) 95 th Queue: 60' TH	A (3.2) 95 th Queue: 120' TH	A (4.5) 95 th Queue: 125' TH
Westbound Delmar Boulevard Approach	A (2.0) 95 th Queue: <20' TH	A (2.2) 95 th Queue: 5' TH	A (6.6) 95 th Queue: 185' TH	A (6.4) 95 th Queue: 190' TH
Northbound Leland Avenue Approach	D (35.4) 95 th Queue: 15' TH	B (19.2) 95 th Queue: 40' TH	C (24.3) 95 th Queue: 25' TH	B (19.5) 95 th Queue: 40' TH
Southbound Leland Avenue Approach	D (36.2) 95 th Queue: 45' LT	D (37.0) 95 th Queue: 45' LT	C (32.1) 95 th Queue: 55' LT	C (32.1) 95 th Queue: 55' LT
Overall	A (5.9)	A (7.4)	A (7.6)	A (8.1)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)
 95th percentile queue for the critical movement of the approach and lane (L-Left, T-Thru, R-Right)



Table 4: Capacity Analysis Summary (Continued)

INTERSECTION/MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
	EXISTING	BUILD	EXISTING	BUILD
Delmar Boulevard and Melville Avenue (Signal)				
Eastbound Delmar Boulevard Approach	A (7.1) 95 th Queue: 40' TH	A (7.3) 95 th Queue: 75' TH	A (4.4) 95 th Queue: 140' TH	A (5.4) 95 th Queue: 140' TH
Westbound Delmar Boulevard Approach	A (6.6) 95 th Queue: 85' TH	A (6.8) 95 th Queue: 95' TH	A (3.1) 95 th Queue: 115' TH	A (3.3) 95 th Queue: 130' TH
Northbound Melville Avenue Approach	B (17.2) 95 th Queue: 20' TH	B (17.2) 95 th Queue: 20' TH	C (32.2) 95 th Queue: 55' TH	C (32.2) 95 th Queue: 55' TH
Southbound Melville Avenue Approach	A (<1.0)	A (<1.0)	D (41.0)	D (41.0)
Overall	A (7.2)	A (7.4)	A (5.5)	A (5.9)
Loop South and Leland Avenue (All-Way STOP)				
Eastbound Loop South Approach	A (7.1)	A (7.6)	A (7.2)	A (7.5)
Westbound Loop South Approach	A (6.8)	A (6.9)	A (6.7)	A (6.8)
Northbound Leland Avenue Approach	A (6.7)	A (6.9)	A (6.7)	A (6.8)
Southbound Leland Avenue Approach	A (6.7)	A (6.7)	A (6.8)	A (6.8)
Overall	A (6.8)	A (7.2)	A (6.9)	A (7.1)
Loop South and East Site Driveway (Side-Street STOP)				
Eastbound Loop South Approach		A (<1.0)		A (2.2)
Westbound Loop South Approach		Free Flow		Free Flow
Southbound Site Driveway Approach		A (8.8)		A (8.5)
Loop South and Center Site Driveway (Side-Street STOP)				
Eastbound Loop South Approach		A (4.1)		A (4.6)
Westbound Loop South Approach		Free Flow		Free Flow
Southbound Site Driveway Approach		A (9.0)		A (8.9)
Loop South and West Site Driveway (Side-Street STOP)				
Eastbound Loop South Approach		A (1.0)		A (2.2)
Westbound Loop South Approach		Free Flow		Free Flow
Southbound Site Driveway Approach		A (8.9)		A (8.7)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)
 95th percentile queue for the critical movement of the approach and lane (L-Left, T-Thru, R-Right)



As shown in the table, all approaches at the study intersections currently operate at favorable levels of service (i.e., LOS D or better) during all peak periods. All approaches at the study intersections, as well as the proposed site driveway approaches, would continue to operate at favorable levels of service for the Build condition during the AM and PM peak periods with negligible differences in the forecasted delay as compared to the Existing conditions. The 95th percentile queue reaches the intersection of Delmar and Melville and continues to do so under the build conditions.



SUMMARY

CBB completed the preceding study to address the traffic impacts associated with the proposed mixed-use development, located on the southwest corner of Delmar Boulevard and Leland Avenue in University City, Missouri.

- The proposed mixed use is estimated to generate 175 new trips in the AM peak hour and 130 new trips in the PM peak hours to the adjacent roadways.
- All approaches to the existing study intersections, as well as the proposed site drives approaches, would continue to operate at acceptable levels of service for the Build conditions during the AM and PM peak hours of a typical weekday.
- CBB recommends that the site civil engineer illustrate the necessary intersection sight distance triangles on the site plan for all site drives. These areas should be kept clear of all obstructions to provide adequate visibility for safe operations.

We trust that this traffic impact study adequately describes the forecasted traffic conditions that should be expected in the vicinity of the proposed mixed-use development in University City, Missouri. If additional information is desired, please contact me at ryanamanamanda@cbbtraffic.com.

Parking Sufficiency Memorandum

Date: September 22, 2023

To: Mr. Ryan Bumb, Subtext Living

From: Mr. Srinivasa Yanamanamanda, P.E., PTOE, PTP
Mr. Brian Rensing, P.E., PTOE

CBB Job Number: 2023-053

Project: Proposed Mixed-Use Residential Development
University City, Missouri

As requested, CBB has completed a parking sufficiency assessment pertaining to the proposed mixed-use development in University City, Missouri. The location of the site relative to the surrounding area is depicted in **Figure 1**.

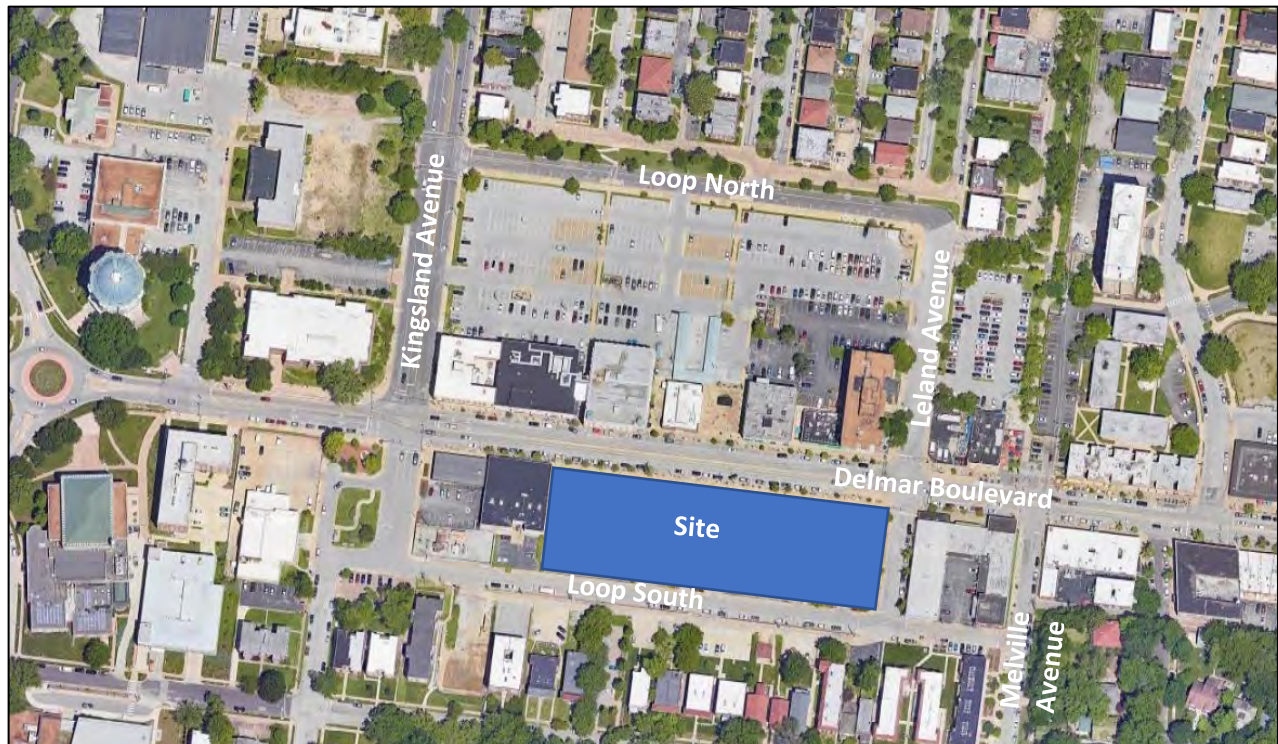


Figure 1: Project Location Map



Based on the preliminary site plan provided by you, the development will consist of a 314-unit mixed-use residential building with proposed retail, bank, and restaurant on the first two levels. Access to the development is proposed as three curb cuts on Loop South.

Basic Parking Terminology and Concepts

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

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

Estimated Parking Demand

In order to forecast the anticipated parking needs for the proposed mix of uses, the Institute of Transportation Engineers (ITE) Parking Generation Manual (5th Edition) was referenced. This manual provides peak parking demand rates for various land uses based on empirical nationwide studies. **Table 1** at the end of this memorandum summarizes the estimated parking demand for the proposed development.

SUMMARY

Based on ITE's estimated parking demand for the proposed development, it is our opinion that 250 spaces be provided to meet the average parking demand and 410 spaces be provided to meet the 85th percentile parking demand.

We trust that this memorandum adequately addresses the parking demands associated with the proposed development. If additional information is desired, please contact me at nyanamanamanda@cbbtraffic.com.



Department of Community Development

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

STAFF REPORT

MEETING DATE: October 25, 2023

FILE NUMBER: SUB 23-02

COUNCIL DISTRICT: 1

Location: 6630-6654 Delmar Boulevard

Applicant: Subtext, LLC

Request: Major Subdivision – Lot Consolidation

Existing Zoning: “CC” Core Commercial

Proposed Zoning: “PD-M” District (via REZ 23-02)

Existing Land Use: Vacant, commercial

Proposed Land Use: Multi-family residential, Elevator Apartments

Surrounding Zoning and Land Use:

North: CC – Core Commercial

East: CC – Core Commercial

South: HR – High Density Residential

West: CC – Core Commercial

COMPREHENSIVE PLAN CONFORMANCE

Yes No No reference

STAFF RECOMMENDATION

Approval Approval with Conditions Denial

ATTACHMENTS

A. Preliminary Plat

Existing Property and Applicant Request

The subject property is 1.981 acres in size. There are five (5) parcels that are proposed to be consolidated into a single lot to accommodate the Subtext Multi-family development.

Staff Review

Staff reviewed this as part of the "Major Subdivision" process identified in Section 405.165 of the Subdivision regulations.

Analysis

Staff has determined that the Plat meets all requirements of 405.380 of the Subdivision and Land Development Regulations.

Conclusion/Recommendation

The proposal meets the intent of all Zoning Code and Subdivision Regulation requirements for a Final Plat. Thus, staff recommends approval of the proposed Major Subdivision.

LOCAL UNIVERSITY CITY

BEING A CONSOLIDATION PLAT OF PART OF LOTS 5-15 IN BLOCK 1 OF ROSEDALE HEIGHTS A SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PB 2 PG 60 UNIVERSITY CITY, ST. LOUIS COUNTY, MISSOURI

THIS PLAT CONTAINS 1.981 AC ±
ZONED: "CC" CORE COMMERCIAL

GRAPHIC SCALE



Lot A (Total Tract) Description

LEGEND

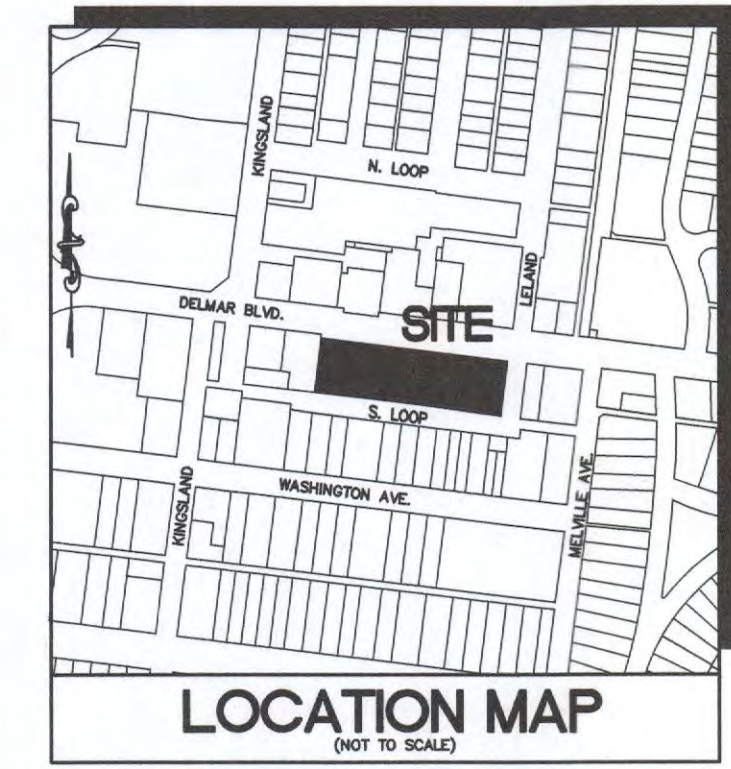
- ⊙ FOUND IRON ROD
- FOUND IRON PIPE
- △ RIGHT OF WAY MARKER
- XXX ADDRESS

ABBREVIATIONS

- DB - DEED BOOK
- FT - FEET
- FND. - FOUND
- N/F - NOW OR FORMERLY
- PB - PLAT BOOK
- PG. - PAGE
- sq. - SQUARE
- (88' W) - RIGHT-OF-WAY WIDTH

ST. LOUIS COUNTY BENCHMARK

BENCHMARK# 14264
NGVD29 Elev = 542.02
"Standard Tablet" stamped 1234 75 S.L.C. set in north end of [concrete wall for] window well [16.5' north of the main or] east entrance to Trinity Presbyterian Church; at intersection of Kingsland Avenue and Washington Avenue [54' west of the centerline of Kingsland Avenue and 134' south of the centerline of Washington Avenue].



257 Chesterfield Business Parkway
 St. Louis, MO 63105 PH: (636) 530-9100 FAX: (636) 530-9130
 e-mail: general@stock-assoc.com
 Web: www.stock-assoc.com
STOCK & ASSOCIATES
Consulting Engineers, Inc.

A tract of land being part of Lots 5 - 15 in Block 1 of Rosedale Heights as recorded in Plat Book 2, Page 60, of the St. Louis County Records, University City, St. Louis County, Missouri being more particularly described as follows:

Beginning at the intersection of the South right of way line of Delmar Boulevard, 80 feet wide, and the West right of way line of Leland Avenue, 55 feet wide; thence along said West right of way line, South 03 degrees 00 minutes 32 seconds West, 164.34 feet to the North right of way line of South Loop Road, variable width, also being on the south line of said Lot 5; thence along said North right of way line, North 87 degrees 14 minutes 00 seconds West, 525.11 feet to the southeast corner of Lot 16 of said Rosedale Heights Subdivision; thence leaving said North right of way line and along the east line of said Lot 16, North 03 degrees 00 minutes 32 seconds East, 164.34 feet, to the above said South right of way line; thence along said South right of way line, South 87 degrees 14 minutes 00 seconds East, 525.11 feet to the Point of Beginning. Containing 86,294 square feet or 1.981 acres, more or less.

OWNERS CERTIFICATION

We, the undersigned, owners of the tracts of land herein platted and further described in the foregoing surveyors' certificate have caused the same to be surveyed and consolidated in the manner shown on this plat, which subdivision shall hereafter be known as:

"LOCAL UNIVERSITY CITY"

IN WITNESS THEREOF, I have hereunto set my hand this ____ day of _____, 20__.

By: _____

Print Name: _____

Print Title: _____

STATE OF _____)

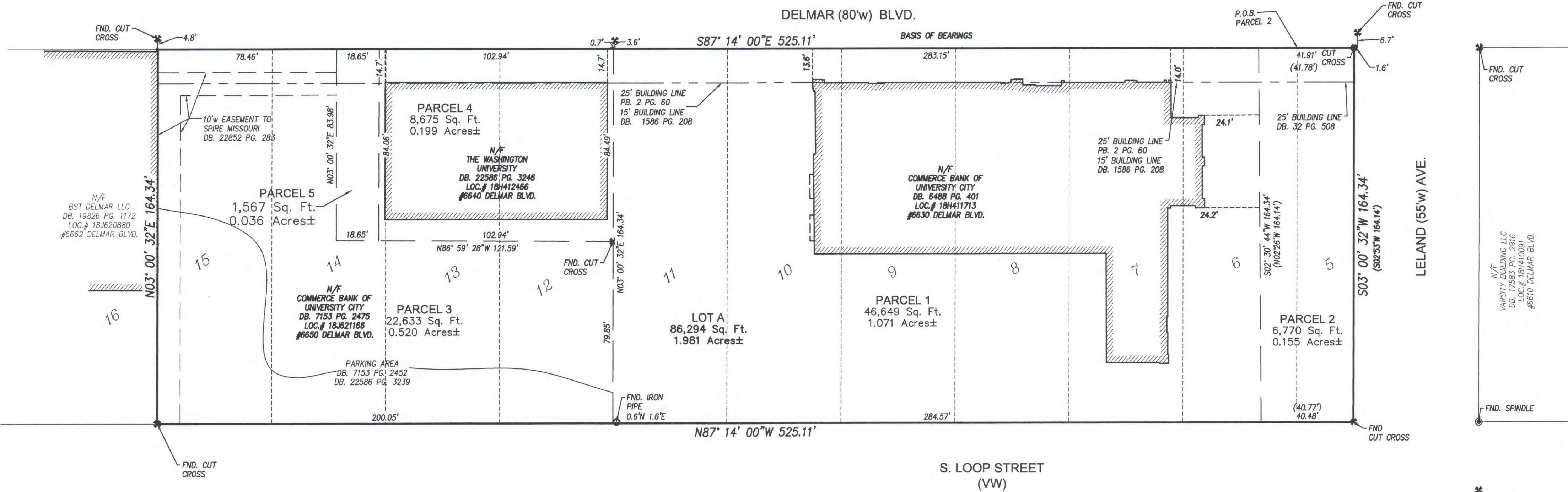
) SS
 COUNTY OF _____)

On this ____ day of _____, 20__, before me, _____, a Notary Public in and for said state appeared _____ personally known to me, who being by me duly sworn, did say that he is the _____ of _____ and he/she acknowledged to me that the foregoing instrument was signed and sealed on behalf of said _____ as the free act and deed of said _____.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal the day and year last above written.

Notary Public

My commission expires: _____



GENERAL NOTES:

- 1) Subject property is Zoned CC Core Commercial Building Setback Requirements.
 1. Minimum right-of-way setback. Except as provided for in Article V "Supplementary Regulations", Division 2, no building shall be located within thirty-five (35) feet of a street right-of-way, unless no parking areas are located between the street right-of-way and any principal or accessory building. Under these conditions, the minimum setback may be reduced to fifteen (15) feet. The minimum right-of-way setback may be decreased subject to the issuance of a conditional use permit in accordance with the procedures and standards contained in Article XI, "Conditional Uses".
 2. Minimum property line setback. No building setback is required from a property line, other than from a right-of-way line, except where a lot abuts a residential district or abuts an alley right-of-way which separates the lot from a residential district. Under these conditions, the minimum building setback requirement shall be fifteen (15) feet from the applicable property line(s). Where a property line setback is not required, but a building is set back off the property line, then it shall be set back at least five (5) feet.
- Building Height Limitations.
 1. Except as provided for in Article V "Supplementary Regulations", Section 400.1030, and paragraph (2) below, no principal building shall exceed thirty-five (35) feet in height.
 2. Upon conditional use permit approval (see Article XI, "Conditional Uses") or under an approved "Planned Development", buildings may exceed the height limit specified above, subject to the following increases in minimum building setbacks:
- Right-of-way setback. The minimum building setback shall be increased by one (1) foot for each two (2) feet, or portion thereof, of increased building height, provided however, that the setback from the right-of-way does not have to exceed fifty (50) feet.
- Property line setback. When adjacent to an "SR" district, the minimum building setback shall be increased by one (1) foot for each two (2) feet, or portion thereof, of increased building height, provided however, that the setback from the property line does not have to exceed fifty (50) feet.

Note: The above zoning provided by the City of University City and to verify the client should obtain a zoning endorsement from their title company.

2) Subject property lies within Flood Zone X (areas of minimal flood hazard) according to the National Flood Insurance Rate Map Number 29189C0218K (map not printed) By graphically plotting

PARCEL 1:
LOTS 5, 6, 7, 8, 9, 10 AND 11 IN BLOCK 1 OF ROSEDALE HEIGHTS, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 60, OF THE ST. LOUIS COUNTY, MISSOURI, RECORDS; EXCEPTING THE NORTH 10 FEET AND ALSO EXCEPTING THEREFROM PART OF LOTS 5 AND 6 CONVEYED TO TEAB, INC., BY DEED RECORDED IN BOOK 3811, PAGE 352.

PARCEL 2:
A PARCEL OF LAND BEING PARTS OF LOTS 5 AND 6 IN BLOCK 1 OF ROSEDALE HEIGHTS ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 60, OF THE ST. LOUIS COUNTY RECORDS, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF DELMAR BOULEVARD, 24.87 FEET ON AN ASSUMED BEARING OF SOUTH 87° 14' EAST FROM THE NORTHWEST CORNER OF AFORESAID LOT 5; THENCE SOUTH 2° 53' WEST, 164.14 FEET TO A POINT ON THE NORTH LINE OF A 20 FOOT WIDE ALLEY (AVENUE A) SAID POINT BEING SOUTH 87° 14' EAST, 25.47 FEET EAST OF THE SOUTHWEST CORNER OF AFORESAID LOT 5; THENCE NORTH 87° 14' WEST ALONG THE NORTH LINE OF SAID ALLEY (AND THE SOUTH LINES OF LOTS 5 AND 6) 40.77 FEET TO THE SOUTHEAST CORNER OF PROPERTY CONVEYED TO DELBAN, INC. BY DEED RECORDED IN BOOK 4035, PAGE 168, OF THE ST. LOUIS COUNTY RECORDS; THENCE NORTH 2° 26' EAST, 184.14 FEET ALONG THE EAST LINE OF SAID DELBAN PROPERTY TO A POINT ON THE SOUTH LINE OF AFORESAID DELMAR BOULEVARD, 16.91 FEET WEST OF THE NORTHEAST CORNER OF LOT 6; THENCE SOUTH 87° 14' EAST, 41.78 FEET TO THE POINT OF BEGINNING, AND CONTAINING 875 SQUARE FEET AREA.

PARCEL 3:
THE SOUTH 80 FEET OF LOTS 12, 13 AND ALL OF LOT 14, EXCEPTING THEREFROM THE EAST 3 FEET OF THE NORTH 94 FEET, AND ALL OF LOT 15 IN BLOCK 1 OF ROSEDALE HEIGHTS, A SUBDIVISION IN ST. LOUIS COUNTY, MISSOURI, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 60 OF THE ST. LOUIS COUNTY RECORDS, SUBJECT TO THE RIGHTS OF WAY OF ALL STREETS AND ALLEYS ADJACENT THERETO AND SUBJECT TO THE TERM OF A PARKING AGREEMENT RECORDED MAY 1, 1979, BOOK 7163, PAGE 2452, AS DAILY NO. 101 OF THE ST. LOUIS COUNTY RECORDS.

PARCEL 4: THE NORTHERN 94 FEET OF LOTS 12 AND 13 AND THE EAST 3 FEET OF THE NORTHERN 94 FEET OF LOT 14 IN BLOCK 1 OF ROSEDALE HEIGHTS, A SUBDIVISION IN ST. LOUIS COUNTY, MISSOURI, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 60 OF THE ST. LOUIS COUNTY RECORDS, EXCEPTING THEREFROM THE NORTH 10 FEET OF LOTS 12, 13 & 14 FOR THE WIDENING OF DELMAR BOULEVARD.

PARCEL 5: THE NORTHERN 94.0 FEET OF THE EASTERN 21.65 FEET OF THE WESTERN 47.0 FEET OF LOT 14, BLOCK 1, OF "ROSEDALE HEIGHTS" A SUBDIVISION OF RECORD IN PLAT BOOK 2, PAGE 60 OF THE ST. LOUIS COUNTY, MISSOURI, RECORDS; EXCEPTING THEREFROM THE NORTH 10 FEET OF SAID LOT 14 FOR THE WIDENING OF DELMAR BOULEVARD.

CITY CERTIFICATION

I, _____, City Clerk of University City, Missouri, do hereby certify that this Consolidation adjustment plat was reviewed and approved by the City of University City in accordance with Ordinance No. _____.

 Date
 Name: _____
 City Clerk
 University City, Missouri

SURVEYOR'S CERTIFICATION

This is to certify that Stock & Associates Consulting Engineers, Inc. have, during August 2023, by order and for the use of Subtext Acquisitions LLC, executed a Property Boundary Survey and Consolidation Plat of tracts of land in being part of Lots 5 - 15 in Block 1 of Rosedale Heights as recorded in Plat Book 2 Page 60, City of University City, St. Louis County, Missouri, and that the results of said survey and subdivision are shown hereon. We further certify that the above survey meets or exceeds the current Missouri Standards for Property Boundary Surveys for "Class Urban Property" as defined in Chapter 16, Land Surveying 20 CSR 2030-16.040 of the Missouri Standards for Property Boundary Surveys and adopted by the Missouri Board for Architects, Professional Engineers, Professional Land Surveyors and Landscape Architects.

STOCK & ASSOCIATES CONSULTING ENGINEERS, INC.
 LC No. 222-D

By: Norbert Wildhaber Jr. 8/28/23
 Norbert Wildhaber Jr., Missouri P.L.S. No. 2008-016687

CONSOLIDATION PLAT

LOCAL UNIVERSITY CITY
 6630 AND 6640 DELMAR BOULEVARD
 UNIVERSITY CITY, ST. LOUIS COUNTY, MISSOURI



NORBERT WILDHABER JR. P.L.S.
 MO. P.L.S. # 2008-016687
 CERTIFICATE OF AUTHORITY
 LC-222-D

REVISIONS:

DRAWN BY:	CHECKED BY:
J.K.	W.J.P.
DATE:	JOB NO.:
08/01/2023	219-6681.4
M.S.D. P. #	BASE MAP #
P-XXXXXX-XX	XXX
S.L.C. MET #	H&T SLIP #
XXXX	XXX-XXX-XX
M.D.N.R. #	
MO-XXXXXXX	
SHEET TITLE:	
CONSOLIDATION PLAT	
SHEET NO.:	
#1 OF 1	