

MONARCH APARTMENTS

QUESTIONS/CONCERNS FROM FOREST PARK SOUTHEAST NEIGHBORHOOD ASSOCIATION

Land Use

- Project is aligned with Neighborhood Core land use which contemplates housing density between 2 and 7 stories in height. NorthPoint is proposing one-level of below grade parking, one-level of at-grade parking, and 5 stories of apartments.
- We limited the level of density needed to make the project financially viable without going into a high-rise style. Three- or four-story buildings are not feasible with the tight constraints of the property and higher costs of land, demolition, and construction.
- NorthPoint Development is pursuing the project with the intention of long-term ownership and management of market rate apartments, responding to market demand and increasing housing availability in the hospital corridor. Condos in the midwest have had mixed results. Several have not fared as well due to higher HOA fees needed to sustain the property, often leading to inter-property resident disputes.
- Neighborhood Core landuse contemplates some commercial uses. No commercial use is currently planned for either of the buildings proposed. Multi-family apartment complexes offer far less traffic and trip generations than commercial spaces.

Design

- To incorporate neighborhood comments and feedback, building design revisions will incorporate additional brick (including the alley/neighborhood side), stone, less stucco, and fewer, lighter colors along with arched architectural accents.
- Building 1 will be located on the lots once occupied by the vacant buildings that have been demolished. No other houses will be removed or lost as part of this project.
- Both buildings will include full amenities and parking for their residents.
- Improved pedestrian bridge connectivity and signage will be provided in and around Building 2. We intend to work with MoDOT on other possible green space improvements.
- Landscaping is important to all and will be included as the site plans are further developed.



Parking, Vehicle Movement and Other Infrastructure

- Building 1 will contain two stories of parking—the lower level accessing Oakland, the upper level accessing Kingshighway. Parking spaces will be assigned to residents.
- Parking for delivery and drop-offs for Building 1 is contemplated within the parking garage and on the south side of the building.
- Prior evaluations of the property at Kingshighway and Oakland determined that moving of the existing gate at Oakland and providing building access to/from Oakland-Kingshighway is an unsafe condition and would be unacceptable and disallowed by the City Streets Dept. due to the proximity of the Kingshighway/Oakland traffic signal.
- Code limits parking to a 1:1 ratio of parking stalls to units. Building 1 has been adjusted to maximize parking, but within code requirements. Building 2 will aim to add additional parking above 1:1 ratio to ensure on-street parking is available for the neighborhood. We can also explore the ability to provide new surface, permit-only parking at the Building 2 site.
- Pedestrian access will be provided on all sides of Building 1. The existing bus stop will be enhanced. Connectivity to the pedestrian bridge will also be improved near Building 2.
- We have asked MoDOT about Building 2 accessing Kingshighway directly and also accessing the onramp for I-64. MoDOT will not allow that access.
- The project will conduct all studies mandated by the Metropolitan Sewer District and implement the required sewer infrastructure and stormwater management controls.
- Surveying crews and the project's civil engineer have reviewed current utilities capacity and coordination with appropriate agencies and providers is underway.
- Required traffic studies by third-party traffic engineers are underway. Details will be discussed at the next Development Review Committee meeting.

Misc

- We do our best to connect with the neighborhoods and communities where we operate by supporting different community organizations, fundraising for local charities, and for instance hosting clothing drives for nearby non-profits. We take pride in truly being a good neighbor and community partner.
- Incentives are necessary to make the project financially viable, secure construction financing, and ensure the development can move forward. They are reviewed and subject to the City's adopted scorecard for eligibility.
- The Phase 1 site currently generates minimal property tax revenue and will generate 28 times more in annual property tax revenue with the development completed. The Phase 2 site will see a similar generation of significant property tax revenue when the development is completed.