



Forest Park Southeast  
Development Review Committee Application

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**Date:** April 12, 2024

**Phase 1 Site Address:** 1070, 1074, 1076, 1080, 1084, 1086 and 1092 South Kingshighway, 4575 Oakland Ave, St. Louis, Missouri

**Phase 2 Site Address:** 4580 Chouteau Ave, St. Louis, Missouri

**Request to the Committee:** We're seeking recommendation of the project and variances to the Forest Park Southeast Form-Based Code overlay zoning district for a multifamily development project containing two buildings and herein referred to as Phase 1 and Phase 2.

**Company Name:** NorthPoint Development

**Contact Person(s):** Mark Militzer

**Mailing Address:** 12977 North Outer Forty, St. Louis MO 63141

**Company Owners / Principals:** Nathaniel Hagedorn, Founder and Chief Executive Officer.

**Project Leadership:**

Mark Militzer, Regional Vice President

Brad Haymond, Vice President of Multi-Family Development

Brian Votava, Director of Development

Lauren Arntsen, Director of Multi-Family Operations

Jennifer George, Vice President of Development

**Project Information:**

- 1. Description and history of site (for business seeking a conditional use, please give the name of the owner of the building being leased and history of the business):**

The Phase 1 site is currently owned by NP Grove Residential, LLC, a partnership between NorthPoint Development and neighboring residents, Derek and Toni Zimmerman. Situated at the intersection of South Kingshighway Blvd and Oakland Ave, the property for decades was the site of seven homes that were unmaintained and vacant. The structures were demolished under an emergency order issued due to health and safety concerns. The demolition was completed on March 1, 2024. Other developers have proposed in the past developing the property as a hotel, and most recently a multifamily project.



S Kingshighway View of Site (Before Demolition)



Back of Site (Before Demolition)



Site (After Demolition)

The Phase 2 site is situated just north near the intersection of I-64 and Kingshighway Boulevard along South Kingshighway between Chouteau Ave and Gibson Ave. The site is presently owned by Forest West Properties, Inc, and NorthPoint has a Letter of Intent executed by both parties for NorthPoint's purchase of the site. The site is a remnant of the I-64/Hwy 40 improvements of 2007, where a clover leaf off-ramp and on-ramp were demolished. Before the property was condemned by the State of Missouri for reconfiguring the interchange, the property was previously multi-family dwelling units. A portion of the site today is used as a walkway from the pedestrian bridge at Chouteau to Clayton Ave as seen from the worn-down grass.



S Kingshighway View of Site



Chouteau Ave View of Site (walking trail to pedestrian bridge)

**2. Current zoning:**

Both the Phase 1 and Phase 2 sites are zoned Neighborhood Core per the Forest Park Southeast Form-Based District.

**3. Square footage of project:**

The approximate square footage of the Phase 1 project is 111,860 square feet on approximately 1 acre. Phase 2 currently sits at about 135,145 square feet on 1.76 acres.

**4. Thoroughly Explain the Proposed Project and Use:**

NorthPoint Development is proposing to develop the site into a 140-unit multifamily project for Phase 1 and a 179-unit multifamily project for Phase 2.

The project will include studio, one and two-bedroom units ranging from 600 – 1,300 square feet. The property will have dedicated leasing offices on the ground floor and several class A amenities including outdoor swimming pool deck, fitness center, and others are currently being incorporated into the design. Some amenities being considered that exist in our other communities include an indoor spa, golf simulator, podcast studio, yoga studios, and meeting spaces.

The proposed buildings within both Phase 1 and Phase 2 will include a two-story parking garage (one level below grade and one level at grade) with five stories of wood framed construction above. The garage will be fully enclosed with a high-speed bay door controlled by a pass for vehicle access.

The parking garage levels will be completely separated without interconnectivity. For Phase 1, one level with access to Oakland Avenue, and the other accessing only Kingshighway Boulevard. The at-grade, Kingshighway parking garage will also provide access to our dedicated leasing office. For Phase 2, both access points will be off South Kingshighway, one nearer Chouteau and one nearer Arco and Gibson.

The Phase 2 project will include improved sidewalks all way from Phase 1 along Kingshighway Blvd, along old South Kingshighway and new trail connection to the pedestrian bridge.

NorthPoint Management prides itself on exceptional service with 24/7 on-site staffing including overnight courtesy officers. This approach enhances both service and safety for our residents.

Anticipated Variances include:

### **PHASE 1**

#### 3.5 Neighborhood Core (NC)

- Section III – Building Placement
  - Side Setback (C1)
    - 5’ minimum to 10’ maximum for buildings taller than 3 stories and 40’ shall setback 10’
      - **Request variance to increase the side setback up to 11’-6” due to existing utilities in the vacated alley and the proximity of the adjacent house to the alley.**
  - Side Setback (C2)
    - 30’ minimum for 4 stories or greater only when sharing a Side Setback with NG2 Lots
      - **Request variance to reduce the side setback for stories 4 or greater to 10’-0”.**
  - Alley Setback (D2)
    - 30’ minimum for 4 stories or greater only for Lots north of Manchester Avenue.
      - **Request variance to reduce the upper floor setback to 5’.**
- Section IV – Building Height
  - Finished Ground Floor Level (L)
    - 2’ minimum and 3’ maximum for residential uses on ground floor and 6” maximum for all other uses.
      - **Request variance for 57% of the building finished floor elevation to be increased to a maximum of 6’-0” above grade. See justification below.**
        - **495.8 total linear feet – Arco +/-118.0’, Kingshighway 252.9, Oakland 124.9**
        - **212.4’ compliant (along Arco and North portion of Kingshighway) 43%**
        - **283.4 total linear feet varies from 0’-6” above the sidewalk – 57%**
        - **All uses on the ground floor are leasing and parking garage.**

#### 4.1.9 – Building Development Standard - Podium Building

- Access (III)
  - Item 1 - The main entrance(s) to each non-residential ground floor unit shall be directly accessible from the Primary Building Facade on the Primary Street; or Side Street if no Primary Street is present.
    - **Request variance for the main entrances to be on Side Street in lieu of Primary Street.**
  - Item 4 – Where an alley is not present, parking and services may be accessed by way of a two-way driveway from a Side Street with maximum 18' wide.
    - **Item 4 - Request variance to have parking and services accessible from South Kingshighway and Oakland Ave.**
  - Loading docks, overhead doors, and other service entries are prohibited on Primary Streets and Side Streets; and are only allowed on alley frontage.
    - **Item 6 – Request variance to allow overhead doors for the garage to be permitted on the Primary Street (South Kingshighway) and Side Street (Oakland Ave)**

#### 4.3.1 – Building Facades

- Section B.1.d - Podium Building – Primary Building Façade
  - Any lot with a Lot Width greater than fifty (50') feet must have a minimum of one (1) vertical Plane Break in the Primary Building Facade associated with the lot line, and additional vertical Plane Breaks as necessary to never have a continuous flat length of building greater than fifty (50') feet long.
    - **Request variance to increase the continuous flat break for Vertical Plan Breaks to be increased from 50' to 86'.**

#### 4.3.1.2 – Materials on Building Facades

- Primary Materials
  - Seventy-five (75%) percent of the Primary Building Façade(s) or greater.
    - **Request variance to reduce the percentage of Primary Material from 75% to 53%. We currently have 53% on Primary Façade between glass and brick.**
- Secondary Materials
  - No greater than twenty (20%) percent of the Primary Building Façade(s).
    - **Request variance to increase the percentage of secondary material from 20% to 47%.**

#### 4.3.2 – Roofs and Parapets

- Section 4.3.2-B.2.d.iii – Parapet Walls

- Parapet Walls shall be made of Primary Materials allowed for that Building Type.
  - **Request variance that the parapet walls be made from Secondary Materials.**
- Parapet Walls shall have a maximum height of thirty (30”) inches (measured from the flat surface of the parapet roof).
  - **Request variance that the Parapet Wall height increase from 30” to 7’-0” to allow for mechanical equipment screening.**
- Parapet Walls shall have a distinct shape or profile, e.g. a gable, arc, or raised center varied dependent upon the style and character of the building
  - **Request variance that the parapet walls shall have a distinct shape or profile.**

#### 4.3.6 – Equipment

- 4.3.6-B.3 – Standards for Equipment
  - Equipment (on roofs, elevated areas, or on upper floor levels) shall be placed a minimum of five (5’) behind the Build-to-Line(s) and be screened from view from Public Rights-of-Way by the use of parapet walls or enclosures designed to conceal the equipment. Parapet Walls used to screen equipment are subject to the requirements in Section 4.3.2 Roofs and Parapets.
    - **Request variance to allow for the Parapet Walls to be taller than 30” to help screen the equipment to be installed on the roof.**

## **PHASE 2**

### 3.5 Neighborhood Core (NC)

- Section III – Building Placement
  - Side Setback (C1)
    - 5’ minimum to 10’ maximum for buildings taller than 3 stories and 40’ shall setback 10’
      - **Request variance to decrease the side setback up to 7’-6”. One small corner adjacent to the MoDOT Right-of-Way is +/- 8’ from the property line.**
  - Finished Ground Floor Level (L)
    - 2’ minimum and 3’ maximum for residential uses on ground floor and 6” maximum for all other uses.
      - **Request variance along southwest and northwest sides as this is MoDOT Right-Of-Way and there are no sidewalks or adjacent lots.**
      - **Along northeast (platted parcel owned by MoDOT) the grades at the pedestrian overpass walkway range from 515.5 to 522, which is generally the grades at the lot**

lines. Applicant is meeting the intent of this code requirement; however, Applicant is requesting variance due to Project being more than 6” higher. If the walkway is not considered a “sidewalk” then Applicant still does not meet adjacent lot level (lot owned by MoDOT – not Right-Of-Way).

- No variance required along Chouteau Ave. Applicant meets requirement.
- Section VII – Parking Requirements
  - Required Parking Spaces
    - Zero (0) minimum, one (1) space per dwelling unit, maximum
      - **Request variance to be 1.2 spaces per dwelling unit. Applicant is proposing (216) total parking spaces and (179) dwelling units.**

#### 4.1.9 - Building Development Standards

- Access (III)
  - Loading docks, overhead doors, and other service entries are prohibited on Primary Streets and Side Streets; and are only allowed on alley frontage.
    - **Item 6 – Request variance to allow overhead doors for the garage to be permitted on Primary Street (South Kingshighway).**

#### 4.3.1 – Building Facades

- Section B.1.d - Podium Building – Primary Building Façade
  - Any lot with a Lot Width greater than fifty (50’) feet must have a minimum of one (1) vertical Plane Break in the Primary Building Façade associated with the lot line, and additional vertical Plane Breaks as necessary to never have a continuous flat length of building greater than fifty (50’) feet long.
    - **Request variance for the Vertical Plan Breaks to be pop out architectural features on floors 2-6 in lieu of being set back per Section 1.0 - General Provisions.**

#### 4.3.1.2 – Materials on Building Facades

- Primary Materials
  - Seventy-five (75%) percent of the Primary Building Façade(s) or greater.
    - **Request variance to reduce the percentage of Primary Material from 75% to 45%. Applicant currently has 45% on Primary Façade between glass and brick.**
- Secondary Materials
  - No greater than twenty (20%) percent of the Primary Building Façade(s).



- **Request variance to increase the percentage of secondary material from 20% to 55%.**

#### 4.3.2 – Roofs and Parapets

- Section 4.3.2-B.2.d.iii – Parapet Walls
  - Parapet Walls shall be made of Primary Materials allowed for that Building Type.
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    - **Request variance that the Parapet Wall height increase from 30” to 7’-0” to allow for mechanical equipment screening.**
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    - **Request variance to allow for the Parapet Walls to be taller than 30” to help screen the equipment to be installed on the roof.**

### 5. Project Costs (For Rehab and New Construction Projects):

#### Phase 1 and 2

**Acquisition:** \$5,764,000

**Pre-development Soft Cost:** \$5,214,097

**Construction Cost:** \$96,257,609

**Contingencies:** \$4,287,075

**Total:** \$111,522,781

## 6. Project Timeline:

### New Construction or Rehab

**Phase 1 Site Control:** Site currently owned by NP Grove Residential, LLC

**Phase 1 Construction Start:** March 1, 2023, Emergency building demolition completion. The site will then be fenced with an anticipated March 1, 2025, Phase 1 construction start.

**Phase 1 Construction Completion:** March 2027

**Phase 2 Construction Start:** September 2025

**Phase 2 Construction Completion:** June 2027

**Occupancy:** Preleasing activity will occur as construction completion approaches. Occupancy assumed to be at Construction Completion for respective phases.

### ~~Conditional Use Applicants~~

~~Conditional Use Hearing Date with the City of St. Louis: Expected Opening Date:  
Occupancy Capacity:~~

~~7. For Conditional Use Hearing, is this use a conditional or prohibited use with the FPSE Form Based Code?~~

## 8. What relevant experience does your team have?

NorthPoint Development, headquartered in Kansas City, MO, was founded in 2011 and has grown to become a premier multifamily developer in the state. In addition to our multifamily presence, NorthPoint has built a reputation for being one of the most prominent industrial developers in the nation. NorthPoint is active in over 26 states and has developed and managed over 5,900 residential units.

In 2014, the firm established its first satellite office in St. Louis, MO. Over the last 10 years, the St. Louis area team has executed on over \$1 billion dollars in real estate investments throughout the St. Louis market. NorthPoint's unique execution style, including in-house site planning expertise, construction design oversight, and property management allows long-term partnerships in the communities we invest and live in. Our tenants in St. Louis include BJC, Lowe's, Amazon and many more blue-chip firms directly servicing the greater St. Louis community.

Our multifamily experience has won many local and national awards including “Best Management Company”, “Best Property”, and “Best Amenities”. In addition, we’ve received national recognition as “Best Mid-sized Management Company” and “Best Places to Work for Women”. Our vertically integrated design, engineering, construction management and in-house property management provide oversight across the many disciplines of the development process to ensure the best possible quality and resident experience.

**9. Does the project utilize high quality exterior and interior materials (Construction Projects Only)?**

The projects utilize brick, stone, stucco, cementitious siding, and various metals in both louvers and accents. Multiple textures and materials are depicted which add depth and a complimentary color pallet for this building reflective of the surrounding neighborhood character. The interior units include quartz countertops with tile backsplash, energy efficient stainless-steel appliances, modern cabinetry, simulated wood plank flooring, and LED lighting throughout the building.

**10. Will the project add value to the area?**

This project will add immense value to the community through significant investment in an otherwise neglected corner that has been vacant for years. The gateway to the neighborhood will be reshaped by a project that will provide much needed new housing opportunities for the neighborhood. We anticipate young professionals that work at the healthcare and tech campus just north I-64 will select this property as home due to the pedestrian friendly lifestyle of the immediate neighborhood. Our residents will be able to participate in the various thriving multitude of restaurants, coffee shops, shopping areas, and other great businesses within the neighborhood.

**11. Does the project fill a need for the area (Construction Projects Only)?**

We have identified this area to have a high, unmet demand for housing among the professionals seeking convenient access to the downtown and the hospital. With adjacent access to the bike/pedestrian bridge across I-64, both projects are walking distance to Barnes-Jewish Hospital, Washington University School of Medicine, and Forest Park.

Historically, low vacancies remain throughout the city for multifamily residential units.

**12. Does the project enhance the amenities for the area?**

These projects will provide full amenity packages for the building residents including a pool, fitness center, and others that are still being incorporated into the design. The project will enhance the sidewalks, adjacent bus stop to provide a new to St. Louis design, street lighting and connection to the pedestrian bridge over I-64.

**13. Is the project restoring a historically significant building?**

The Phase 1 project will be new construction and will be incorporating brick façade throughout the building aesthetic, with complimentary colors supporting a Class A facility.

The Phase 2 project construction will be new construction of a similar manner on undeveloped land, whereas there is not an existing building on site.

**14. Is it the highest quality project for the site (Construction Projects Only)?**

Within the Form Based Code, these projects are being designed under the Podium Building classification. Multifamily is ideal for these sites in integrating within the Neighborhood Core, Form Based Code. The project serves to meet the neighborhood's identified need for greater height and larger scale buildings in order to re-image the front door of the neighborhood from Kingshighway per the original intent of the Form Based Code. This multifamily building will be a class A facility constructed to a high level of architectural finishes to ensure that this building will be a source of pride for the community.

**15. Will the project remove an eye sore from the area?**

NorthPoint Development took a proactive approach in working with the City of St. Louis to remove the dilapidated buildings on South Kingshighway immediately upon acquiring the property. On Phase 1 site, the seven dilapidated homes located on the site have been condemned and demolished due to public safety concerns and disrepair. The condition was a decades-long frustration for the community with the unsightly property that was seen by all visitors exiting eastbound I-64 at Kingshighway Boulevard. The project will serve as a transformation to the entryway to the Forest Park Southeast community.

The Phase 2 site has remained vacant since the removal of the cloverleaf interchange.

**16. How many parking spaces will the project have? Will the parking be hidden from the street (Construction Projects Only)?**

Parking spaces for Phase 1 and Phase 2 sites will be hidden from view from the streets on all sides. The Phase 1 project is planned to have approximately 140 parking spaces. Consistent with the intent of form-based code, the parking garage will be beneath the apartments and below grade. The at-grade parking will be hidden via high-speed door entries, and ultimately covered by the building façade.

Phase 2 project contemplates 216 parking spaces and seeks a variance. Similar to Phase 1, Phase 2 will include a surface-level garage and below grade garage utilizing high-speed entry doors and concealed from view both from old South Kingshighway as well as from the interstate.

**17. What special features, if any, will the project provide?**

The building exteriors are designed to fit well with the surrounding neighborhood historic aesthetic. With Phase 2, pedestrian connectivity will improve near the pedestrian bridge, with the possibility of signage, landing plaza or art. The Phase 2 building also aims to provide the neighborhood with access to meeting space that the neighborhood lacks today.

**18. Will the project be unsuccessful without financial incentives from the City of St. Louis? If so, explain.**

NorthPoint Development is currently working with the St. Louis Development Corporation to pursue incentives for these projects, in compliance with the city's score card approach to value. Incentives are critical for the feasibility of the project.

**19. Has your business (or any affiliated business) ever been deemed a nuisance and/or had its liquor license revoked? If so, when and what are the associated details?**

No, this question is not applicable to NorthPoint Development or any affiliated business.

Phase 1  
Rendering  
Updates



LOWER LEVEL GARAGE PARKING

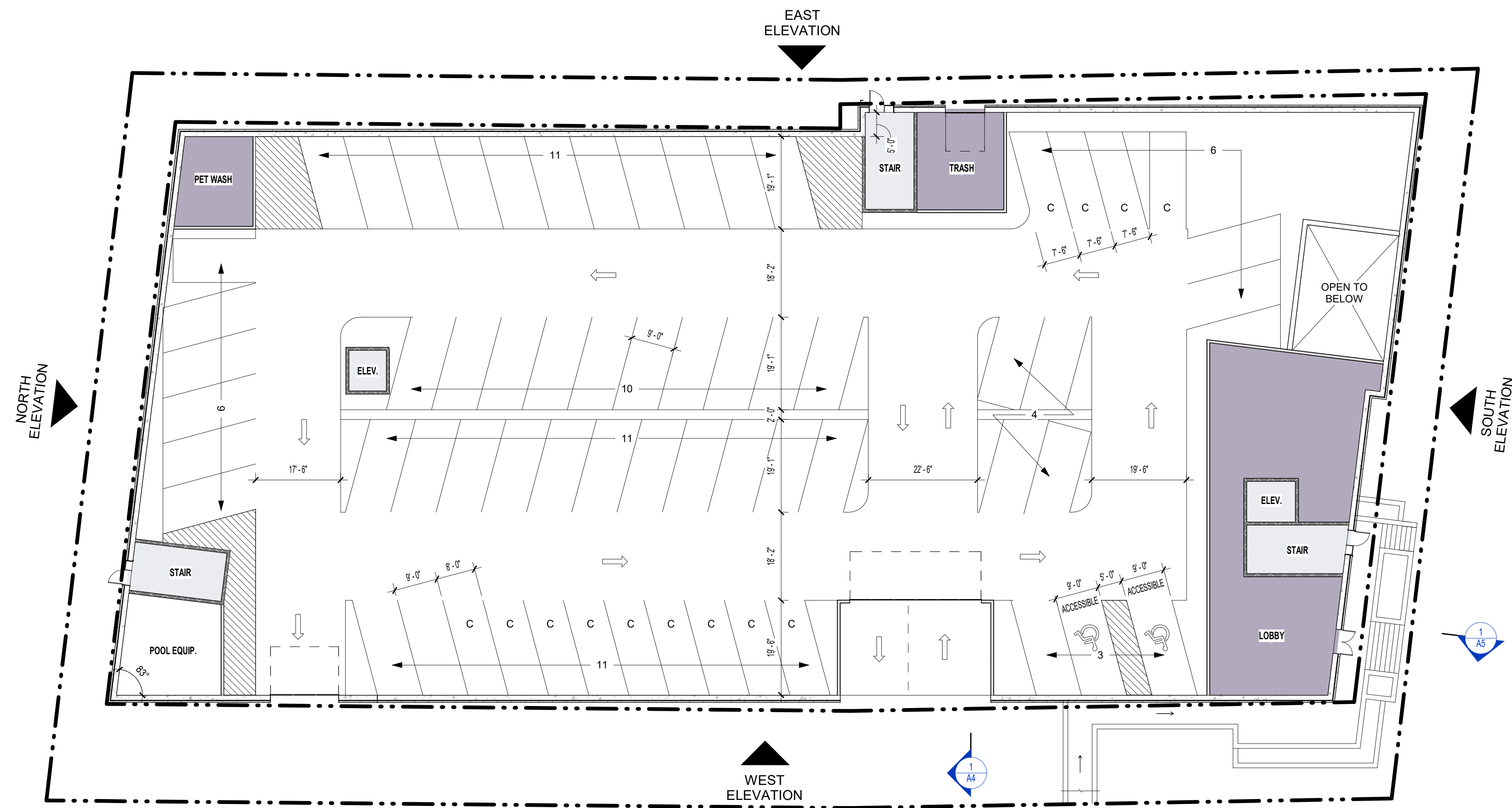


M  
MONARCH

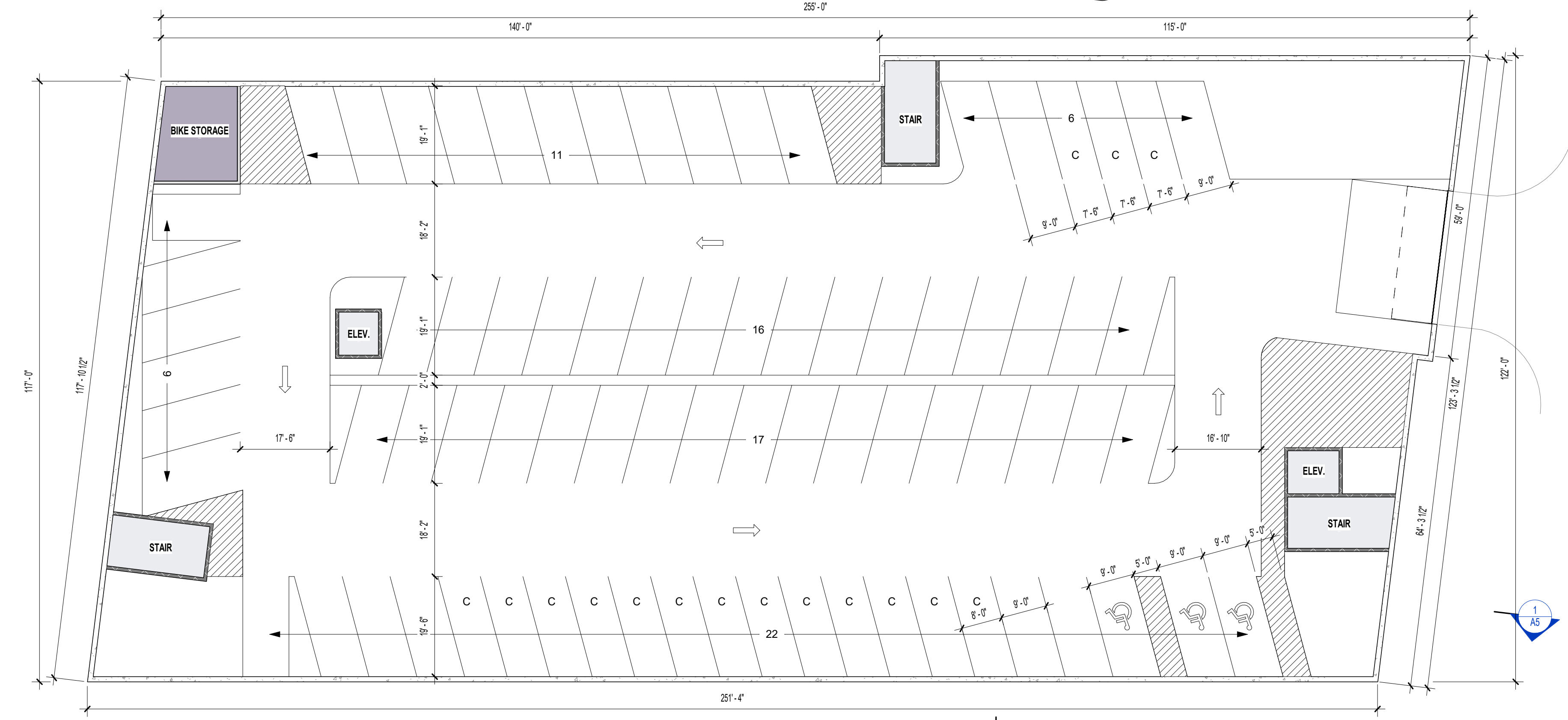
RESIDENT / GUEST PARKING

UNIVERSITY PARKING





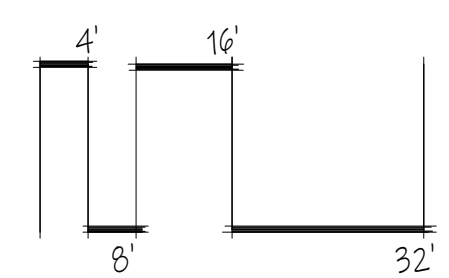
**1 FIRST FLOOR PLAN**  
1/16" = 1'-0"



**2 BASEMENT PLAN**  
1/16" = 1'-0"

	AMENITY
	STUDIO
	ONE BEDROOM
	TWO BEDROOM
	CIRCULATION
	OUTDOOR AMENITY

PARKING MATRIX	
<b>BASEMENT</b>	
• 57 (9'-0" X 18'-0") SPACES	
• 17 (8'-0" X 18'-0") SPACES	
• 3 (9'-0" X 18'-0") STANDARD ACC. SPACE	
• 1 (11'-0" X 18'-0") VAN ACC. SPACE	
<b>78 TOTAL</b>	
<b>FIRST FLOOR</b>	
• 46 (9'-0" X 18'-0") SPACES	
• 13 (8'-0" X 18'-0") SPACES	
• 3 (9'-0" X 18'-0") STANDARD ACC. SPACES	
<b>62 TOTAL</b>	
<b>OVERALL</b>	
• 103 (9'-0" X 18'-0") SPACES	
• 30 (8'-0" X 18'-0") SPACES	
• 6 (9'-0" X 18'-0") STANDARD ACC. SPACE	
• 1 (11'-0" X 18'-0") VAN ACC. SPACE	
<b>140 TOTAL</b>	





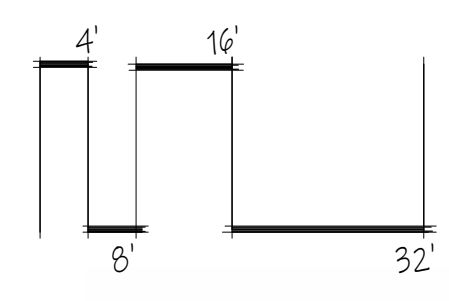
**2 THIRD - SIXTH FLOOR PLAN**  
1/16" = 1'-0"



**1 SECOND FLOOR PLAN**  
1/16" = 1'-0"

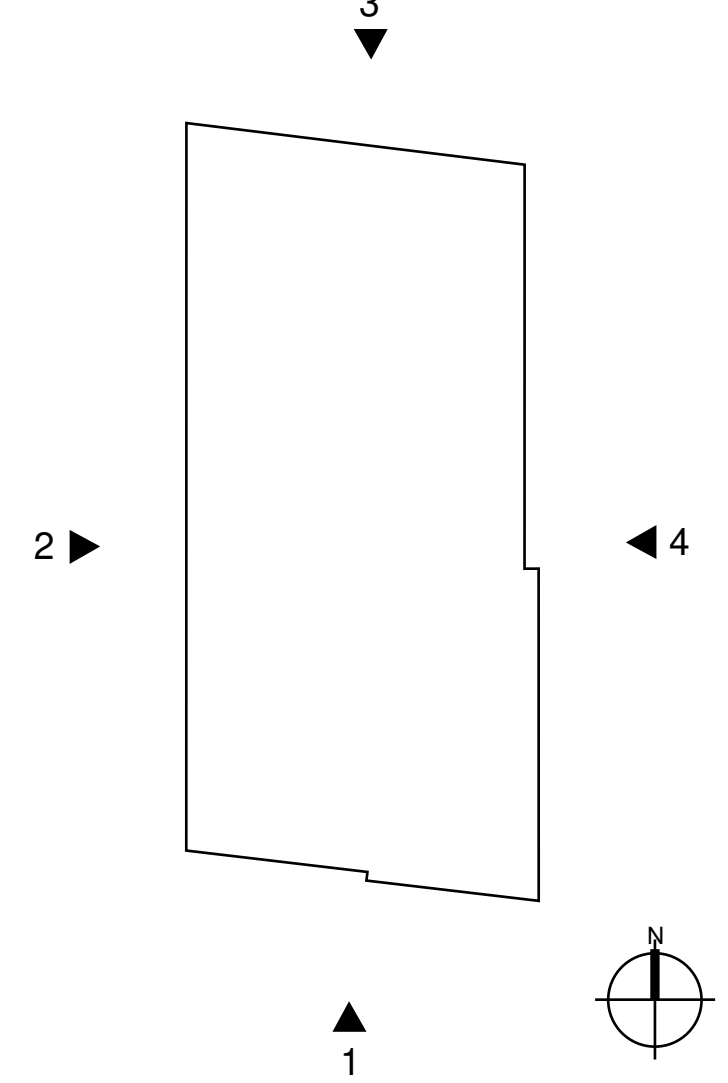
UNIT MATRIX		
UNIT TYPE	COUNT	AVERAGE SF / UNIT
STUDIO	79	573 SF/UNIT
1 BEDROOM	46	810 SF/UNIT
2 BEDROOM	15	1114 SF/UNIT
<b>140</b>		
TOTAL # PARKING SPACES: 140		

- AMENITY
- STUDIO
- ONE BEDROOM
- TWO BEDROOM
- CIRCULATION
- OUTDOOR AMENITY



WINDOW SCHEDULE		
TYPE	DESCRIPTION	TRANSOM
A	FIXED VINYL WINDOW W/ (1) AWNING UNIT	
B	FIXED VINYL WINDOW W/ (1) AWNING UNIT	
C	FIXED VINYL WINDOW W/ (2) AWNING UNITS	
D	FIXED VINYL WINDOW W/ (2) AWNING UNITS	Y
E	FIXED VINYL WINDOW	
F	FIXED VINYL WINDOW W/ (1) AWNING UNIT	
G	FIXED VINYL WINDOW W/ (1) AWNING UNIT	Y
H	FIXED VINYL WINDOW W/ (2) AWNING UNITS	

DOOR SCHEDULE			
TYPE	DESCRIPTION	TRANSOM	MATERIAL
I	2X SLIDING W/ (1) OPERABLE UNIT		GL
J	2X SLIDING GLASS DOOR W/ (1) OPERABLE UNIT	Y	GL
K	3X SLIDING GLASS DOOR W/ (1) OPERABLE UNIT		GL
L	3X SLIDING GLASS DOOR W/ (1) OPERABLE UNIT	Y	GL
M	3X SLIDING GLASS DOOR W/ (1) OPERABLE UNIT (TALL)	Y	GL
N	4X SLIDING GLASS DOOR W/ (2) OPERABLE UNIT		GL
O	4X SLIDING GLASS DOOR W/ (2) OPERABLE UNIT	Y	GL
P	4X SLIDING GLASS DOOR W/ (2) OPERABLE UNIT (TALL)	Y	GL
C1	DOUBLE DOOR		GL
D1	SINGLE DOOR W/ SIDELITE		GL



MATERIAL FINISH LEGEND		
P- 000000	000000	800000
400000	400000	000000
400000	400000	000000
Pe	s00000	S00000
Pd	s00000	S00000
P2	s00000	S00000
y	000000	S00000

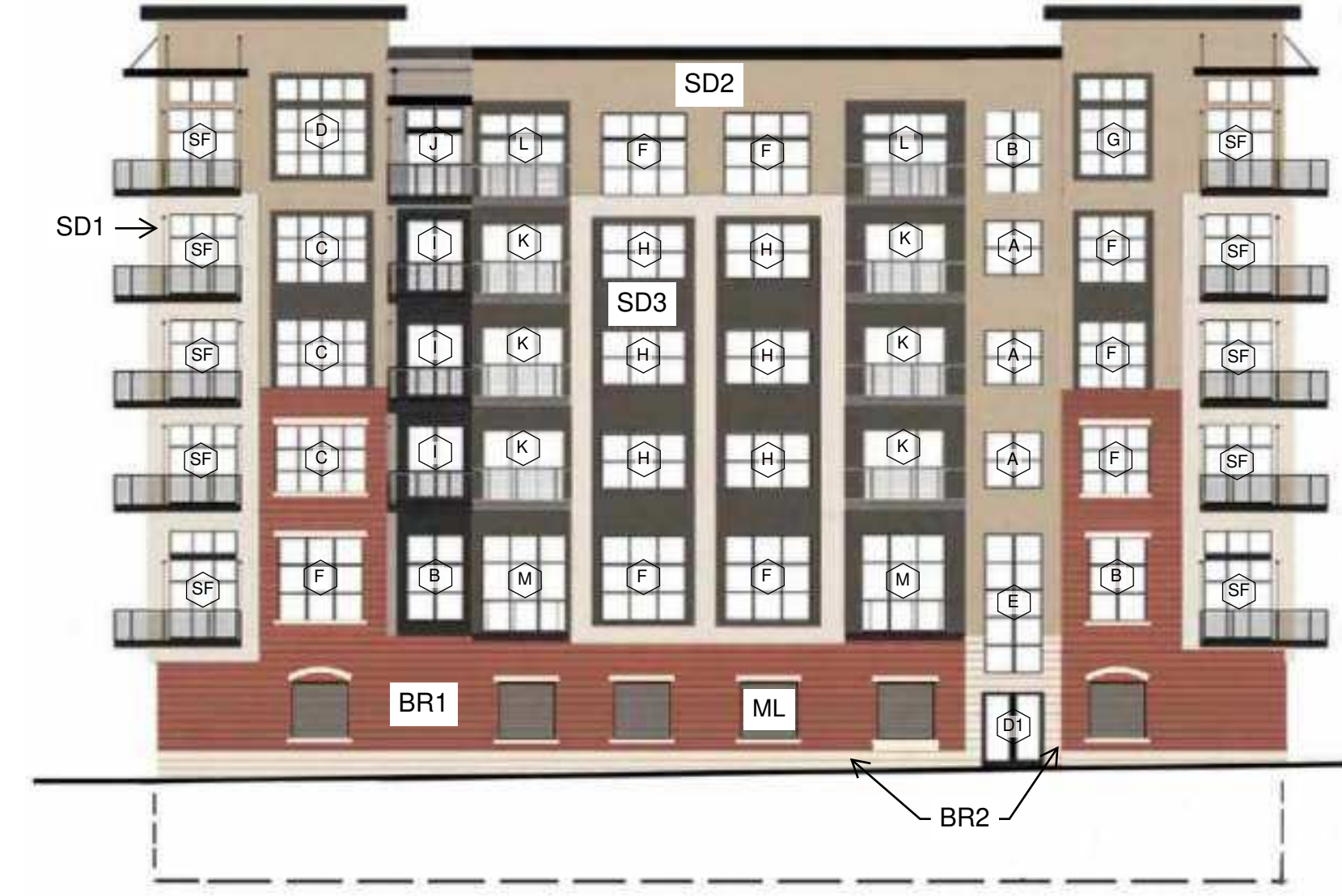
COLOR 1  
COLOR 2  
COLOR 3

MATERIAL CALCULATIONS		
300000	000000	030000
000000	000000	n7N
000000	000000	y7N
000000	000000	n7N
000000	000000	sN
000000	000000	n7N
000000	000000	y7N
000000	000000	n2N
000000	000000	nN
000000	000000	nnN
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000000	000000	ryN
000000	000000	nN
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- PARAPET 2 176'-0"
- PARAPET 1 172'-0"
- TRUSS BEARING 168'-0"
- SIXTH FLOOR 158'-0"
- FIFTH FLOOR 147'-6"
- FOURTH FLOOR 137'-0"
- THIRD FLOOR 126'-6"
- SECOND FLOOR 115'-0"
- FIRST FLOOR-PARKING GARAGE 100'-0"
- SUB LEVEL-PARKING GARAGE 90'-0"

4 EAST ELEVATION  
1/16" = 1'-0"



- PARAPET 2 176'-0"
- PARAPET 1 172'-0"
- TRUSS BEARING 168'-0"
- SIXTH FLOOR 158'-0"
- FIFTH FLOOR 147'-6"
- FOURTH FLOOR 137'-0"
- THIRD FLOOR 126'-6"
- SECOND FLOOR 115'-0"
- FIRST FLOOR-PARKING GARAGE 100'-0"
- SUB LEVEL-PARKING GARAGE 90'-0"

3 NORTH ELEVATION  
1/16" = 1'-0"



- PARAPET 2 176'-0"
- PARAPET 1 172'-0"
- TRUSS BEARING 168'-0"
- SIXTH FLOOR 158'-0"
- FIFTH FLOOR 147'-6"
- FOURTH FLOOR 137'-0"
- THIRD FLOOR 126'-6"
- SECOND FLOOR 115'-0"
- FIRST FLOOR PARKING GARAGE 100'-0"
- SUB LEVEL-PARKING GARAGE 90'-0"

2 WEST ELEVATION  
1/16" = 1'-0"



- PARAPET 2 176'-0"
- PARAPET 1 172'-0"
- TRUSS BEARING 168'-0"
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1 SOUTH ELEVATION  
1/16" = 1'-0"

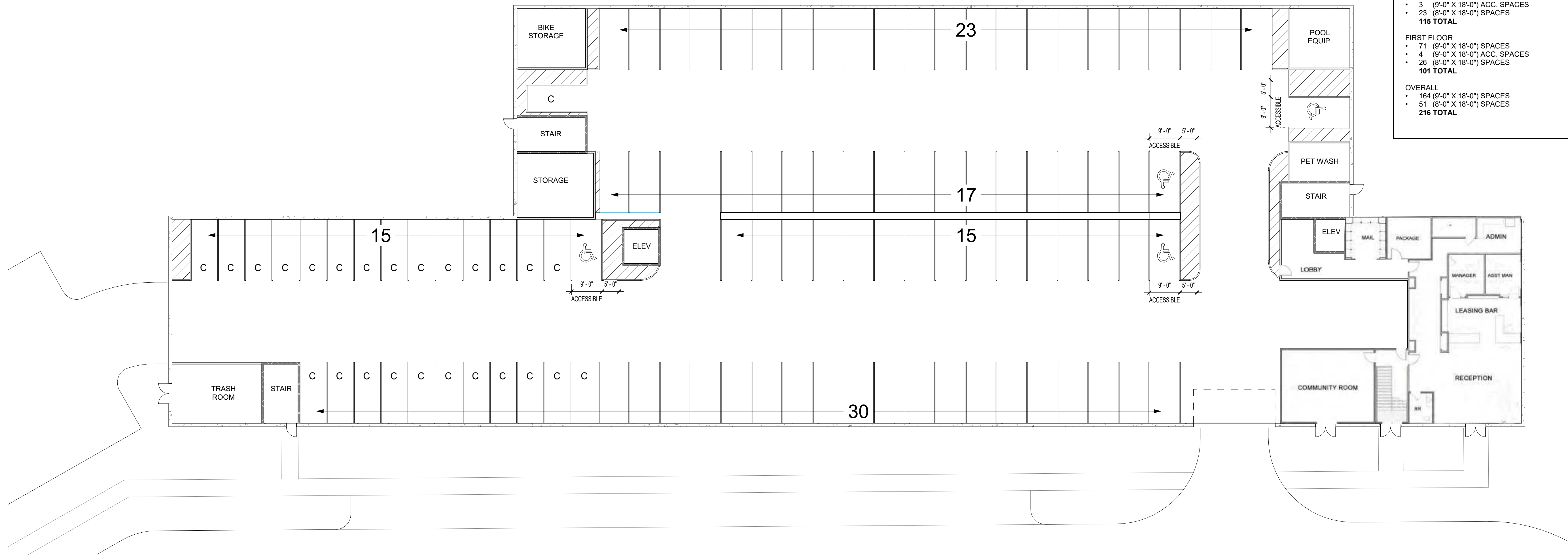
Phase 2  
Renderings and  
Site Plans



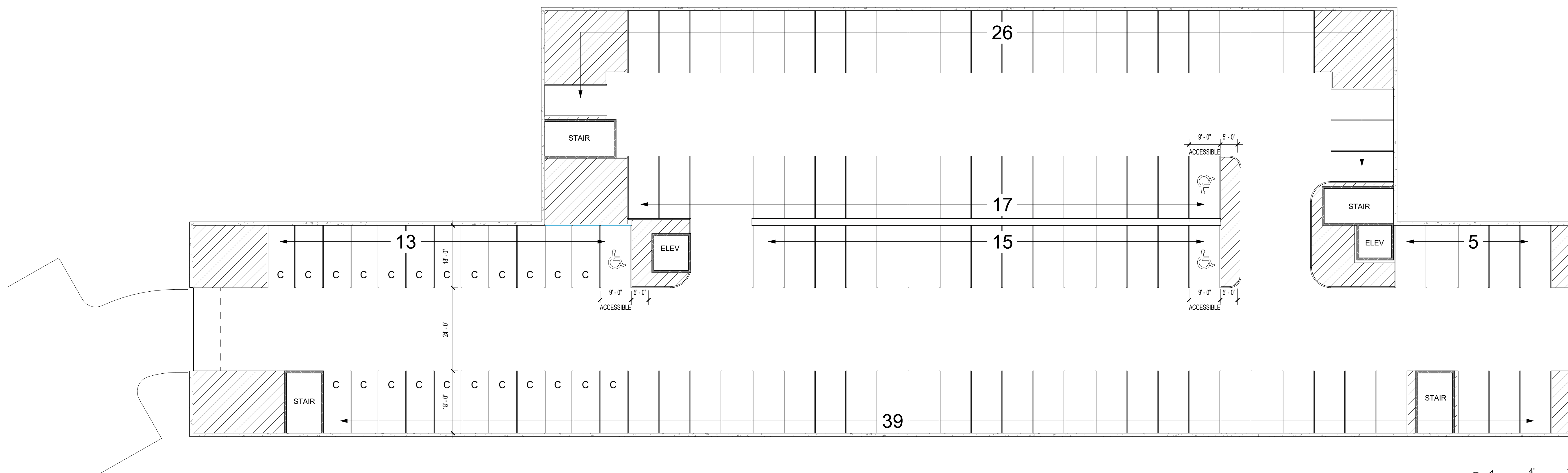


# PARKING MATRIX

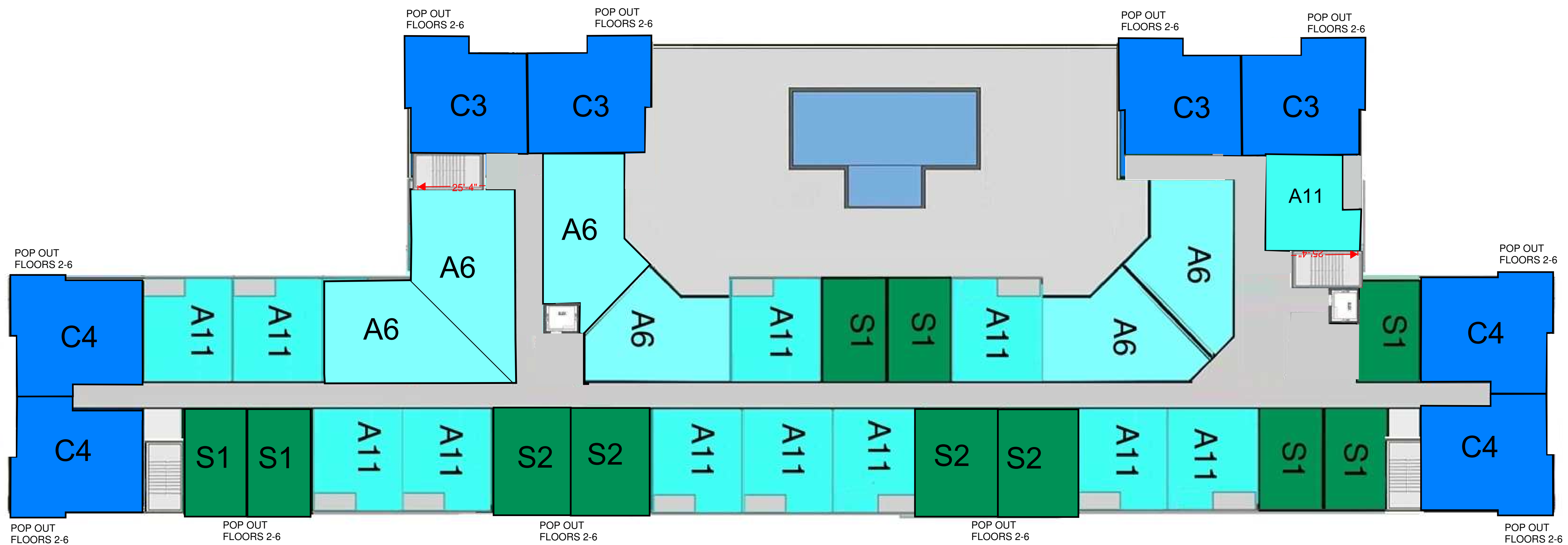
- BASEMENT**
- 89 (9'-0" X 18'-0") SPACES
  - 3 (9'-0" X 18'-0") ACC. SPACES
  - 23 (8'-0" X 18'-0") SPACES
  - 115 TOTAL**
- FIRST FLOOR**
- 71 (9'-0" X 18'-0") SPACES
  - 4 (9'-0" X 18'-0") ACC. SPACES
  - 26 (8'-0" X 18'-0") SPACES
  - 101 TOTAL**
- OVERALL**
- 164 (9'-0" X 18'-0") SPACES
  - 51 (8'-0" X 18'-0") SPACES
  - 216 TOTAL**



**2 1ST FLOOR GARAGE PLAN**  
1/16" = 1'-0"



**1 BASEMENT GARAGE PLAN**  
1/16" = 1'-0"

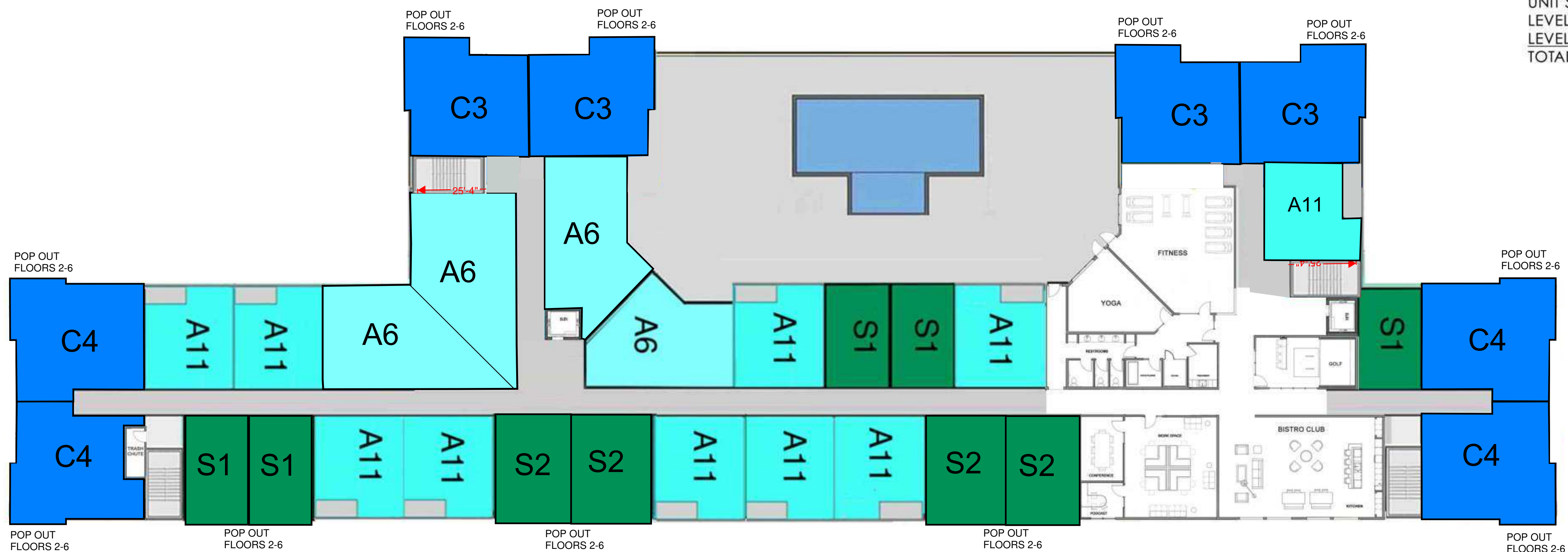


**3RD-6TH FLOOR PLAN**  
1/16" = 1'-0"

**UNIT SUMMARY:**

LEVEL 2	31
LEVEL 3-6	148
<b>TOTAL UNITS</b>	<b>179</b>

- STUDIO** 53  
**1BR** 86  
**2BR** 40



**2ND FLOOR PLAN**  
1/16" = 1'-0"

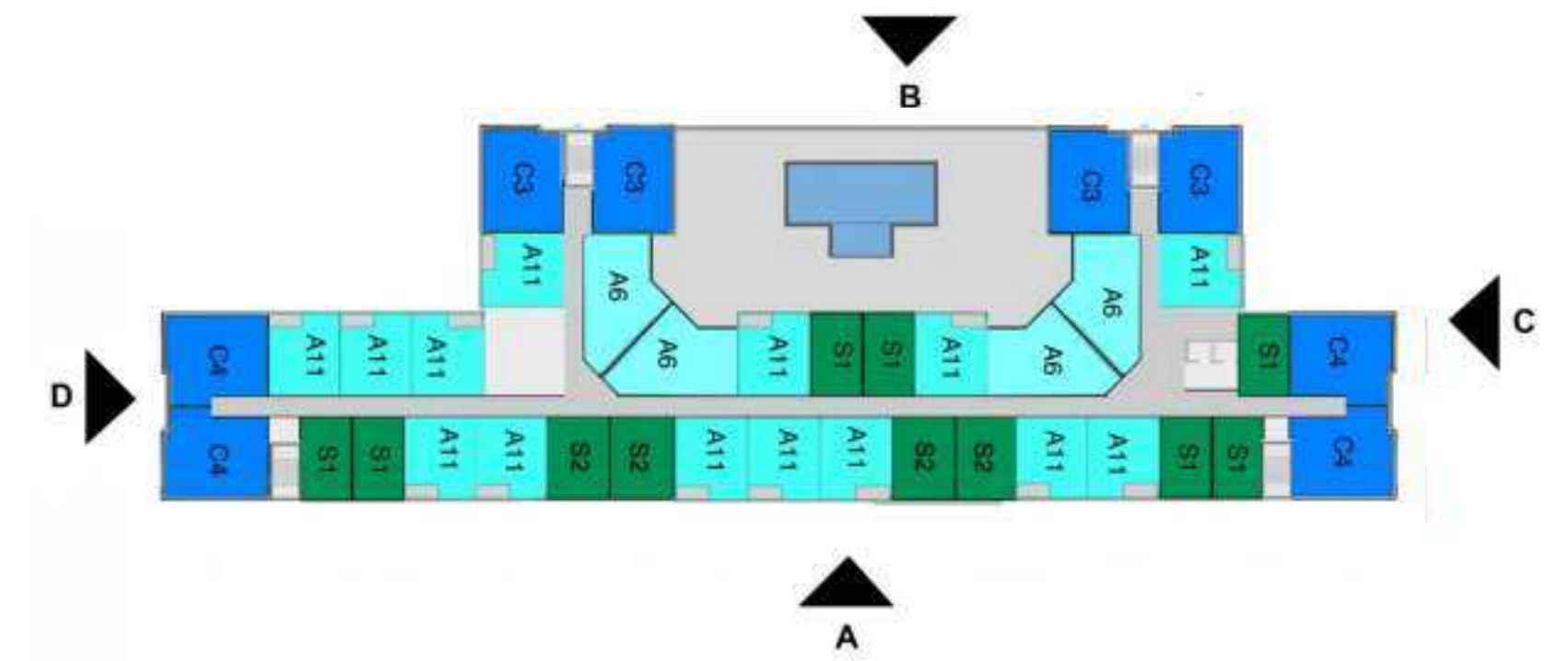




D SOUTHWEST ELEVATION - PHASE II



C NORTHEAST ELEVATION - PHASE II



A KINGS HIGHWAY ELEVATION - PHASE II



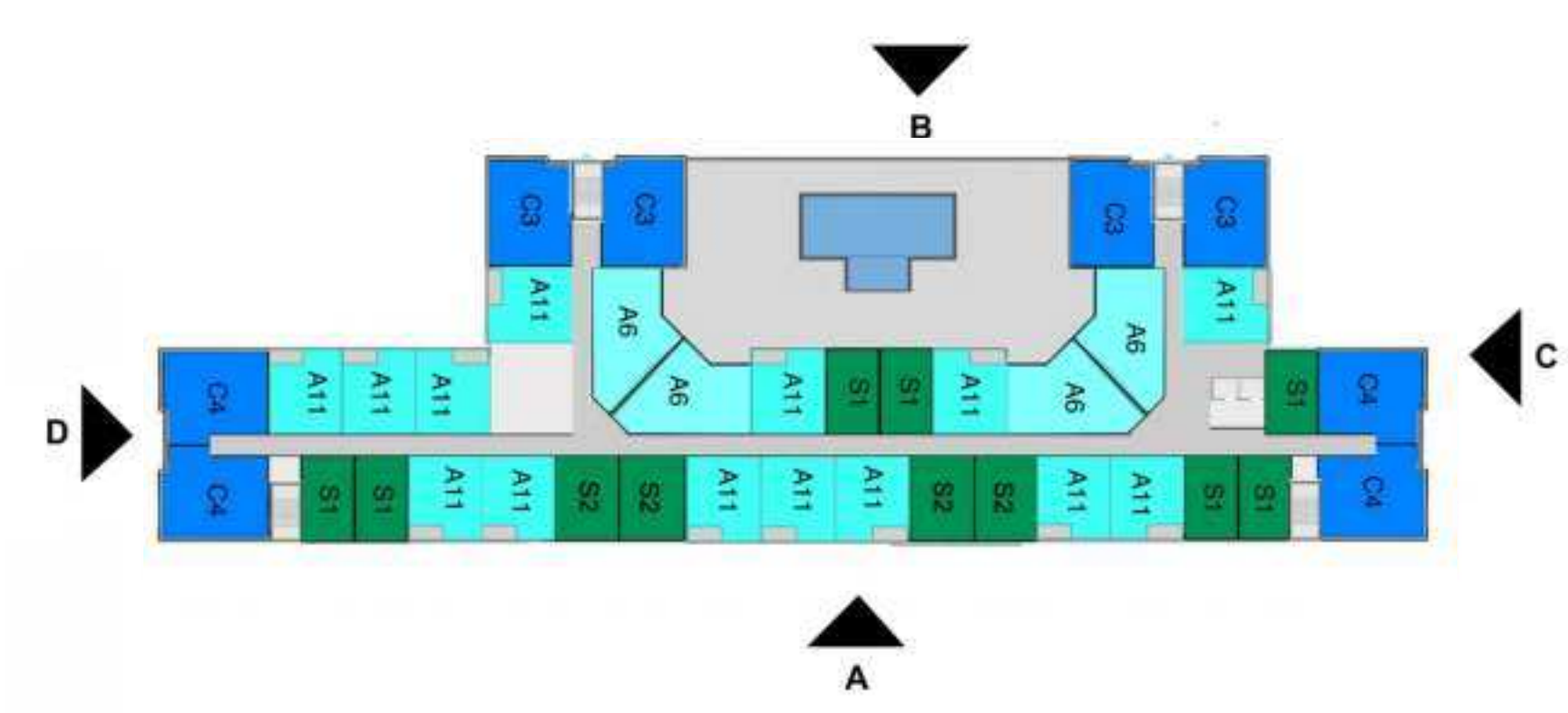
B KINGS HIGHWAY ELEVATION B - PHASE II



D SOUTHWEST ELEVATION - PHASE II



C NORTHEAST ELEVATION - PHASE II



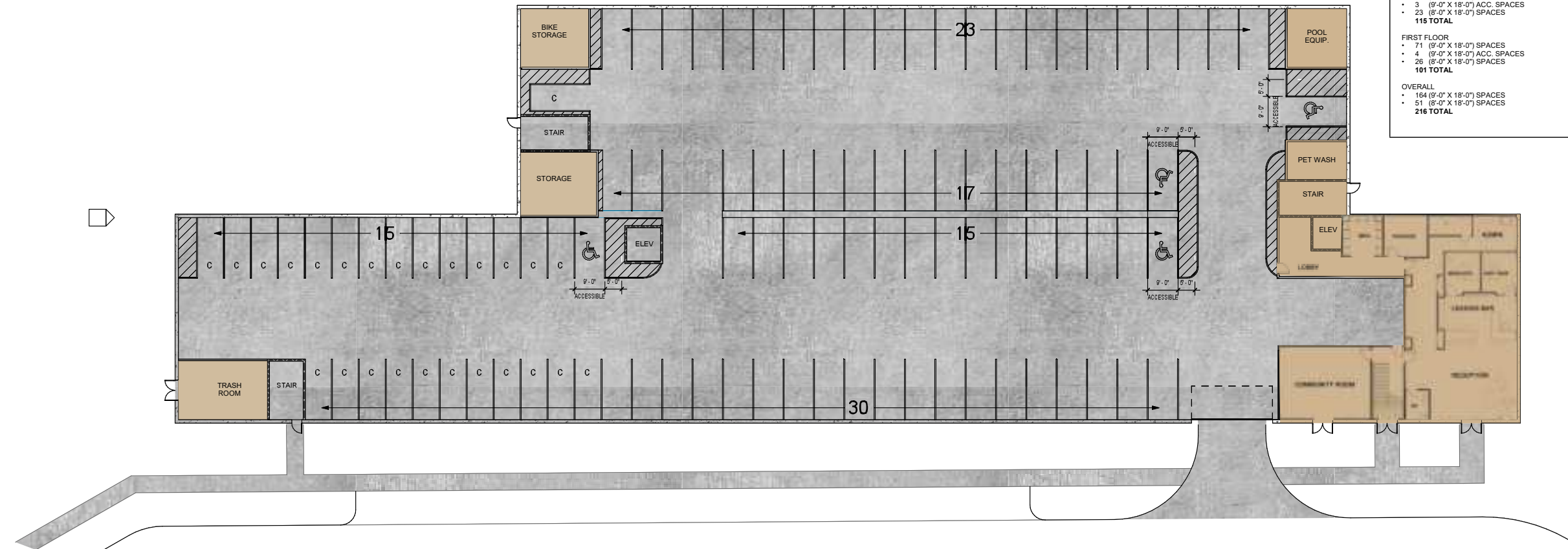
A KINGS HIGHWAY ELEVATION - PHASE II



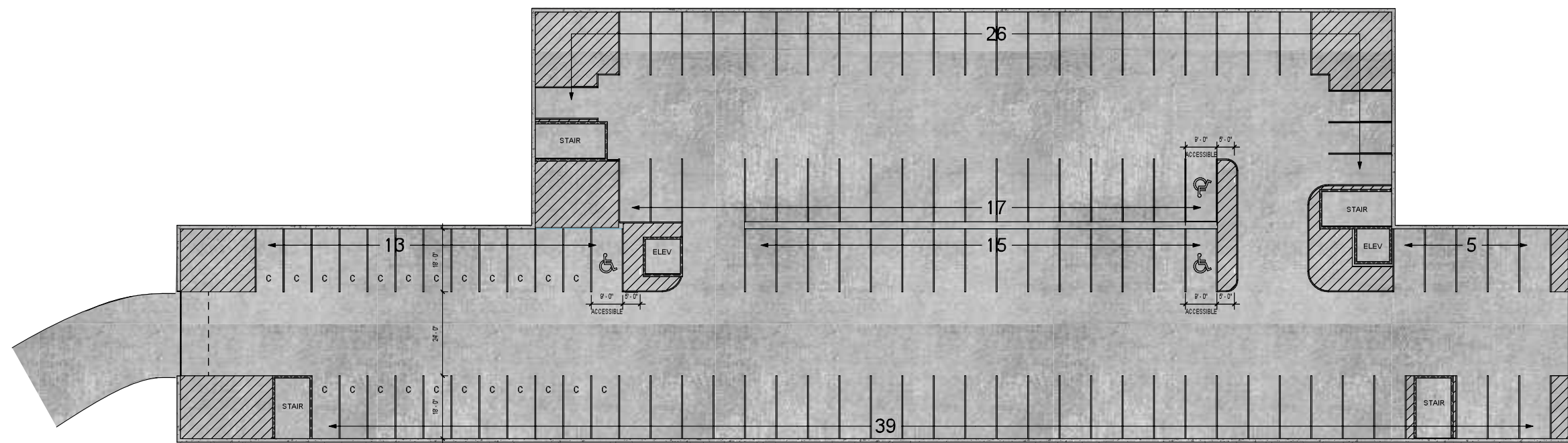
B KINGS HIGHWAY ELEVATION B - PHASE II

# MONARCH APARTMENTS PHASE 2 GARAGE PARKING

PARKING MATRIX	
<b>BASEMENT</b>	
• 89 (9'-0" X 18'-0") SPACES	
• 3 (9'-0" X 18'-0") ACC. SPACES	
• 23 (8'-0" X 18'-0") SPACES	
<b>115 TOTAL</b>	
<b>FIRST FLOOR</b>	
• 71 (9'-0" X 18'-0") SPACES	
• 4 (9'-0" X 18'-0") ACC. SPACES	
• 26 (8'-0" X 18'-0") SPACES	
<b>101 TOTAL</b>	
<b>OVERALL</b>	
• 164 (9'-0" X 18'-0") SPACES	
• 51 (8'-0" X 18'-0") SPACES	
<b>216 TOTAL</b>	



2 1ST FLOOR GARAGE PLAN  
1/16" = 1'-0"



1 BASEMENT GARAGE PLAN  
1/16" = 1'-0"