STAFF REPORT
UNION STATION HISTORIC DISTRICT
(HISTORIC DISTRICT APPLICATION NO. 9)
NOVEMBER 1978

FILED FOR RECORD
17 AM '78
SCHULZE
RECORDER

Submittal

Under the provisions of Procedural Ordinance #56100 for Historic Districts, an application was filed October 26, 1978, with the Planning and Programming Division of the Community Development Agency for the designation of a Historic District for the Union Station Properties. As required by ordinance, the submittal includes (a) a location map and legal description; (b) a statement of the area's historic, architectural and cultural significance; (c) an existing land use map; (d) a restoration plan; (e) proposed land use and design standards; and (f) a statement indicating proposed zoning modifications.

Subject Area

The proposed Union Station Historic District is bound by 21st Street south to the TRRA Tracks; the tracks east to 16th Street; 16th Street north to Clark Street; Clark Street west to 18th Street; 18th Street north to Market Street; and Market Street west to 21st Street.

Background/Analysis

Union Station has the distinction of being designated a National Historic Landmark and an official landmark of St. Louis. The 61 acre site anchors the west end of the Gateway Mall which extends along Market Street from the St. Louis Gateway Arch, to Twenty-First Street. The front of the 19th Century Romanesque style Terminal Building and Hotel is complemented by the world famous Milles Fountain.

The entire site was to be redeveloped according to the Proposed Development Plan and contract with the City filed by Union Center Venture (Wallace Wright) in June 1976. The adopted Plan envisioned renovation of existing buildings in the Union Station Complex, including the Terminal Building, the Train Shed and Midway, the Mail Handling Building, the RRA Building, the Post Office Annex Building, and the Old Power House into adaptive uses such as hotels, entertainment and recreational facilities, retail shops, offices, as well as a transportation center for Amtrak operations.

This historic district Petition is consistent with the current comprehensive planning effort of the Community Development Agency in that it allows for the creative planning of a multi-use development incorporating the restoration and recycling of the existing structures, as well as appropriate new construction. Like many of our former Historic Districts, it can also provide the incentive often necessary to attract new investment and federal preservation funds.

An examination for compliance with Procedural Ordinance #56100 evidences the following:

A. A location map and legal description of the proposed Historic District boundaries indicate that the area includes some structures along 21st Street which have little architectural or historical significance; i.e., Kretschmar Man Company, Rueckert Meat Company, Century Electric Building, Terminal Railroad Commissary Building, and the F.J. Holloran Laundry. The Staff suggests that the boundary be modified to exclude these buildings - possibly by moving it to 20th Street.

B. A statement of the area's architectural, historical and cultural significance does not satisfy the procedural ordinance requirements in that it includes only the Main Terminal and Shed.

C. The existing land use map does not detail all the existing uses within the area.

D. The proposed restoration plan should indicate a general plan for restoration of existing structures, new construction and traffic modifications.

E. The proposed land use and design standards need to be more specific and of sufficient detail to provide for a basis of review under the Historic District Ordinance.

F. Proposed zoning Amendments - None.

Recommendations

In accordance with Procedural Ordinance #56100, the application was reviewed and approved by the Landmarks Commission at its meeting October 26, 1978.

Based on the foregoing analysis, the Staff recommends approval of the designation of the Union Station area as an Historic District under Procedural Ordinance #56100, subject to the following:

1. Submission of more detailed information related to architectural significance, existing land use, and proposed restoration and standards.

3. The Proposed Standards include the provision that the benefits conferred by Chapter 353 will not be considered on any developement plan which proposes the demolition or significant modification to the Main Terminal Building.

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No. _____
Rec'd by _____

PETITION FOR HISTORIC DISTRICT

COMMUNITY DEVELOPMENT AGENCY
Suite 1201 - 1015 Locust Street
SAINT LOUIS, MISSOURI 63101

Petitioner's Name BRUCE SOMMER

Address Room 230, City Hall Phone 453-3287

Do you represent: (Check One)

/xx/ Alderman of the Ward.

/ / Person authorized to represent a majority of property owners within the proposed district boundary.

General description of property within the proposed district:

St. Louis Union Station properties bound by 21st Street south to the TRRA Tracks; the tracks east to 16th Street; 16th Street north to Clark Street; Clark Street west to 19th Street; 18th Street north to Market Street; and Market Street west to 21st Street.

Signature [signature]

Date Filed October 26, 1978

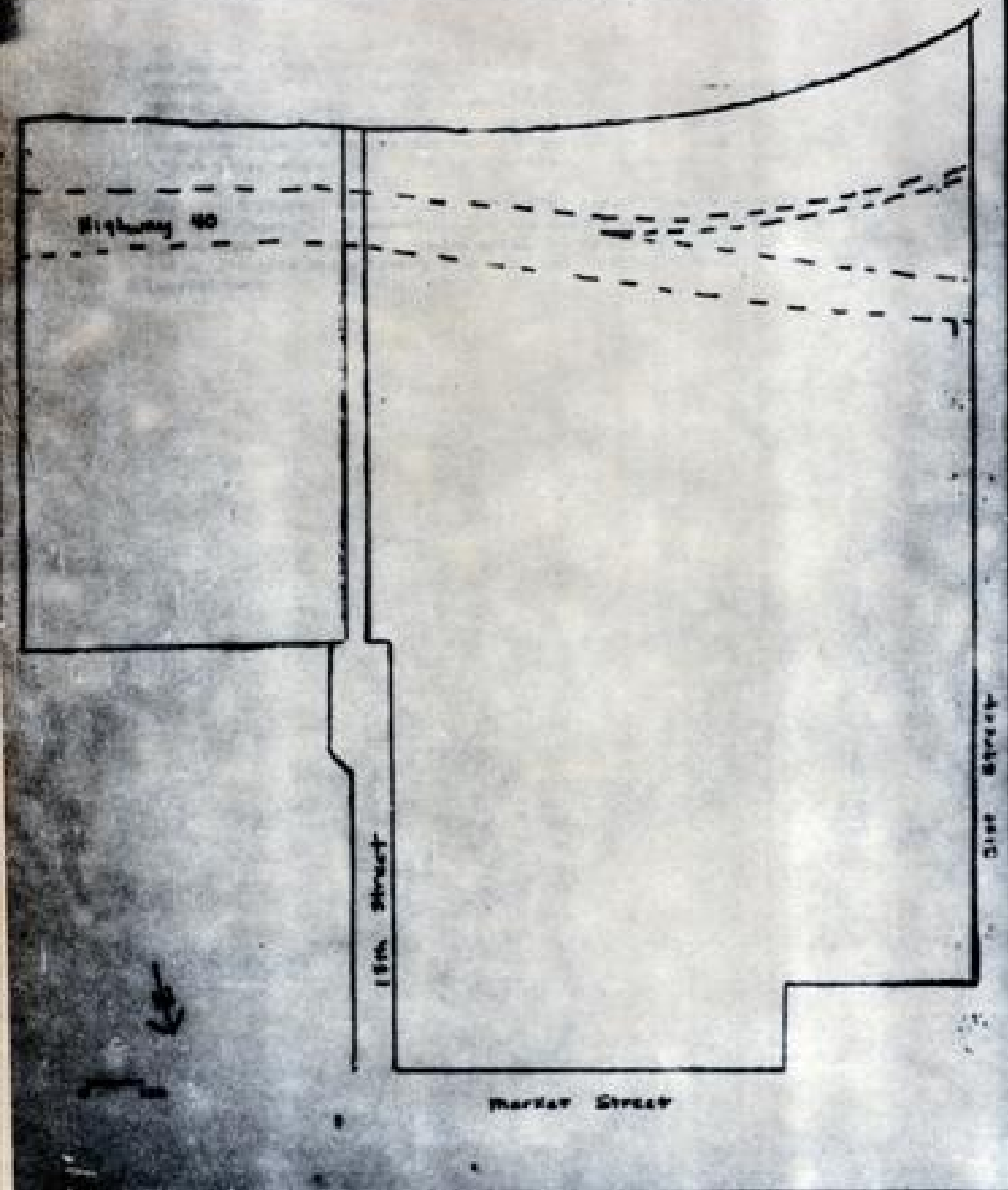
PETITION FOR
[illegible] HISTORIC DISTRICT

A. See General Location Map, attached.
Legal Description follows:

Beginning at the point of intersection of the east line of Twenty-first Street and the north line of the twenty foot wide east-west alley in City Block 1696; thence eastwardly along said north alley line to its point of intersection with the west line of Twentieth Street; thence northwardly along said west line of Twentieth Street to its point of intersection with the south line of Market Street; thence diagonally eastwardly along said south line of Market Street to its point of intersection with the east line of Twentieth Street; thence eastwardly along said south line of Market Street a distance of 142.29 feet, more or less, to a point; thence northwardly along a northerly projection of the south line of Market Street a distance of 40 feet, more or less, to a point; thence eastwardly along said south line of Market Street a distance of 603.75 feet, more or less, to the point of intersection of said south line of Market Street and the west line of Eighteenth Street; thence southwardly along said west line of Eighteenth Street a distance of 949.48 feet, more or less, to a point; thence eastwardly along an easterly projection of said west line of Eighteenth Street a distance of 45.95 feet, more or less, to a point; thence diagonally eastwardly across Eighteenth Street to the point of intersection of the east line of Eighteenth Street and the south line of Clark Avenue in City Block 221; thence eastwardly along said south line of Clark Avenue and its eastward projection to its point of intersection with the east line of Sixteenth Street; thence southwardly along said east line of Sixteenth Street across all intervening streets and alleys, to its point of intersection with the south line of Poplar Street; thence eastwardly along said south line of Poplar Street to its point of intersection with the east line of vacated Sixteenth Street, vacated by Ordinances 9081 and 56625; thence southwardly along said east line of vacated Sixteenth Street a distance of approximately 190 feet, more or less, to its point of intersection with the north survey line of Parcel "B" of the Outboundary Survey executed for the Terminal Railroad Association by the Elbring Company during July, August and September, 1973; thence eastwardly along said survey line to its eastern terminus survey line in City Block 4447; thence southwardly along said eastern terminus survey line a distance of 98.68 feet to

a point; said point being the point of intersection of said eastern terminus survey line with the southern boundary survey line of said Survey, said line being parallel to and 15 feet perpendicularly north of the center line of a railroad track commonly referred to as Track No. 53; thence generally westwardly along said southern outboundary survey line, parallel to and perpendicularly distant 15 feet north of the center line of said Track No. 53, to its point of intersection with the east line of Twenty-First Street; thence northwardly along said east line of Twenty-First Street across all intervening highways, streets and alleys, to its point of intersection with the north line of the twenty foot wide east-west alley in City Block 1696M, the point of beginning, excluding the portion of said area previously submitted for redevelopment by the Twenty-First Street Redevelopment Corporation and as approved by the Board of Aldermen on June 17, 1976, by Ordinance 57205.

Location Map - Union Station Historic District



B. A Statement Documenting the Area's Historic, Architectural, and/or Cultural Significance

Union Station, a National Historic Landmark whose 230 foot clock-tower is the beacon at the southwestern edge of downtown St. Louis, was designed by Theodore C. Link with train sheds engineered by George Pegram. When it opened in 1894, this was the largest railroad terminal in the world and St. Louis was the 4th largest city in the country. The nineteen railroad companies with 260 trains per day have long since departed and the Station: Amtrak is scheduled to follow suit by the end of November, 1978.

The architectural, engineering, and cultural significance of this complex has been thoroughly documented, but the future for Union Station may well depend upon the realization of a Union Center Historic District encompassing the entire site and allowing creative, yet careful, planning for integrated redevelopment.

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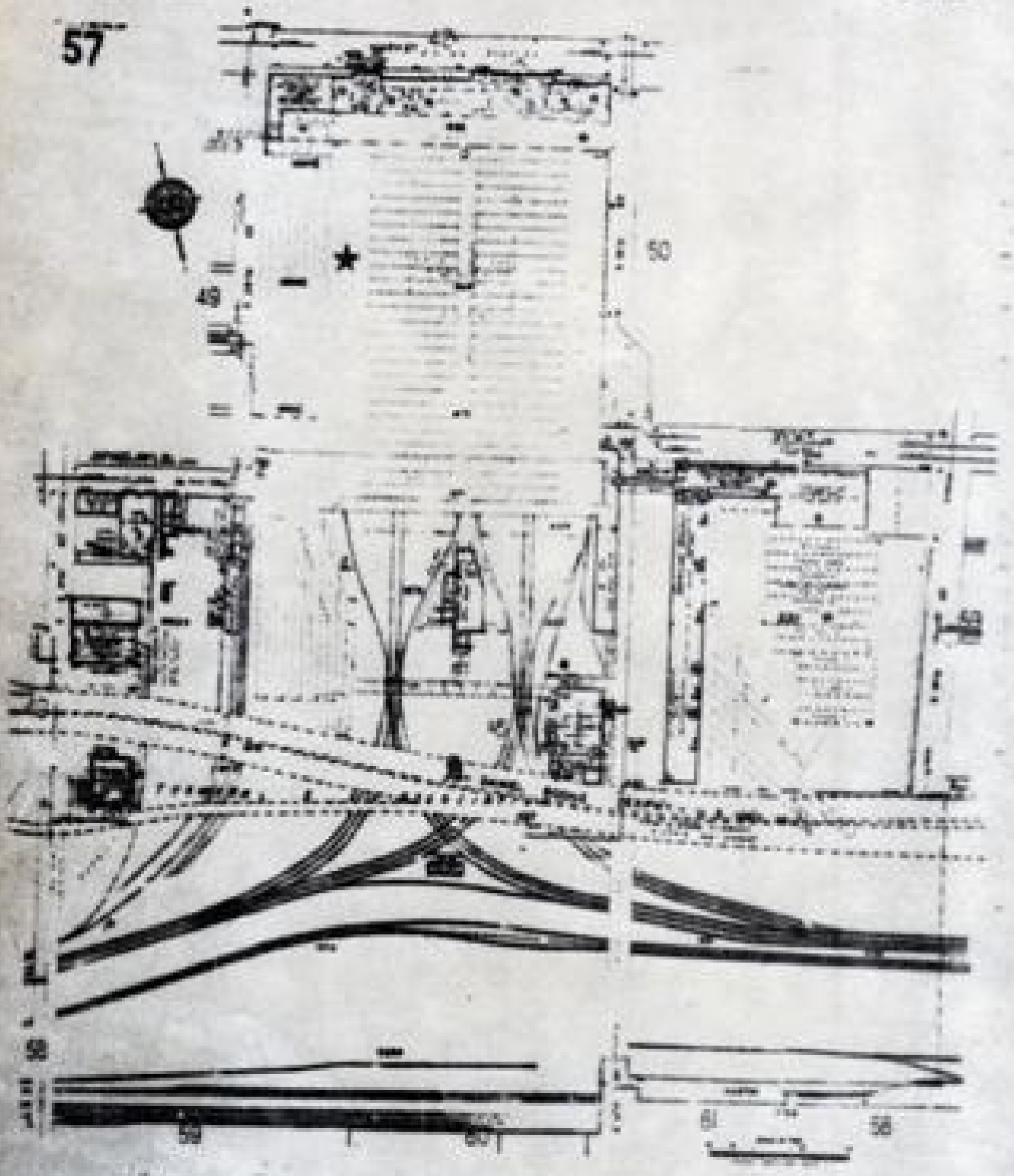

NOTICE: The poor quality of this record is due to the quality of the instrument as presented for recording.

D. General Plan

A multi-use development is contemplated incorporating the restoration and recycling of the existing historic structures, as well as appropriate new construction.

This Plan is consistent with the general long-range goals set forth in the Intermin Comprehensive Plan of the City, and with the Approved 1974 Plan for Downtown St. Louis.

E. Proposed Standards

Prime objective of the proposed Union Station Historic District is to maintain and enhance the unique architectural, historical, and cultural characteristics of the area. All alterations within the District, including street furniture, sidewalks, lighting, must be approved by the Landmarks and Urban Design Commission. All new construction within this Historic District, including parking facilities, must be approved by the Landmarks and Urban Design Commission.

F. Statement of Amendments to Existing Zoning District Boundaries

None.

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BOARD OF ALDERMEN

CITY OF SAINT LOUIS
MISSOURI

MATTHEW O. O'NEILL
CLERK, BOARD OF ALDERMEN

Comes now Edward P. Dobbs and states and avers that the above and foregoing Sec. E of the foregoing document entitled: Staff Report, Union Station Historic District, referred to on page 3 of B.B. 165 is and does constitute the full and complete standards and administrative criteria of the Community Development Agency as the same was approved and agreed to or by said agency in its consideration of the historical district described in said bill.

Edward P. Dobbs

State of Missouri
City of St. Louis

Subscribed to and sworn before me this 11th day of April, 1979.

A. J. Brown
Notary Public
A.J. Brown

My commission expires Jan 31, 1981

Comes now Matt O'Neill and states that he is the duly qualified and acting clerk of the Board of Aldermen of the City of St. Louis and that in said capacity he has accepted the above certification on behalf of the Board of Aldermen.

Matthew O. O'Neill

State of Missouri
City of St. Louis

Subscribed to and sworn before me this 11th day of April, 1979.

A. J. Brown
Notary Public
A.J. Brown

My commission expires Jan 31, 1981

END OF DOCUMENT

STATE OF MISSOURI } ss
CITY OF ST. LOUIS

I, the undersigned, Recorder of Deeds for said City and State, do hereby certify the foregoing to be a true copy of an instrument of writing signed by [illegible]

to [illegible]

together with acknowledgment and date of filing and recording thereof, as the same remains of record in my office in Book [illegible] Page [illegible]

Witness my hand and official seal this [illegible] day of [illegible] D. 19[illegible]

[illegible] Recorder