



MEETING OF THE CITY COUNCIL
CITY HALL, Fifth Floor
6801 Delmar Blvd.
University City, Missouri 63130
October 24, 2016
6:30 p.m.

A. MEETING CALLED TO ORDER

B. ROLL CALL

C. APPROVAL OF AGENDA

D. PROCLAMATIONS

E. APPROVAL OF MINUTES

1. October 10, 2016 Study session minutes
2. October 10, 2016 Regular session minutes

F. APPOINTMENTS to BOARDS & COMMISSIONS

1. David Plair, Sr. is nominated for appointment to the Green Practices Commission by Councilmember Jennings
2. Jonathan Stitelman is nominated for appointment to the Green Practices Commission by Mayor Welsch
3. Christopher Arps is nominated for appointment to the CALOP Commission by Mayor Welsch
4. Jacklyn Fram is nominated for reappointment to the Human Relations Commission by Mayor Welsch

G. SWEARING IN to BOARDS & COMMISSIONS

1. Lisa Greening was sworn in to the Land Clearance Redevelopment Authority in the City Clerk's office

H. CITIZEN PARTICIPATION (Total of 15 minutes allowed)

I. PUBLIC HEARINGS

J. CONSENT AGENDA

K. CITY MANAGER'S REPORT

1. Presentation by the University City High School JROTC cadets
2. Approval to award contract for Jackson Avenue – Balson Ave pedestrian improvements project to low bidder, E. Meier Contracting for \$221,575.00.
VOTE REQUIRED
3. Approval to purchase one 2017 Freightliner Road Tractor from Trucks Center, Inc. for \$108,677.
VOTE REQUIRED

L. UNFINISHED BUSINESS

1. **Bill 9295** – An ordinance amending Chapter 2.52 of the University City Municipal code relating the Committee for Access and Local Origination Programming, by repealing Section 2.52.050 thereof, relating to membership and appointment, and enacting in lieu thereof a new section to be known as “Section 2.52.050 membership and appointment,” thereby amending said section so as to remove Charter Communications; referred to as the “The Company”.

**M. NEW BUSINESS
RESOLUTIONS**

BILLS

1. **BILL 9296** - An ordinance approving a final plat for a minor subdivision of a tract of land to be known as 7470 – 7470-A Delmar Boulevard Condominium, a survey and condominium plat of Lot 6 in Block 2 of West Delmar No. 2.
2. **BILL 9297** – An ordinance amending schedule VII, Table VII-A – Stop Intersections, Chapter 300 Traffic Code, of the University City Municipal Code, to revise traffic regulation as provided herein.
3. **BILL 9298** – An ordinance amending Chapter 223, Section 223.010 of the City of University City Municipal Code, to add source of income as a protected class for housing discrimination.

N. CITIZEN PARTICIPATION (continued if needed)

O. COUNCIL REPORTS/BUSINESS

1. Boards and Commission appointments needed
2. Council liaison reports on Boards and Commissions
3. Boards, Commissions and Task Force minutes
4. Other Discussions/Business

P. COUNCIL COMMENTS

Q. ADJOURNMENT

UNIVERSITY CITY COUNCIL STUDY SESSION
5th Floor of City Hall 6801 Delmar Blvd
October 10, 2016

The City Council Study Session was held in the Council Chamber, 5th floor of City Hall, on Monday, September 26, 2016. Mayor Shelley Welsch called the meeting to order at 5:30 p.m. In addition to the Mayor the following members of the Council were present:

Councilmember Paulette Carr
Councilmember Terry Crow
Councilmember Bwayne Smotherson
Councilmember Michael Glickert
Councilmember Rod Jennings

Also in attendance was the City Manager Lehman Walker.

Mayor Welsch opened the study session at 5:31 p.m. She asked if anyone had any changes they would be suggesting for the agenda this evening. There were no suggested changes made.

City Manager Lehman Walker noted the session was for the review of the Chiodini Architects' Facility Analysis Report completed by Ross & Baruzzini. He turned the meeting over to Mr. Mike Shea, Senior Vice President, Director of Governmental & Mission Critical at Ross and Baruzzini (R&B). Mr. Shea introduced Keith Poettker, Vice President at Poettker Construction. Mr. Shea stated two options for the police department were presented: renovating the existing Annex and Old Trinity Library building or constructing a new facility on a remote site. Ross & Baruzzini's focus was on the assumptions and cost estimates made in the Chiodini report. The team working on the project was Ross & Baruzzini for, product management; Frontenac Engineering doing the structural assessment and Poettker Construction who handled the cost estimating.

Mr. Shea said their process included a kickoff meeting; obtaining documents; reviewing documents; building assessment; reviewing operations and space needs; doing a costs analysis; and producing the final report that has been presented to Council. They also met with several councilmembers, the former City Manager, the ICC (International Code Council), and the SHPO (State Historic Preservation Office.)

Mr. Shea stated that the square footage and building assessments presented in Chiodini's report were accurate. He said R&B found that all of the systems were in poor physical condition with the exception of the building's structural system. Mr. Shea noted the space needed was sufficient but would add additional space for IT and communication equipment.

Mr. Shea note that the total cost assessment of renovating the City Hall Annex/Old Library and the connector building showed Chiodini's cost estimate at \$19,952,116 and R&B's estimate at \$26,484,849. He noted that some of the increase was due to the construction rates being higher than when Chiodini completed their report and their calculation of the costs of meeting the underground water retention requirements.

Mr. Poettker noted the big unknown in this project is the structural upgrade. He said they did not do an energy model comparison but was fairly confident that a new facility would be more

energy efficient.

Councilmember Carr asked if they took out the numbers for what it would cost to deconstruct the exterior and then reconstruct it. Mr. Shea said that cost is not in the numbers shown. Mr. Shea said it was their opinion that the exterior skin would not have to be removed and replaced.

Mr. Shea provided the cost comparison of the building of a new police facility. The Chiodini report estimated the cost at \$12,463,387 and R&B's estimate is \$17,345,020.

Mr. Shea stated that questions have been asked as to why it cost more to renovate rather than building on a new site. He said there are costs associated with working on historical buildings that add to the costs including:

- the abatement of hazardous materials
- interior demolition
- replacing the roof
- removing the entire existing utility infrastructure
- doing needed structural work within the building
- handling significant storm water

Councilmember Carr asked about talk of leveling out the floors, why the basement could not be used. Mr. Shea said the most effective way would be to add to the basement floor to raise it. He said there are other problems in the basement, though, such as column spacing, the existence of load-bearing walls, all of which make the space difficult and costly to use. Councilmember Carr referred to the Powers study of 1980, which made use of the basement of the Annex. Mr. Shea noted that without natural light and the small base-spacing that is in the basement and bearing walls that bisect it; makes the basement it a not a very usable space. R&B has a difference of opinion with that earlier report

Councilmember Carr asked if the courts were not included, would the square footage be reduced along with the needed number of parking spaces. Mr. Shea said it would reduce the number of parking spaces needed but parking would still not be sufficient for the needs of the Police Department. Councilmember Carr said parking is not sufficient all over University City.

Mayor Welsch asked if any environmental studies were done as she has heard that there is actually a branch of River des Peres under the Annex. Mr. Shea said that their scope of work did not include additional environmental assessments. He said that would require a geotechnical report.

Councilmember Jennings asked if a reduction in the square footage would cause a loss in functionality. Mr. Shea said when you try to introduce a new police station into an existing building that was used to as a printing plant for magazines you lose functionality because of the constraints of existing building. He said it would take more square footage in an existing building than in a new building in order to provide necessary functionality. Mr. Jennings if abating water problems would create additional costs and Mr. Poettker said it would involve the need for an on-going maintenance program for the pumps that would have to be installed.

Councilmember Jennings asked what was the worse contingency the City could expect. Mr. Shea noted contingencies are added at an early stage in the process and can go down as the project proceeds. He said they don't know what the existing structure is, such as the rebar spacing or what is within the structural walls. It is not known of what the foundations are made of and if they might encounter more hazardous materials than what was anticipated.

Ross & Baruzzini's conclusions:

- Interior components and utility infrastructure with the Annex and Old Trinity Library have exceeded their useful life.
- The physical conditions of the existing buildings are poor and fail to meet current accreditation, code, accessibility and energy standards.
- The Annex and Old Trinity Library would require substantial renovations and upgrades
- The existing Annex basement and 3rd floor levels are not practical for proposed use
- Police facility is an “essential building” and ideally they are designed and built to higher standards for building structures and utility infrastructure to mitigate risks
- “Essential building” is a desired feature to the building whether it is a renovation of the existing Annex or a new police facility.
- On-site parking is inadequate to serve City Hall, Courts administration and secure a parking buffer for police
- The space needs of 37,777 GSF are accurate. The Annex alone could not provide the needed space.
- Being on the historic register does not exempt the building from complying with the latest codes when renovated. The City Hall and Annex are on the National Register of Historic Places but the Old Trinity Library is not.
- Both the cost estimate included in Chiodini's March 14, 2016 report and the current cost estimate in this report result in the conclusion that it would cost substantially more to utilize the existing current facilities than to construct a new facility on a remote site.

Councilmember Carr asked if a gut renovation was done, would the circulation core not be a concern as it could then be relocated. She stated that half of America has basements with minimal lighting. Mr. Shea said if there is a chance to provide a state-of-the-art modern facility with natural light and functions that are conducive to a fully operational and efficient facility, they recommend that be done. He said the Annex's basement is not conducive to that space type.

Councilmember Carr asked if the ceilings could be raised back to the height that they should have been. Mr. Shea stated that there are structural load-bearing walls that dissect the basement space, first of all, and the columns are closely spaced, making it difficult to design functional space. Councilmember Carr asked if it was limited to the basement only? Mr. Shea stated that the basement is the worst but the columns remain a challenge for the upper floors also. Councilmember Carr stated that if the plan would be to use the first and second floors, she noted the basement could be used by the same extension or would all three floors be the problem? Mr. Shea stated the upper floors have natural light and they have a little less of the difficult structural elements.

Councilmember Carr asked how the Powers 1980 report said that the basement could be used and you do not feel it could be used. Mr. Shea stated codes for “essential services buildings” have changed since that report was completed.

Mr. Shea noted that former City Manager Mr. Frank Ollendorff asked R&B to look at the existing International Building Code which did have a stipulation that states that if you affect more than 30 percent of the building structure; you are obligated to upgrade that facility to a level three upgrade. University City's code official said he would require the renovation work of the Annex be upgraded to current standards, including seismic, under any condition.

Councilmember Glickert asked about the difference of the Chiodini cost estimate of a new

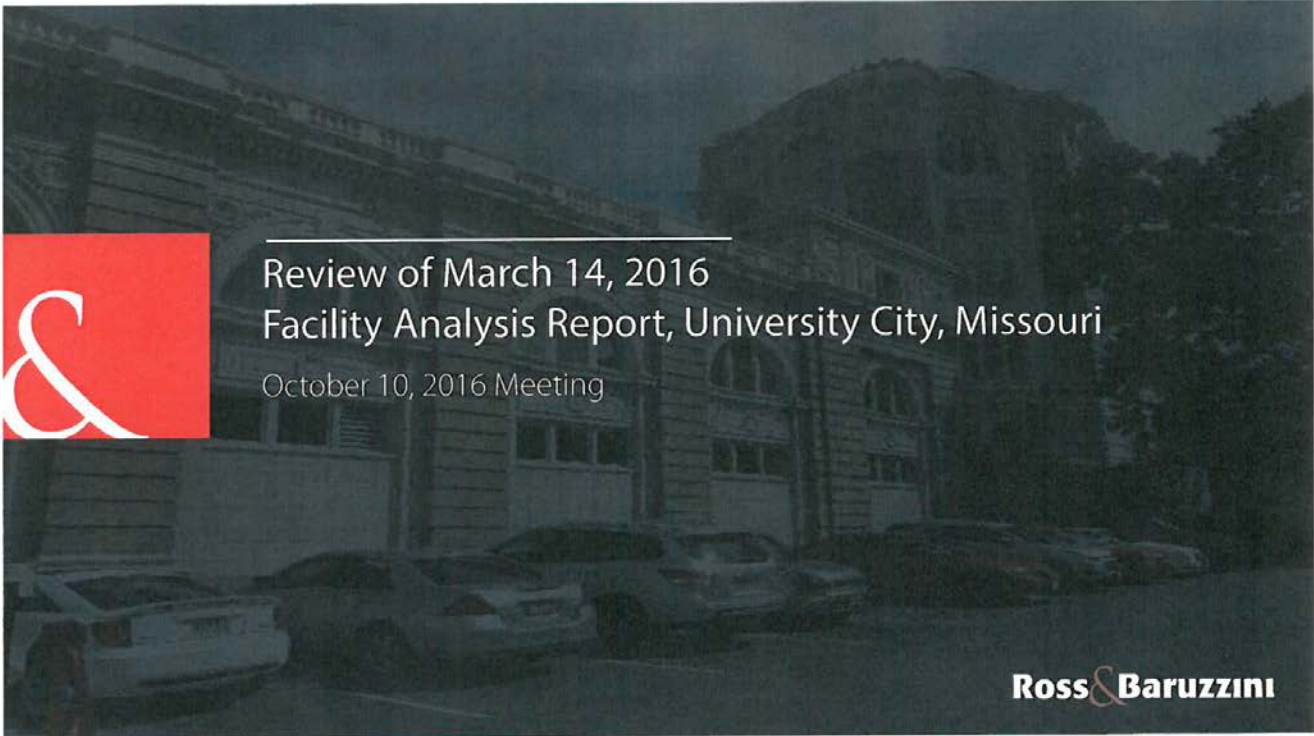
building at \$12,463,387 and the current report at \$17,345,020. Mr. Shea stated the construction costs have gone up substantially in this region, since when the Chiodini report was done, there was not a lot of construction work in this area. Mr. Poettker also noted that the cost they presented was a forecast, anticipating that steel prices will go up between 15 and 20 percent early next year and prices will continue to go up as the economy comes out of the recession. Poettker stated that they have been told to expect significant construction price increase between January and April of 2017.

Councilmember Jennings stated that what is being said is the longer the City waits the more it will cost. Mr. Poettker and Mr. Shea agreed.

Councilmember Carr asked about the recommendation Ross & Baruzzini made in their executive summary that the City put together a master plan for the City's historic buildings. She asked what prompted this as it was not part of the requested scope of work asked. Shea said that he also has a passion about maintaining existing buildings when it is cost -effective in trying to do so. He suggested the City do a study on the potential uses for the City's historic buildings, saying it could benefit the City..

Meeting was adjourned at 6:19 p.m.,

Joyce Pumm, City Clerk, MRCC/CMC



Review of March 14, 2016
Facility Analysis Report, University City, Missouri
October 10, 2016 Meeting

Ross & Baruzzini

INTRODUCTION

- Contracted by University City to review the recently completed Police Facility Analysis Report prepared by Chiodini Associates dated March 14, 2016
- Two Options:
 - Keeping and renovating the existing Annex and Old Trinity Library (and building addition)
 - Developing a new facility on a remote site
- Focused on:
 - Assumptions made in the report
 - Cost estimates developed

Ross & Baruzzini

TEAM

- **Ross & Baruzzini** - Project Management, Police Operations Consulting, Architecture, Mechanical Engineering & Electrical Engineering Assessment
- **Frontenac Engineering** – Structural Assessment
- **Poettker Construction** – Cost Estimating

Ross & Baruzzini

PROCESS

- **Kickoff Meeting** – Met to review project schedule and coordinate tasks.
- **Obtained Documents** –March 14, 2016, Chiodini Report; 1970s Annex Building Floor Plan Drawings and Old Trinity Library Floor Plan Drawings (very limited).
- **Document Review** – Performed review of documents.
- **Building Assessment** – Performed fieldwork to observe existing conditions and analyzed utility infrastructure.
- **Operations and Space Needs Analysis** –Reviewed and analyzed the operational aspects & space needs identified in March 14 Report
- **Cost Analysis** – Reviewed cost estimates included in March 14 Report. Performed independent cost analysis and independently determined cost for both the annex/library renovation/addition and a new “greenfield” facility.
- **Report** – Analyzed the assumptions and recommendations in March 14 Report and summarized findings.
- **Also** met with several Aldermen; communicated with former City Manager, ICC and SHPO

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BUILDING ASSESSMENT

Annex Building

Basement	10,517 GSF
First Floor	10,148 GSF
Second Floor	10,031 GSF
Third Floor	2,603 GSF
Total	33,299 GSF

Connector

Basement	2,323 GSF
First floor	3,061 GSF
Total	5,384 GSF

Old Trinity Library

First floor overall	4,922 GSF
Second floor overall	4,922 GSF
Total	9,944 GSF

Grand Total 48,627 GSF



Ross & Baruzzini

BUILDING ASSESSMENT

- Allocations indicated in Section V (pages 12, 13 and 14) of the March 14 Report were found to be accurate.
- As indicated in the March 14 Report:
 - Building use and efficiency are constrained by the existing structural elements and configuration;
 - Systems are in poor physical condition with exception of the building structural system.
- Total site and building renovation required to utilize Annex and Trinity Library for Police Station

OPERATIONS & SPACE NEEDS ASSESSMENT

- Facility needs assessment (37,777sf) and operational adjacencies are sufficient for the agency
- Recommend creating a Technology Plan for IT and Communications / Dispatch
 - Space for IT and Communications equipment may be inadequately sized without planning
 - Must also use Technology Plan for sizing UPS / battery rooms and HVAC
- March 14 Report has requirement to co-locate the courts and police in the same location
 - Co-location may be cost effective but not an operational requirement
 - Municipal Court holds hearings 3 times per month – assume there is a full time staff for dockets and processing

Ross & Baruzzini

COST ASSESSMENT

- Independent Cost Assessments Performed
- Estimates for Two Options Developed:
 - Keeping and renovating the existing Annex and Old Trinity Library (and building addition)
 - New facility on a remote site

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COST ASSESSMENT

University City Police Annex Demo/Renovation Budget

Last Edited: 9/21/16

*** Size increase per site drawings from 6,208 SF to 23,200 SF
 *** Already under contract

Total Renovation/Addition Summary	Chiodini \$/SF	Poettker \$/SF	Chiodini SF Area	Poettker SF Area	Chiodini	Poettker	Delta
Environmental Abatement	\$4	\$5	37,175	48,627	\$ 241,433	\$ 266,850	\$ 25,417
Site Work					\$ 500,000	\$ 1,248,421	\$ 748,421
Annex Building Renovation	\$500	\$236	28,096	20,179	\$ 7,828,800	\$ 4,749,222	\$ (3,059,578)
Basement/3rd Floor Renovation	\$100	\$210	11,079	11,120	\$ 1,107,900	\$ 2,356,192	\$ 1,648,292
New Building Addition	\$240	\$289	6,208	23,200	\$ 1,489,920	\$ 6,731,420	\$ 4,761,500
*** Renovation/Addition Cost	\$257	\$271	43,383	66,499	\$ 11,108,053	\$ 15,292,105	\$ 4,124,050
Library Building Renovation (I & J)	\$300	\$238	9,400	5,944	\$ 2,820,000	\$ 2,855,822	\$ 45,822
Library Building Renovation (B)	\$100	\$210	4,700	4,922	\$ 470,000	\$ 1,035,992	\$ 565,992
Subtotal	\$233	\$262	14,100	14,866	\$ 3,290,000	\$ 3,899,814	\$ 609,814
Combined Total					\$ 14,458,053	\$ 19,191,919	\$ 4,733,866
Design Contingency	15%	15%			\$ 2,168,708	\$ 2,878,788	\$ 710,080
Subtotal					\$ 16,626,763	\$ 22,070,707	\$ 5,443,944
Allowance for Soft Costs	10%	10%			\$ 3,325,313	\$ 4,414,141	\$ 1,088,799
Combined Total	\$347	\$371	57,483	71,365	\$ 19,952,116	\$ 26,484,848	\$ 6,532,733

Alternates

Annex Essential Structure Upgrade	\$6	\$3	37,175	43,243	\$ 1,700,000	\$ 2,704,583	\$ 1,004,583
Library Building Essential Structure Upgrade	\$6	\$3	14,100	14,766	\$ 84,600	\$ 81,868	\$ (2,732)
Subtotal	\$6	\$3	51,275	58,009	\$ 1,784,600	\$ 2,786,451	\$ 1,001,851
*** Annex Building Façade Demo/Reconstruction	\$95	\$46	10,082		\$ 955,890	\$ 469,460	\$ (486,430)
Library Building Façade Demo/Reconstruction	\$95	\$46	5,640		\$ 535,800	\$ 261,462	\$ (274,338)
Subtotal	\$94	\$47	15,722		\$ 1,491,690	\$ 730,922	\$ (760,768)

Ross & Baruzzini

COST ASSESSMENT

New University City Police Building Budget

Last Edited: 09/21/16

Total Summary	Chiodini \$/SF	Poettker \$/SF	Chiodini SF	Poettker SF	Chiodini	Poettker	Delta
Building	\$ 240	\$ 327	37,779	37,779	\$ 9,066,960	\$ 12,367,901	\$ 3,300,941
Site			2.5 acre	2.5 acre	\$ 375,000	\$ 772,266	\$ 397,266
Subtotal	\$ 250	\$ 348	37,779	37,779	\$ 9,441,960	\$ 13,140,167	\$ 3,698,207
Design Contingency	10%	10%			\$ 944,196	\$ 1,314,017	\$ 369,821
Building construction (Hard Costs)					\$ 10,386,156	\$ 14,454,183	\$ 4,068,027
Allowance for Soft Costs	20%	20%			\$ 2,077,231	\$ 2,890,837	\$ 813,605
Renovation/Addition Cost	\$ 330 SF	\$ 459 SF	37,779	37,779	\$ 12,463,387	\$ 17,345,020	\$ 4,881,633

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COST ASSESSMENT

- The cost estimator utilized in the March 14 Report and current cost estimator concluded that it would be substantially more to utilize the existing current facilities (renovated and with addition) than to construct a new facility on remote site.
- Note that:
 - Excluding the courts functions would reduce square footage and costs in both scenarios.
 - Reducing the square footage of the building addition would reduce square footage and costs.

COST ASSESSMENT

- Renovation would cost more due to:
 - Working within historic building
 - Hazardous Materials Abatement
 - Demolition
 - Roof Replacement
 - MEPFP Utility Infrastructure Removal & Replacement
 - Structural upgrades – bay area, stairs, elevators, etc.
 - Floor alignment issues
 - Underground storm water retention and filtering
 - Extensive sitework on tight sight
 - Contingencies for unknown conditions

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CONCLUSIONS

- “Best Practices” for police department facilities should include:
 - Safety and Security Best Practices
 - Police Facilities Operational Best Practices
 - Economic Best Practices
- Interior components and utility infrastructure with the Annex and Old Trinity Library Building have exceeded their useful life. Physical condition of the existing buildings are in poor condition and fail to meet current accreditation, code, accessibility and energy standards
- The Annex Building and Old Trinity Library would require substantial renovations and upgrades (and addition) to provide a modern, operationally functional, efficient and secure police/courts facility to serve University City.

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CONCLUSIONS

- Existing Annex Basement & 3rd Floor Levels are not practical for proposed use; but could be used for housing and routing MEFPF infrastructure
- The police facility is defined as an essential facility – buildings and other structures that are intended to remain operational in the event of extreme environmental loading from flood, wind, snow or earthquakes. Risk categories for essential facilities are higher than “standard” commercial buildings; and therefore are designed and built to higher standards for building structures and utility infrastructure to mitigate risks.
- If only the Annex Building was utilized and upgraded for police department/courts use the building structure would not have to be brought up to current codes (2012 International Building Code) to withstand seismic forces. However, since a building addition is proposed in the March 14 Report to connect and utilize the two existing buildings (Annex and Old Trinity Library) upgrades to both buildings to meet current codes for essential buildings would be required.

CONCLUSIONS

- “Essential Building” is deemed as a desired feature to the building whether it is a renovation of the existing Police Annex or a new Police Facility.
- In the ICC 2012 International Existing Building Code Chapter 9: Alterations – LEVEL 3, subsection 907.4.2 Substantial Structural Alteration – is defined where 30% or more of the total Roof/Floor are structurally altered. Given the conceptual nature of the March 14 Report diagrams for the Police Annex Alteration Ross & Baruzzini must assume that the 30% threshold will be met given the affected roof/floor area where the new addition comes in contact with the old building construction. Subsection 907.4.4 requires wall anchors at the roof line for the buildings seismic Category “D” classification. These anchors would be helical anchors mounted through the mortar of the brick exterior veneer at the roof line in to the concrete roof structure. Subsection 907.4.5 requires bracing of the existing unreinforced parapets. Based on the code interpretations contained within this analysis the existing Police Annex does not require a complete seismic upgrade to current code standards. However the requirements of Chapter 9 apply when renovations include the addition as anticipated in the March 14 Report.

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CONCLUSIONS

- On-site parking is inadequate to serve the City Hall, Police and Courts Administration functions. A secure “buffer” and secure parking are a challenge to achieve. Providing 165 spaces for police and municipal courts functions is required.
- The Space Needs Assessment contained in the March 14 Report summarizing the total projected building area space needs requirements for a new facility at 37,777 gross square feet is accurate; although court administration functions could be located elsewhere. There are **some comments in the “Operations and Space Needs Assessment” that should be considered** that would add minor square footage; Refer to Section 5 of this Report.
- It has been confirmed that the existing usable space in the Annex is not sufficient to house the determined programmed space needed as indicated in the March 14 Report, and additional space required by utilizing the Old Trinity Library and a two story addition between the buildings. Connecting these building with an addition will prove challenging due to the differing floor elevation levels of the two existing building and limiting exterior wall conditions at both buildings

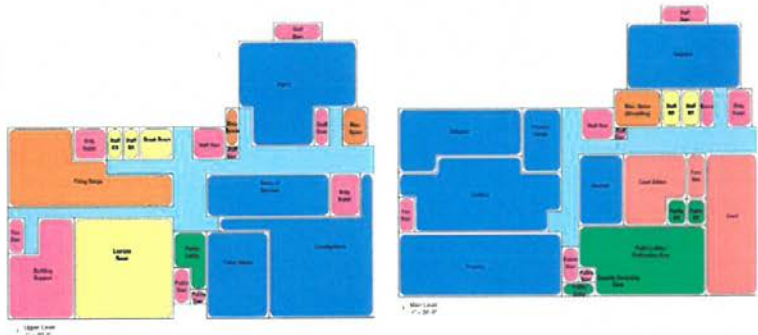
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CONCLUSIONS

- The 37,777 projected building area cannot “fit” within the two usable floors (1st and 2nd floors) of the Annex Building. The basement and 3rd floor are deemed unusable due to structural constraints that would result in poor space utilization, inefficiency and adjacencies. Renovating the existing facilities to accommodate the current and future needs of police and courts would require at least considerably more space in order to accommodate inefficiencies of existing building and structural constraints.

CONCLUSIONS

- Note that the Conceptual Development Block Diagrams) indicate the use of the 1st and 2nd Floors of the Annex and Old Trinity Library and a two story building addition between the buildings with a total gross square footage of 53,000sf. With the 37,777GSF total projected building area space needs requirements for a new facility, a 40% increase in space utilization results. This appears high and could potentially be reduced.



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CONCLUSIONS

- The Annex Building was confirmed to be part of the “City Hall Plaza Historic District” and on the National Register of Historic Places. It should be noted that although the Old Trinity Library resembles the City Hall and Annex it is not officially deemed historic and on the National Register of Historic Places. Being on the historic register does not exempt the building from complying with latest codes when renovated.



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CONCLUSIONS

- Independent cost estimates for the Annex and Old Trinity Library (renovation and addition) and a new Police/Courts Facility on a remoted sited were developed and resulted in the following estimated budgetary costs compared to the March 14 Report:

	March 14 Report	Current Report
Annex/Old Trinity Library Renovation/Addition	\$19,952,116	\$26,484,849
New Police/Courts Facility (Greenfield Site)	\$12,463,387	\$17,345,020

- Both the cost estimate included in the March 14 Report and current cost estimate in this Report result in the conclusion that it would cost substantially more to utilize the existing current facilities (renovated with addition) than to construct a new facility on remote site. Note that excluding the courts functions would reduce cost in both scenarios.

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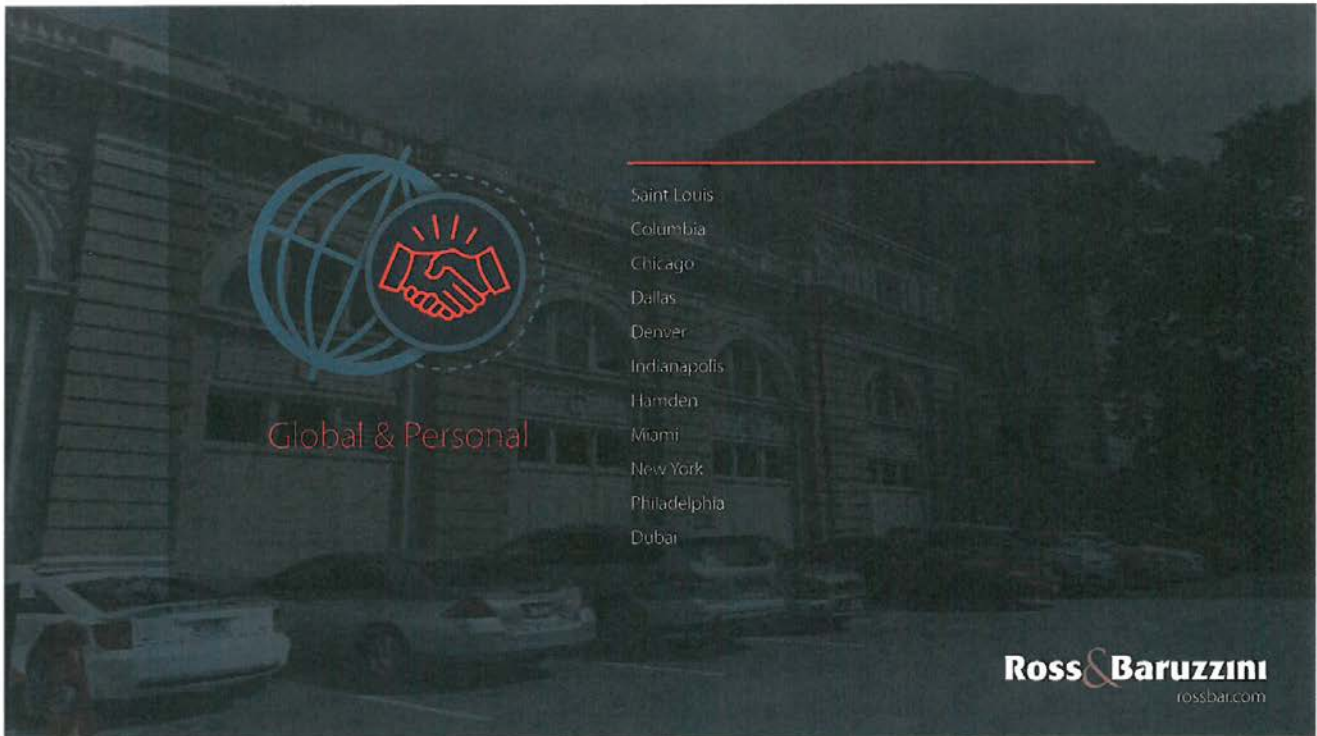
CONCLUSIONS

- Utilizing the existing Annex and Old Trinity Library Buildings (with addition) would result in a less functional building than a new building on remote site due to existing structural and floor level constraints.
- It was confirmed that the University City Municipal Court conducts three court sessions monthly on Tuesday and Wednesday evenings. Court sessions are currently held at the Heman Park Community Center. The March 14 Report does not present a compelling operational reason for colocation of the Municipal Court and the Police Department. It is not clear why the two functions, police and municipal courts need to be co-located as there are no overlapping functions or required adjacencies.

CONCLUSIONS

- Based on the findings contained within our review and analysis it is recommended to proceed with developing a new Police/Courts Facility on a remote site.

Ross & Baruzzini



A graphic logo consisting of a blue wireframe globe on the left and a red handshake icon on the right, both enclosed within a dashed circular border.

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Ross & Baruzzini
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MEETING OF THE CITY COUNCIL
CITY HALL, Fifth Floor
6801 Delmar Blvd.
University City, Missouri 63130
October 10, 2016
6:30 p.m.

A. MEETING CALLED TO ORDER

At the Regular Session of the City Council of University City held on the fifth floor of City Hall, on Monday, October 10, 2016, Mayor Shelley Welsch, called the meeting to order at 6:30 p.m.

B. ROLL CALL

In addition to the Mayor, the following members of Council were present:

Councilmember Rod Jennings
Councilmember Paulette Carr
Councilmember Terry Crow
Councilmember Michael Glickert
Councilmember Bwayne Smotherson

Also in attendance was the City Manager, Lehman Walker.

C. APPROVAL OF AGENDA

Councilmember Jennings moved to approve the agenda as presented, was seconded by Councilmember Glickert and the motion carried unanimously.

D. PROCLAMATIONS

E. APPROVAL OF MINUTES

1. September 26, 2016 Study session minutes were moved for approval by Councilmember Jennings, seconded by Councilmember Smotherson and the motion carried unanimously.
2. September 26, 2016 Regular session minutes were moved for approval by Councilmember Jennings, seconded by Councilmember Smotherson and the motion carried unanimously.

F. APPOINTMENTS to BOARDS & COMMISSIONS

1. Peggy Shamleffer was nominated for appointment to the Board of Trustees Retirement Boards by Mayor Welsch, replacing Matthew Fillo, was seconded by Councilmember Glickert and the motion carried unanimously.

G. SWEARING IN to BOARDS & COMMISSIONS

H. CITIZEN PARTICIPATION (Total of 15 minutes allowed)

Mary Ann Zaggy, 6303 McPherson, University City, MO

Ms. Zaggy expressed her satisfaction with the services rendered by the Police Department during Chief Charles Adams' tenure. However, as a Caucasian female living in Ward 1, she does wonder whether all citizens in this City have experienced the same level of service and protection. Every citizen is a stakeholder and their input with respect to the quality and satisfaction of services is vital to help move this City forward towards equality and justice for all. Therefore she would suggest that fervent consideration be given to conducting open forums for

the purpose of allowing residents in all three wards to be intricately involved in the search and ultimate selection of a new police chief.

Margaret Johnson, 7509 Gannon Avenue, University City, MO

Ms. Johnson stated that one of the most critical decisions any elected or appointed official will make impacting the future of a city, is the hiring of a Police Chief. Even though Chief Adams has been an excellent Chief of Police, currently there is a disconnect between the police and the citizens that they serve and protect. One way to develop unity and trust is to begin a transparent hiring process which allows residents to meet the candidates and listen as they answer questions relative to their welfare and safety. Ms. Johnson then provided Council with a series of questions written by a retired police chief on effective ways to lead and improve police departments.

Judith Gainer, 721 Harvard, University City, MO

Ms. Gainer stated that the logical outcome of tonight's Study Session suggested the need to build a new police facility, which then begets the question of what happens to the Annex? The Old Library and the Annex are within the boundaries of University Heights Subdivision No. 1. She reminded Council and the City Manager, that both of these properties are subject to the Trust Agreement that governs what can and cannot be built. The temporary police facility and the conversion of the playground into a parking lot, not only violated this Trust, but have severely impacted some of our residents' ability to sell their homes.

I. PUBLIC HEARINGS

J. CONSENT AGENDA

K. CITY MANAGER'S REPORT

1. Approval of liquor license for Cicero's, 6691 Delmar Blvd, with a change in management

Councilmember Glickert moved to approve, was seconded by Councilmember Jennings and the motion carried unanimously.

L. UNFINISHED BUSINESS

1. **Bill 9294** – An ordinance amending Section 355.040 – disable parking, Chapter 355 Traffic Code, of the University City Municipal Code, to revise traffic regulation as provided herein. Bill 9294 was read for the second and third time.

Councilmember Smotherson moved to approve and was seconded by Councilmember Carr.

Councilmember Smotherson stated that after a thorough review he is now comfortable with the ordinance as written, and therefore no longer needs a response to his request related to permitted parking.

Roll Call Vote:

AYES: Councilmembers Jennings, Carr, Crow, Glickert, Smotherson and Mayor Welsch.

NAYS: None

**M. NEW BUSINESS
RESOLUTIONS**

BILLS

Introduced by Councilmember Glickert

1. **BILL 9295** - An ordinance amending Chapter 2.52 of the University City Municipal code relating the Committee for Access and Local Origination Programming, by repealing Section 2.52.050 thereof, relating to membership and appointment, and enacting in lieu thereof a new section to be known as "Section 2.52.050 membership and appointment," thereby amending said section so as to remove Charter Communications; referred to as the "The Company". Bill 9295 was read for the first time.

N. CITIZEN PARTICIPATION (continued if needed)

O. COUNCIL REPORTS/BUSINESS

1. Boards and Commission appointments needed

Mayor Welsch made the appointments that were needed.

2. Council liaison reports on Boards and Commissions

Ms. Carr reported that the Park Commission had reviewed a plan for modification of the portion of River des Peres that runs through Heman Park at their last meeting, and also discussed the use of asphalt as opposed to concrete for several city parks. Bids and additional information on this topic will be presented at a subsequent meeting. Anyone with questions or concerns about neighborhood parks is cordially invited to attend these meetings, or to submit an email addressing their concerns, to either herself or the Park Commission.

3. Boards, Commissions and Task Force minutes

Mayor Welsch noted that Council had received several sets of minutes in their packet.

4. Other Discussions/Business

- Evaluation of City Council Employees: City Manager and City Clerk - requested by Councilmembers Carr and Crow.

Ms. Carr stated that in spite of the fact that Council voted to begin the process of evaluating their two employees on September 26th and she reminded everyone of the efforts she has made over the past several years to address some issues that ultimately were ignored. In a letter to Council from the Mayor; marked "*confidential*," Council was informed that they simply cannot address the performance of their employees over the last three years since no goals have been established. Ms. Carr stated that while goals are important, performance is tantamount and Council has seen plenty performance over the last three years that cannot be ignored. Ms. Carr made a motion that Council immediately initiate an evaluation of these employees by using previous 2013 forms and thereafter, with this learned knowledge, work to establish a new set of goals. The motion was seconded by Councilmember Crow.

Councilmember Crow stated that the conversation about Council's inability to conduct a performance evaluation on their employees because no new set of goals have been established, strikes him as odd. Based on his experience with the 400 employees that work for him, if he negates his responsibility to create a new set of goals, then the existing goals must stand. There is a need to be fair, as well as a need to perform a review of these employees, which he believes should be implemented by utilizing the previous goals that have been established.

Councilmember Jennings stated that Council's performance with respect to dropping the ball on this issue is also tantamount. Council needs to make certain when dealing with employment-related issues that they are utilizing best practices that are up-to-date and in compliance with today's standards. A lot of things have changed since the existing goals were established and moving forward without a proper review could open the City up to more litigation. Therefore he

would suggest that Council work quickly to put together a solid evaluation process that incorporates the most recent best practices that their employees can understand.

Councilmember Glickert stated although his preference would be to use the term objectives, rather than goals, the fact that Council has waited too long to conduct this evaluation, and failed to establish clear objectives, causes him to have some reservations. At this point, he would be willing to look at the evaluation and fill it out, but strongly believed that a Study Session is needed to look at establishing definitive objectives.

Ms. Carr stated that these employees have been operating under the guidance of the majority of Council for the last three years. If that majority failed to set forth or institute objectives the problem lies with them. Her belief is that those objectives are implicit, if not explicit, and that this wide body of performance exhibited over the last three years should not be wiped away. So if Council elects to vote this down and fails to evaluate their performance might leave the City open to litigation. It will definitely underscore Council's abdication of their responsibility as employers.

Councilmember Jennings stated that Council also should not wipe away the fact that they failed to carry out their responsibility to establish a valid process for their employees to review and be evaluated on. Let us take the time to get it right, and then quickly move forward.

Mayor Welsch provided a brief history of the events leading up to tonight's discussion, specifically making note of the statement she made at the last meeting regarding her unavailability to begin work immediately on the process, due to the fact that she would be dealing with issues related to sending her daughter overseas. The letter to Council which Ms. Carr referred to; and perhaps, should not have been marked confidential, was in response to an email she received from a member of Council asking for an update on the evaluation process. Mayor Welsch stated that based on her knowledge, nothing had been done by any member of Council during those seven days when she was unavailable to work on this. The Mayor said she expressed her opinion on how Council should proceed, which was to start the process by first developing goals. Over the last three years any member of Council could have made the same motion that was made two weeks ago – to begin the evaluation process. The truth of the matter is that this Council, as a whole, fell down on this. Nevertheless, at this point she cannot vote to approve Ms. Carr's motion, nor will she participate in filling out an evaluation form with goals that were established in 2012. To do so, in her opinion, puts Council at legal risk, and gives these employees a good reason to have legitimate concerns about being evaluated on outdated objectives.

Ms. Carr requested that the rules be suspended, and that she be allowed another opportunity to speak.

Mayor Welsch informed Ms. Carr that she would provide her with that opportunity, in spite of the fact that she had exceeded the guidelines established by "Robert's Rules of Order," and adopted by this Council.

Ms. Carr expressed her sentiments regarding the Mayor's capacity to run meetings and set the tone for what other members of Council can do, which is exactly what occurred during the last evaluation process. She then described an incident associated with behaviors exhibited by the employees in question, and her numerous failed attempts to get the Mayor or the majority of this Council, to take any action. Ms. Carr emphasized the fact that they had no voice, and that soon thereafter, a revision was made to Council's Rules which prohibited any member of Council from revisiting an issue that had been previously "*disposed of*" for one year. Ms. Carr stated that a lot

has happened over the last three years, and what the Mayor is proposing is that Council start all over without looking back. She stated that she could not go to work and not be evaluated on an annual basis, and does not believe that an evaluation at this point in time would be any different than the Mayor's evaluation of a citizen she believed to be offensive and had removed from Chambers. She stated that if the Mayor chooses not to, and Council votes against it, and continues to allow these employees to behave in a way that no one else would ever allow, it would be absolutely unconscionable.

Councilmember Jennings stated that if the majority of Council agrees that we have abdicated our responsibilities for three years, why is there a problem with waiting a few more weeks? While there's absolutely some bad blood here, this could be construed as a witch hunt against these employees. So for the protection of this City, its residents, and these employees, this process requires Council's due diligence and should be well documented before making a decision to pass judgment.

Councilmember Crow stated he was in agreement with Ms. Carr's assessment of the Mayor's desire to have the past three years sort of swept away, which he believes would be an abomination to anyone who has been paying the bills throughout that entire period. Ms. Carr did an excellent job of depicting what the last couple of years on this Council have been like, and he thinks these employees are well-aware of the expectations, and that it's time for this evaluation to go forward.

Roll Call Vote on Ms. Carr's motion:

AYES: Councilmembers Carr, Crow and Smotherson

NAYS: Councilmembers Glickert, Jennings and Mayor Welsch

(Motion failed)

Councilmember Jennings made a motion to put together a Study Session to review the evaluation forms and establish an evaluation process. He was seconded by Councilmember Glickert.

The voice vote conducted on this motion was unclear and Mayor Welsch asked Ms. Pumm to poll the Council.

Councilmember Crow noted that he had previously voted aye, and therefore considers the Mayor's order for a roll call vote to be somewhat peculiar.

Roll Call Vote:

AYES: Councilmembers Crow, Glickert, Smotherson, Jennings and Mayor Welsch

NAYS: None.

Dissenting Opinion: Ms. Carr abstained from taking a vote based on her opinion that the implementation of a Study Session was not a suitable substitute for an evaluation that should have been conducted three years ago.

P. COUNCIL COMMENTS

Councilmember Smotherson thanked Council and staff for their support of his revision to the disabled sign ordinance. He asked Mr. Walker if he could provide him with information on when the ordinance would go into effect and how the process would be put into operation. Mr. Walker informed Councilmember Smotherson that he would be able to provide Council with a timetable for this process after consultation with the Director of Public Works.

Based on the elevated cost estimate presented at tonight's Study Session, Councilmember

Smotherson asked Mr. Walker if he or his staff had made any projections related to the actual cost of building a new police station. Mr. Walker informed Councilmember Smotherson that no information was available at this time.

Councilmember Crow stated that one of his constituents had contacted him about a \$2.40 line item on their refuse bill for the replacement of trash cans. He asked Mr. Walker if he would provide him with answers to the following questions, at the next meeting:

1. Is this an indefinite fee?
2. Has a special fund been established for the purchase of these trash cans?
3. How much money is currently in this fund?

Councilmember Crow thanked the police department for their efforts associated with the presidential debate and the impact that it had on neighboring residents. He stated that Charles Adams has been with this City for a long time and is a valued public servant and member of this community that will be missed tremendously. So he has no doubt that every member of this Council will show their appreciation for the leadership he has given to this police force and the safety they have provided.

Ms. Carr stated that she too would like to thank Chief Adams and Captain Jackson for the many years they have given to this community and offer a special thanks to Captain Jackson for her frequent interaction with citizens during the neighborhood watch training sessions.

Ms. Carr announced that the Third Annual St. Louis Book Fest or Lit in the Lou, will be held on October 21st and 22nd. This year's focus is on literature for children and young adults. She noted that the young audience author, Jacqueline Woodson, has been nominated for the National Book Award, made the short list, and will be here during the Fest. She hoped everyone would come out and support this event.

Mayor Welsch echoed the accolades made to Chief Adams and Captain Jackson and noted that she was delighted to see so many people in attendance at Captain Jackson's goodbye luncheon. She stated that although the City will be losing two great officers, she looks forward to the future and the hope that it continues to be the great department that it is today.

Mayor Welsch then made the following announcements:

- October 15th - Electronics Recycling event at the Heman Park Community Center from 8 a.m. to 1 p.m.
- October 22nd - Make a Difference Day. U City was the first city in the State of Missouri to be a part of this national day of service event, which this year will include the River des Peres Trash Bash. Anyone with questions or who would like to volunteer, should contact the Department of Community Development.

Q. ADJOURNMENT

Mayor Welsch adjourned the meeting at 7:11 p.m.

Respectfully submitted,

Joyce Pumm
City Clerk, MRCC/CMC

Re: Retirement of/search for new chief of police

It was recently announced that Chief Charles Adams is planning to retire. During our police chief's tenure, I personally have, by and large, been very pleased with and well-served by our city's police department. On several occasions, University City police officers assisted me when my old car broke down, once when I was alone at night, and once on my way to work in the midst of Delmar rush hour traffic. I have also been well-served when I called police to my home about safety concerns and a suspected prowler. Their responses were swift, courteous, and effective.

As a White woman living in Ward 1, one does wonder whether *all* other citizens in University City have experienced the same level of service and protection from our police. Perhaps this is the universal experience throughout our city, by citizens from all 3 wards, of all races and income levels, and of all ages. I have heard anecdotal reports to the contrary, but these would be third-person accounts, "hearsay", if I recounted them at this time. Therefore, it would be valuable--in order to help ensure that all our citizens are being as well-served as I am--that we hold forums open to all of our citizens. These forums would allow for input as to the quality of and satisfaction with University City police's service and protection of all our citizens in all wards.

Further, it is imperative that citizens from all 3 wards of University City be integrally involved in the process of searching for and deciding on candidates for, and the final person to whom the job of University City Chief of Police is offered. This just makes good sense, because we are all stakeholders.

University City rightly prides itself in being one of the best cities in the St. Louis area with respect to racial balance on our police force, as well as racial justice and equity. However, just as is true in every city and town in our entire country, we in University City still have a very long way to go to achieve racial justice and equity. Citizen input about their real experiences with our police, and citizen input in choosing a new police chief, are vital to help continue to move our city forward toward equality and justice for all.

Mary Ann Zaggy
6303 McPherson Av.
University City, MO. 63130
maryzagg@hotmail.com

Hiring of Police Chief

One of the most important public decisions any elected or appointed official will make is the hiring a police chief. It's a critical decision that involves the future of a city. Chief Adams is retiring soon, and the decision about who will replace him will affect the residents and visitors to U City for years.

Trust between a new Chief, police officers, and U City residents is crucial. One way to develop that trust is to begin with a transparent hiring process. A process which allows residents to meet the candidates and listen to them as they answer questions put to them in the hiring process. Questions such as: What's the difference between a good police department a great one? How do you think a great police department operates? What style of leadership is necessary in a great police department. What qualities should a prospective chief bring to U City that will give the community confidence that this person is the right one to be chief? What are 3-5 things that need improving right now and how would you go about leading the improvement?

The questions I just delineated were taken from a list created by a retired police chief – they're part of an article discussing effective ways to lead and improve police departments. I believe that a transparent hiring process will have a positive effect on both the community and the police department. Hearing the candidate's responses to such questions would encourage both civilians and police officers to think more deeply about quality policing. There is a disconnect between the police and the citizens they serve and protect, and U City's hiring of a new police chief could be an event that could strengthen those connections.

Margaret Johnson
7509 Gannon Ave
University City, Mo



Paulette Carr <paulettexcarr@gmail.com>

October 5, 2016 7:16 PM

To: Shelley Welsch <Mayor@ucitymo.org>

Cc: Bwayne Smotherson <bsmotherson@gmail.com>, Joyce Pumm

<jpumm@ucitymo.org>, Michael Glickert <imglickert@yahoo.com>, Rod Jennings

<rjmiracle007@gmail.com>, Shelley Welsch Ext 2 <shelleywelsch@ucitymo.com>, Terry Crow

<terry@ctlaw.net>, Paulette Carr <paulette_carr@sbcglobal.net>

NOT CONFIDENTIAL!!! Re: CONFIDENTIAL - Evaluation of City Council employees

3 Attachments, 283 KB

Shelley:

Your memo is not confidential and the blank evaluation forms are similarly not confidential. Only the evaluations and any discussions and actions taken as a result of those evaluations are confidential. In fact, the meetings concerning the evaluation forms and goals in 2013 were public Study Sessions (see attached). We only went into closed session on Nov. 4, 2016 to discuss the completed evaluation forms from each member of council.

RSMo§610.021(3) states:

(3) Hiring, firing, disciplining or promoting of particular employees by a public governmental body when personal information about the employee is discussed or recorded. However, any vote on a final decision, when taken by a public governmental body, to hire, fire, promote or discipline an employee of a public governmental body shall be made available with a record of how each member voted to the public within seventy-two hours of the close of the meeting where such action occurs; provided, however, that any employee so affected shall be entitled to prompt notice of such decision during the seventy-two-hour period before such decision is made available to the public. As used in this subdivision, the term "personal information" means information relating to the performance or merit of individual employees;

No personal information about our employees is discussed in the blank forms or goals.

Good personnel practice is to evaluate employees regularly, and the City Manager's contract suggests annually. In spite of a lack of evaluation the majority Council has given the City Clerk a raise and has included both employees in COLA increases over the last three years without any evaluations.


If the process halted because we failed to provide a new set of goals (or I failed to put together a set of goals for you in Nov./Dec 2013), you (Shelley) had time over the ensuing three years to make that happen, as the mayor with a majority of council votes (since April of 2014), and yet you did not. It is a fact that since April, 2014 Mr. Crow and I have been a minority voice whose actions to bring things to the floor and successfully gather a majority vote have been extremely limited. You and your former Council majority especially have allowed our employees to work without new goals for three plus years, so apparently they have been operating under the same goals set forward previous to 2013 and you have been content to allow them to do so.

I suggest that the evaluation take place immediately using the previous forms and goals since that appears to be what our employees have been performing/operating under, and then based on these evaluations make new, informed goals and objectives that could be used in the following

evaluations.

Our employees have set a record of actions over the last three years. That cannot be swept away or ignored. Two of the 6 of us, and in November 3 of the 7 of us will not have completed the previous evaluations, so it would be difficult to establish goals based on those previous evaluations. **We must evaluate our employees performance over the past three years immediately.**

Sincerely,
Paulette Carr


[2013-08-1....pdf \(162 KB\)](#)


[2013-11-0....pdf \(119 KB\)](#)



Paulette Carr
Councilmember, Ward 2
City of University City

7901 Gannon Ave.
University City, MO 63130
PH.: (314) 727-0919
email: paulettexcarr@gmail.com

On Oct 5, 2016, at 3:14 PM, Shelley Welsch <Mayor@ucitymo.org> wrote:

TO: Members of Council
FROM: Mayor Shelley Welsch
DATE: October 5, 2016
RE: Starting the process for evaluation of City Manager and City Clerk

As I am sure you all remember, at the City Council meeting on September 26, 2016, the Council unanimously voted to begin the process, again, for evaluating our two employees – the City Manager and the City Clerk.

As some of you will remember from our past efforts, this process begins by our developing a set of goals and objectives for each employee. The best practice is then to meet with each employee to ensure each understands the goals/objectives set forth; can provide their input on the goals/objectives; and can acknowledge they fully understand the expectations of them held by members of Council.

If any changes or clarifications are needed after the one-on-one meetings, they should be made to the documents. Then Council, either quarterly, annually or semi-annually – our choice – evaluate our employees' progress on the goals and objectives presented to each of them.

As those of you who were on the Council in 2013 will remember, we last evaluated our employees in 2013. We then began the process of setting goals and objectives for 2013/2014. Each member of Council provided their suggested goals. We consolidated similar items. Then Councilmember Carr and I were asked (or offered?) to come up with the final draft lists of goals and objectives for our employees, and were asked to do so by November 2013.

Then the process halted.

Attached to this e-mail, for your information, are the 2010/2012 employee evaluation forms, which included goals and objectives for 2012/2013; and the 2012/2013 evaluation forms – no goals and objectives for the following year were prepared to attach to these forms. I have, however, attached a copy of my compilation of the City Clerk goals/objectives as completed in November 2013, based on the information provided by all members of Council. I was never provided with the compilation of the City Manager goals and objectives as worked on by Ms. Carr. I have also provided, FYI, a copy of the sheet that was used as an intermediate step in the compilation of our goals/objectives for the City Manager – as you can see, they were color-coded so that Council members could easily see where our goals/objectives crossed paths.

We are now, unfortunately, in a position where our employees have not been evaluated since September of 2013, and have been provided with no goals and objectives. I think the Council made clear on September 26th that we want to begin this process again. With that agreement, our first step should be to develop a list of goals and objectives for 2016/2017.

Because of the fact that our employees have not been provided with goals and objectives for three years, I do not believe we can "evaluate" our employees at this time, as some mentioned at the meeting. To do so would put the City at legal risk, since there is no criteria on which to evaluate their performance.

With that in mind, I would suggest that all members of Council send me their list of goals and objectives by November 1st. I believe it would be prudent to have the new member of Council provide his list by mid-November. Then this Council could convene once again to develop the list of goals and objectives for each of our employees, and be ready to evaluate them on a time frame agreed upon by a majority of Council – quarter, annually, semi-annually, whatever.

Please let me know your thoughts.

Thank you.

Shelley

<image003.jpg>

Mayor Shelley Welsch

City of University City

6801 Delmar Boulevard, University City, MO 63130

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mayor@ucitymo.org

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UNIVERSITY CITY COUNCIL
STUDY SESSION
5th floor of City Hall
6801 Delmar
August 12, 2013
6:00 p.m.

The City Council Study Session was held in the Council Chamber, 5th floor of City Hall, on August 12, 2013. Mayor Shelley Welsch called the Study Session to order at 6:00 p.m. In addition to the Mayor, the following members of the Council were present:

Ms. Paulette Carr
Mr. Steve Kraft
Mr. Arthur Sharpe, Jr.
Mr. Michael Glickert
Mr. Terry Crow
Mr. Byron Price

Also in attendance was City Manager Lehman Walker.

Mayor Welsch opened the Study Session noting the Council would be voting on which City Manager and City Clerk performance evaluation form to be used for 2012/2013.

Mr. Sharpe moved to accept the City Manager's evaluation form submitted by Carr/Crow and the motion was seconded by Ms. Carr.

Mayor Welsch stated her concern with the Carr/Crow form is that it does not evaluate how the City Manager handles the daily routines of his job since it focuses solely on the goals from last year. However, she will support the majority on this.

Roll Call vote for acceptance of Carr/Crow City Manager's Evaluation form was:

AYES: Mr. Price, Ms. Carr, Mr. Kraft, Mr. Crow, Mr. Glickert, Mr. Sharpe and Mayor Welsch

NAYS: none

Mr. Glickert said the Council approved the Carr/Crow form that will be used in evaluating the City Manager for 2013. He then discussed the process of filling out the form and the avenue for how it would be done. Mr. Glickert stated he would like to keep it the same way it has been for at least the last seven years that he has been on Council. He said members would fill out the form, put it in a manila envelope and then send it back to the City Hall/Mayor's office to be held for a meeting, or be e-mailed to the Mayor. Mr. Glickert said then at a time to be determined, Council can meet to process the evaluation forms.

Mayor Welsch noted that was the same point made on the front sheet of Carr/Crow City Manager form.

Mr. Sharpe said he would like to make sure that would not only be done on a yearly basis but rather do it on a quarterly basis, thus providing City Manager and City Clerk some idea as to where they are as the year proceeds.

Mayor Welsch stated she had no problem with that but also a part of this process was to come up with the goals for next year.

Ms. Carr seconded Mr. Sharpe's suggestion and also felt they would need to have a goal developing study session.

Mr. Glickert asked if there was a time frame as to when the forms would be offered and when they would need to be returned. Mayor Welsch noted that was something Council would have to decide in this process. She suggested that members submit ideas and Council can put them together and from this create a draft of how Council's review process would be handled.

Mr. Glickert opened the discussion for the City Clerk's two evaluation forms submitted: one submitted by Sharpe/Glickert and one from Carr/Crow.

Mayor Welsch went on record again stating she preferred the one that looked both at the goals that were set for the City Clerk last year and also evaluated how the City Clerk handles her daily duties – this is in the Glickert/Sharpe form. She said the form was very specific about job responsibilities that Council can comment on and then specifically asks about goals set out last year.

Ms. Carr said both forms looked at tasks and goals and another problem she had with Glickert/Sharpe form was that it only addressed nine of the goals and not all of them. In addition she said it lumped a lot of things together. She stated if she had four criteria grouped in an area on which to base her score, she may weight something more heavily that she felt needed improvement instead of giving an individual score to each one. Ms. Carr said the evaluation would not necessarily reflect the quality of all the work or tasks being evaluated. She said both forms addressed both tasks and goals.

Mr. Glickert asked the City Clerk if there were eleven goals provided to her last year. Ms. Pumm agreed and noted that she was told the other two goals were incorporated in previous criteria questions. Mr. Glickert said that was true and they could put the other two goals back in if that was what Council wanted if they chose this form.

Mr. Sharpe moved to accept the City Clerk's appraisal form submitted by Glickert/Sharpe and the motion was seconded by Mr. Kraft.

Mr. Price asked about a format issue, if the grouping could be separated and evaluated separately.

Mayor Welsch said the difference she saw was in the other form the items were graded separately and on Glickert/Sharpe form, items were grouped into categories to be graded as a category.

Ms. Carr said that was a problem for her; the aggregating of items into categories. She noted that one item may be weak and even though everything else was very strong she probably would focus her rating on the one thing she thought was weak. Ms. Carr said by aggregating and having one score for several criteria did not convey enough information to Council's employees.

Mayor Welsch stated her same concern as on the City Manager's form was that everything was given the same weight which she had a problem with that but would go with the majority.

Mr. Price asked the City Clerk if she would prefer to be rated on all or none. Ms. Pumm stated that was a loaded question. Mr. Price noted that if everything was in the same pile he could say one item was a big deal for him so he could skew the grade scale by only rating on that one item of concern. He would give some a two but everything else a five so by rating individually it would be 4.75 versus him giving a 2.8 for the aggregate.

Mr. Glickert said if someone was fixating on an area as Mr. Price alluded to, they could put something in the comment section to that effect that they graded that way because they would like to add something to that particular area, or make the calculation the same way as on the other forms.

Motion to accept the Glickert/Sharpe City Clerk Performance Review form was:

AYE: Ms. Carr, Mr. Kraft, Mr. Crow, Mr. Glickert, Mr. Sharpe, Mr. Price and Mayor Welsch

NAYS: none

Based on what was said, Mayor Welsch asked if Council could return the forms by next Council meeting, September 9, 2013.

Mr. Glickert asked when the forms would be sent out and the City Clerk said they could be sent out the next day.

Ms. Carr asked if they could be sent out electronically as an alternative so they could be filled-out and returned electronically.

It was agreed that the forms could be filled out electronically – Ms. Pumm will create an ADOBE fillable form - saved and returned by e-mail to Mayor Welsch marked CONFIDENTIAL on the Subject Line. Others should be mailed to Mayor Welsch at City Hall.

Mayor Welsch stated she will send out a memo asking Councilmembers to send her some suggested goals for the City Manager and the City Clerk that can be put compiled to be considered at a goal setting study session.

The study session adjourned at 6:17 P.M.

Joyce Pumm, MRCC/CMC
City Clerk

MINUTES OF UNIVERSITY CITY COUNCIL
SPECIAL SESSION

City Hall, second floor conference room
continued on the fifth floor after Closed Session
6801 Delmar Blvd
6:00 p.m.
November 4, 2013

A Special Session of the City Council of University City held in City Hall, second floor, November 4, 2013, at 6:17 p.m. In addition to Mayor Welsch the following members of Council were present.

Mr. Byron Price
Ms. Paulette Carr
Mr. Stephen Kraft
Mr. Terry Crow
Mr. Michael Glickert
Mr. Arthur Sharpe, Jr.

Mayor Welsch asked for a Roll Call vote to proceed into a Closed Session to discuss 610.021 Personnel – Hiring, firing, disciplining or promoting of particular employees by a public governmental body, when personal information about the employee is discussed or recorded. As used in this subdivision, the term “personal information” means information relating to the performance or merit of individual employees.

Roll Call Vote to go into Closed Session was:

AYES: Mr. Price, Ms. Carr, Mr. Kraft, Mr. Crow, Mr. Glickert, Mr. Sharpe and Mayor Welsch

NAYS: none

Special Session was adjourned to enter into a Closed Session at 6:20 p.m.

A Special Session of the City Council of University City held in City Hall, fifth floor, November 4, 2013. Mayor Shelley Welsch reconvened the Special Session meeting to order at 6:55 p.m. In addition to Mayor Welsch the following members of Council were present:

Mr. Stephen Kraft
Mr. Arthur Sharpe, Jr.
Mr. Michael Glickert
Ms. Paulette Carr
Mr. Terry Crow
Mr. Byron Price

Mayor Welsch distributed goals for 2013-2014 for the City Manager and the City Clerk. The goals listed were a compilation of all goals previously submitted by the Mayor and Councilmembers. Mayor Welsch explained the City Manager's goals presented fell under specific categories: Fiscal Management, Economic Development, Customer Service, Community Outreach/Communications, Capital Improvement Plan, Public Safety and Administrative. She said that individual comments and group comments, with the same subject, were noted by a color code which appeared on the front page. Mayor Welsch said the City Manager's goals fell into specific categories better than the City Clerk's so she would start with reviewing the City Manager's goals.

FISCAL MANAGEMENT was the first discussed. Following is the consensus of goals to be used:

- Submit a balanced budget that maximizes City services.
- Continue refining the organizational structure of the City departments to ensure efficient and effective services to residents.
- Combine, "Show continue improvement in the development of financial documentation, with the goal of creating an easily understandable budget document and supporting financial documents" with "Develop a quarterly budgetary analysis that is easily comprehensible to Council and public"
- Assess and refine parameters of budget authorization from initial submission of proposal to Council authorization of City Manager to sign the contract. Ms. Carr was asked to provide more description at the next meeting.
- Combine, "Start the process to reconfigure current employee pension plans for long term financial stability. Present possible changes that include changing to a defined contribution plan for new and recent hires" with "Provide information on how to reconfigure current employee pension plans, if recommended, including an analysis of long-term pension costs". It was suggested to change Start to Continue.

ECONOMIC DEVELOPMENT was the next area discussed. Following is the consensus of goals to be used.

- Formalize a plan for economic development, separate from the Comprehensive Plan targeting three areas of the City. This plan should include progress towards measurable goals (e.g. job creation, attraction of new residents, increase in sales taxes, etc.) in the next five years.
- Implement a process for regular solicitation of resident feedback on economic development process in University City.

- Continue to communicate with Council on any and all accomplishments as aligned with Comprehensive Plan of 2005 to include additions.
Mr. Glickert noted the key word was Plan whether it was the 2005 or a new Comprehensive Plan.
- Continue node development at North/South at Olive, Kingsland at Olive and Kingsland at Vernon and attain completion by 2015.
Mr. Glickert noted that list should include any of the City owned property.

Mayor Welsch and Ms. Carr agreed to meet to refine and consolidate goals where possible for the City Manager and do the same with the City Clerk's goals listed. They will then come back to Council with a suggested list of goals for the City Manager and the City Clerk.

The meeting was adjourned at 7:35 p.m.

Joyce Pumm, MRCC/MCC
City Clerk



Council Agenda Item Cover

MEETING DATE: October 24, 2016

AGENDA ITEM TITLE: Jackson Avenue – Balson Ave Pedestrian Improvements Project
STP-5402(612) - Construction

AGENDA SECTION: City Manager's Report

CAN THIS ITEM BE RESCHEDULED? : YES

BACKGROUND REVIEW:

The Jackson Ave. & Balson Ave. Pedestrian Improvements Project includes approximately 0.38 miles of concrete sidewalk, curb ramps, raised crosswalks, curb, and other appurtenances to obtain ADA compliance along both streets in the immediate area of the Jackson Ave.-Balson Ave. intersection.

This project was advertised on September 1, 2016 in the St. Louis American newspaper and on the Missouri Department of Transportation's website. On September 23rd 2016 at 10:00am, the city received and opened five (5) bids for this project. The lowest, responsible bidder was submitted by E. Meier Contracting, Inc. in the amount of \$221,575.00 and the highest bid was submitted by Gershenson in the amount of \$321,157.75. The below table shows the bid responses received and found satisfactory after bid evaluation.

Company	Bid Amount
E. Meier Contracting	\$221,575.00
Amcon	\$252,065.00
RV Wagner	\$261,316.00
West Contracting	\$262,419.89
Gershenson	\$321,157.75

This Project is funded by a grant administered by East-West Gateway Council of Governments to cover eighty percent (80%) or \$177,260.00. the City's match is ten percent (20%) or \$44,315.00. The City has budgeted a total of \$241,382.00 for both the construction and the construction inspections of this project.

The Disadvantage Business Enterprise participation requirement for this project is fifteen percent (11%). The firm committed to achieve 11% and has been submitted for approval to the MoDOT's External Civil Rights. According to the Project Engineer EFK Moen, E. Meier Contracting, Inc. has completed similar projects with satisfactory results.

RECOMMENDATION:

Staff recommends that the contract be awarded to E. Meier Contracting, Inc. The firm is the lowest responsible bidder.



Council Agenda Item Cover

MEETING DATE: October 24, 2016

AGENDA ITEM TITLE: One 2017 Freightliner Road Tractor

AGENDA SECTION: City Manager's Report

CAN THIS ITEM BE RESCHEDULED?: Yes

BACKGROUND:

The Solid Waste Division of the Public Works and Parks Department has a 2001 Freightliner road tractor that has reached the end of its service life and requires replacement. The Missouri Department of Transportation (MoDOT) awarded a statewide contract that was competitively bid for medium and heavy duty vehicles to Truck Centers, Inc. The vehicle's price computed based on the MoDOT statewide contract with the required options is \$108,677.

The replacement of the road tractor was budgeted in the City's Fleet Division FY17 Replacement Plan, and is requested by the Public Works and Parks Department.

RECOMMENDATION:

Staff recommends that the City Council approve an award to Trucks Centers, Inc. for one 2017 Freightliner M2112 road tractor for a total amount of \$108,677.

ATTACHMENTS:

- Picture of unit
- Unit specifications per the contract
- Vendor's Quote (Truck Centers, Inc.)



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 #3-14021RJ
 MISSOURI DEPARTMENT OF
 TRANSPORTATION
 1320 CREEK TRAIL DRIVE
 JEFFERSON CITY, MO 65109
 Phone: 573 751 2551

Prepared by:
 Ron Donze
 TRUCK CENTERS, INC.
 2280 FORMOSA RD.
 TROY, IL 62294
 Phone: 618-667-3454

S P E C I F I C A T I O N P R O P O S A L

Data Code	Description	Weight Front	Weight Rear	Retail Price
Price Level				
PRL-14M	M2 PRL-14M (EFF:10/05/15)			STD
Data Version				
DRL-043	SPECPRO21 DATA RELEASE VER 043			N/C
Vehicle Configuration				
001-175	M2 112 CONVENTIONAL CHASSIS	8,244	6,126	\$140,803.00
004-217	2017 MODEL YEAR SPECIFIED			STD
002-002	SET BACK AXLE - TRACTOR	20		\$3,276.00
003-001	LH PRIMARY STEERING LOCATION			STD
General Service				
AA1-001	TRACTOR/TRAILER CONFIGURATION			N/C
AA6-001	DOMICILED, USA 50 STATES (INCLUDING CALIFORNIA AND CARB OPT-IN STATES)			STD
A85-002	PICKUP AND DELIVERY/SHORT HAUL SERVICE			N/C
A84-1GF	GENERAL FREIGHT BUSINESS SEGMENT			STD
AA4-001	GENERAL FREIGHT COMMODITY			STD
AA5-002	TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS			STD
AB1-008	MAXIMUM 8% EXPECTED GRADE			STD
AB5-001	SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE			STD
995-1AD	FREIGHTLINER LEVEL I WARRANTY			STD
A66-99D	EXPECTED FRONT AXLE(S) LOAD : 12000.0 lbs			
A68-99D	EXPECTED REAR DRIVE AXLE(S) LOAD : 34000.0 lbs			
A63-99D	EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 46000.0 lbs			



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Data Code	Description	Weight Front	Weight Rear	Retail Price
A70-99D	EXPECTED GROSS COMBINATION WEIGHT : 80000.0 lbs			
Tractor Service				
AA2-001	VAN TRAILER			N/C
AH6-001	SINGLE (1) TRAILER			N/C
Engine				
101-2X5	DETROIT DD13 12.8L 410 HP @ 1625 RPM, 1900 GOV RPM, 1450 LB/FT @ 975 RPM			\$557.00
Electronic Parameters				
79A-075	75 MPH ROAD SPEED LIMIT			N/C
79B-002	CRUISE CONTROL SPEED LIMIT 2 MPH HIGHER THAN ROAD SPEED LIMIT			N/C
79G-006	5 MINUTES IDLE SHUTDOWN WITH CLUTCH AND SERVICE BRAKE OVERRIDE			N/C
79K-005	PTO MODE ENGINE RPM LIMIT - 900 RPM			N/C
79M-002	PTO MODE BRAKE OVERRIDE - SERVICE BRAKE APPLIED OR PARK BRAKE NOT APPLIED			N/C
79P-001	PTO RPM WITH CRUISE SET SWITCH - 600 RPM			N/C
79Q-001	PTO RPM WITH CRUISE RESUME SWITCH - 600 RPM			N/C
79S-001	PTO MODE CANCEL VEHICLE SPEED - 5 MPH			N/C
79T-001	PTO MODE RPM INCREMENT - 25 RPM			N/C
79U-007	PTO GOVERNOR RAMP RATE - 250 RPM PER SECOND			N/C
79W-001	ONE REMOTE PTO SPEED			N/C
79X-001	REMOTE PTO SPEED 1 SETTING - 700 RPM			N/C
80D-001	SOFT CRUISE CONTROL ENABLED			N/C
80G-001	PTO MINIMUM RPM - 600			N/C
Engine Equipment				
99C-017	2016 ONBOARD DIAGNOSTICS/2010 EPA/CARB/FINAL GHG17 CONFIGURATION			STD
99D-011	2008 CARB EMISSION CERTIFICATION - CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD CORNER OF DRIVER DOOR)			\$106.00
13E-001	STANDARD OIL PAN			STD
105-001	ENGINE MOUNTED OIL CHECK AND FILL			STD
133-004	ONE PIECE VALVE COVER			STD
014-099	SIDE OF HOOD AIR INTAKE WITH FIREWALL MOUNTED DONALDSON AIR CLEANER			STD



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Data Code	Description	Weight Front	Weight Rear	Retail Price
124-1D7	DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE			STD
292-071	(3) ALLIANCE MODEL 1231, GROUP 31, 12 VOLT MAINTENANCE FREE 3375 CCA THREADED STUD BATTERIES			STD
290-017	BATTERY BOX FRAME MOUNTED			STD
281-001	STANDARD BATTERY JUMPERS			STD
282-001	SINGLE BATTERY BOX FRAME MOUNTED LH SIDE UNDER CAB			N/C
291-017	WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN			STD
289-001	NON-POLISHED BATTERY BOX COVER			STD
293-058	POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL SWITCH MOUNTED OUTBOARD DRIVER SEAT	8		\$240.00
107-044	BW MODEL BA-921 19.0 CFM SINGLE CYLINDER AIR COMPRESSOR WITH SAFETY VALVE			STD
108-002	STANDARD MECHANICAL AIR COMPRESSOR GOVERNOR			STD
131-013	AIR COMPRESSOR DISCHARGE LINE			STD
152-041	ELECTRONIC ENGINE INTEGRAL SHUTDOWN PROTECTION SYSTEM			STD
128-002	JACOBS COMPRESSION BRAKE			STD
016-1C2	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE	30	25	\$852.00
28F-002	ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD REGENERATION AND DASH MOUNTED REGENERATION REQUEST SWITCH			STD
239-020	10 FOOT 00 INCH (120 INCH+0/-5.9 INCH) EXHAUST SYSTEM HEIGHT			N/C
237-1CR	RH CURVED VERTICAL TAILPIPE B-PILLAR MOUNTED ROUTED FROM STEP			N/C
23U-002	13 GALLON DIESEL EXHAUST FLUID TANK	35	10	\$105.00
30N-003	100 PERCENT DIESEL EXHAUST FLUID FILL			\$17.00
43X-002	LH MEDIUM DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION			STD
23Y-001	STANDARD DIESEL EXHAUST FLUID PUMP MOUNTING			STD
43Y-001	STANDARD DIESEL EXHAUST FLUID TANK CAP			STD



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242-011	ALUMINUM AFTERTREATMENT DEVICE/MUFFLER/TAILPIPE SHIELD(S)			N/C
273-036	BORG WARNER (KYSOR) REAR AIR ON/OFF ENGINE FAN CLUTCH			STD
276-001	AUTOMATIC FAN CONTROL WITHOUT DASH SWITCH, NON ENGINE MOUNTED			STD
110-068	DDC SUPPLIED ENGINE MOUNTED FUEL FILTER/FUEL WATER SEPARATOR WITH WATER-IN-FUEL INDICATOR			STD
118-001	FULL FLOW OIL FILTER			STD
266-069	1400 SQUARE INCH RADIATOR			STD
103-039	ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT			STD
171-007	GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT			STD
172-001	CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES			STD
270-019	HDEP VARIABLE SPEED COOLANT PUMP AND RADIATOR DRAIN VALVE			STD
138-005	PHILLIPS-TEMRO 1500 WATT/115 VOLT BLOCK HEATER	4		\$128.00
140-053	BLACK PLASTIC ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR			N/C
134-001	ALUMINUM FLYWHEEL HOUSING			STD
155-074	DELCO 12V MOD 3.175-39MT+ OCP STARTER WITH THERMAL PROTECTION AND INTEGRATED MAGNETIC SWITCH			STD

Transmission

342-1M1	ALLISON 4000 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION	210	60	\$20,108.00
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Transmission Equipment

343-339	ALLISON VOCATIONAL PACKAGE 223 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODELS RDS, HS, MH AND TRV			N/C
84B-012	ALLISON VOCATIONAL RATING FOR ON/OFF HIGHWAY APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES			N/C
84C-023	PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY			N/C
84D-023	SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY			N/C

Application Version 9.1.010
 Data Version PRL-14M.043
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Data Code	Description	Weight Front	Weight Rear	Retail Price
84E-000	PRIMARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE			N/C
84F-000	SECONDARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE			N/C
84G-000	PRIMARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE			N/C
84H-000	SECONDARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE			N/C
84L-000	LOAD BASED SHIFT SCHEDULE AND VEHICLE ACCELERATION CONTROL RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED VOCATIONAL USAGE			N/C
84N-000	NEUTRAL AT STOP - DISABLED, FUELSENSE - DISABLED			N/C
84U-000	DRIVER SWITCH INPUT - DEFAULT - NO SWITCHES			N/C
341-018	MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN			N/C
345-003	PUSH BUTTON ELECTRONIC SHIFT CONTROL, DASH MOUNTED			N/C
97G-004	TRANSMISSION PROGNOSTICS - ENABLED 2013			N/C
370-011	WATER TO OIL TRANSMISSION COOLER, FRAME MOUNTED			N/C
346-003	TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK			N/C
35T-001	SYNTHETIC TRANSMISSION FLUID (TES-295 COMPLIANT)			N/C

Front Axle and Equipment

400-1A6	DETROIT DA-F-12.0-3 12,000# FF1 71.5 KPI/3.74 DROP SINGLE FRONT AXLE			STD
402-084	MERITOR 16.5X5 Q+ STAMPED SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOE			\$230.00
403-043	2011/2013-FMVSS 121 FRONT BRAKE LINING			N/C
419-023	CONMET CAST IRON FRONT BRAKE DRUMS			STD
409-021	SKF SCOTSEAL PLUS XL FRONT OIL SEALS			STD
408-001	VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL			STD
416-022	STANDARD SPINDLE NUTS FOR ALL AXLES			STD



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Data Code	Description	Weight Front	Weight Rear	Retail Price
405-002	MERITOR AUTOMATIC FRONT SLACK ADJUSTERS			STD
536-050	TRW THP-60 POWER STEERING			STD
539-003	POWER STEERING PUMP			STD
534-015	2 QUART SEE THROUGH POWER STEERING RESERVOIR			STD
40T-004	ROADRANGER SYNTHETIC FE 75W-90 FRONT AXLE LUBE			\$20.00
Front Suspension				
620-1F0	12,000# DUAL TAPERLEAF FRONT SUSPENSION	42		\$57.00
619-005	MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION			STD
62H-998	NO FRONT SUSPENSION SPRING BRACKET OPTIONS			STD
410-001	FRONT SHOCK ABSORBERS			STD
Rear Axle and Equipment				
420-1GR	DETROIT DA-RT-40.0-4 HT 40,000# R-SERIES TANDEM REAR AXLE			STD
421-430	4.30 REAR AXLE RATIO			N/C
424-003	IRON REAR AXLE CARRIER WITH OPTIONAL HEAVY DUTY AXLE HOUSING		30	\$106.00
386-078	MXL 18N MERITOR EXTENDED LUBE MAIN DRIVELINE WITH FULL ROUND YOKES			N/C
388-073	MXL 17T MERITOR EXTENDED LUBE INTERAXLE DRIVELINE WITH HALF ROUND YOKES			STD
878-019	(1) INTERAXLE LOCK VALVE FOR TANDEM OR TRIDEM DRIVE AXLES			STD
87A-001	BLINKING LAMP WITH EACH INTERAXLE LOCK SWITCH, INTERAXLE UNLOCK DEFAULT WITH IGNITION OFF			STD
423-019	MERITOR 16.5X8.62 Q+ CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES		20	\$251.00
433-043	2011/2013-FMVSS 121 REAR BRAKE LININGS			N/C
434-005	BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S) WITH AUXILIARY SUPPORT BRACKETS			STD
451-023	CONMET CAST IRON REAR BRAKE DRUMS			STD
440-021	SKF SCOTSEAL PLUS XL REAR OIL SEALS			STD
426-075	HALDEX GOLDSEAL LONGSTROKE 2-DRIVE AXLES SPRING PARKING CHAMBERS			\$74.00



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Data Code	Description	Weight Front	Weight Rear	Retail Price
428-002	MERITOR AUTOMATIC REAR SLACK ADJUSTERS			STD
41T-003	ROADRANGER SYNTHETIC FE 75W-90 REAR AXLE LUBE			\$301.00
Rear Suspension				
622-218	AIRLINER 40,000# EXTRA DUTY REAR SUSPENSION		160	\$475.00
621-007	AIRLINER HIGH POSITION RIDE HEIGHT			STD
431-005	RESTRAINED AXLE SEATS IN AXLE CLAMP GROUP			N/C
624-016	51 INCH AXLE SPACING			STD
888-048	MANUAL DUMP VALVE FOR AIR SUSPENSION WITH GAUGE			\$136.00
87D-006	INDICATOR LIGHT FOR EACH REAR SUSPENSION CONTROL SWITCH			N/C
910-001	SINGLE AIR REAR SUSPENSION LEVELING VALVE			STD
623-002	TRANSVERSE CONTROL RODS			STD
439-005	REAR SHOCK ABSORBERS - TWO AXLES (TANDEM) (AIR RIDE SUSPENSION)			STD
Brake System				
018-002	AIR BRAKE PACKAGE			STD
490-101	WABCO 4S/4M ABS WITH TRACTION CONTROL			\$199.00
871-001	REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES			STD
904-001	FIBER BRAID PARKING BRAKE HOSE			STD
412-001	STANDARD BRAKE SYSTEM VALVES			STD
46D-002	STANDARD AIR SYSTEM PRESSURE PROTECTION SYSTEM			STD
413-002	STD U.S. FRONT BRAKE VALVE			STD
432-003	RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE			STD
480-086	BW AD-9SI BRAKE LINE AIR DRYER WITH HEATER			N/C
483-003	BENDIX OIL COALESCING FILTER FOR AIR DRYER			N/C
479-003	AIR DRYER MOUNTED INBOARD ON LH RAIL			N/C
460-001	STEEL AIR BRAKE RESERVOIRS			STD
607-001	CLEAR FRAME RAILS FROM BACK OF CAB TO FRONT REAR SUSPENSION BRACKET, BOTH RAILS OUTBOARD			\$63.00



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Data Code	Description	Weight Front	Weight Rear	Retail Price	
477-004	PULL CABLES ON ALL AIR RESERVOIR(S)			\$3.00	
Trailer Connections					
481-072	12 FOOT COILED TRAILER AIR HOSE WITH 48 INCH TRACTOR, 12 INCH TRAILER LEADS	12		\$29.00	
476-002	36 INCH STAINLESS STEEL SLIDE BAR WITH SPRING TYPE AIR HOSE HANGER	2		\$68.00	
484-006	COMBINATION DUMMY GLAD HANDS AND LIGHT PLUG HOLDER			N/C	
296-010	PRIMARY CONNECTOR/RECEPTACLE WIRED FOR SEPARATE STOP/TURN, ABS CENTER PIN POWERED THROUGH IGNITION			N/C	
297-008	SAE J560 7-WAY PRIMARY TRAILER CABLE RECEPTACLE BRACKET LH LOWER CAB MOUNTED			N/C	
335-004	UPGRADED CHASSIS MULTIPLEXING UNIT			STD	
32A-002	UPGRADED BULKHEAD MULTIPLEXING UNIT			STD	
30L-998	NO HIGH CURRENT TRAILER/BODY CABLE			STD	
310-082	12 FOOT DETACHABLE COILED PRIMARY TRAILER ELECTRICAL CABLE WITH SAE J560 CONNECTOR WITH 48 INCH TRACTOR, 12 INCH TRAILER LEADS	12		\$20.00	
Wheelbase & Frame					
N	545-475	4750MM (187 INCH) WHEELBASE		N/C	
	546-100	11/32X3-1/2X10-3/16 INCH STEEL FRAME (8.73MMX258.8MM/0.344X10.19 INCH) 120KSI		STD	
	552-026	1425MM (56 INCH) REAR FRAME OVERHANG		N/C	
	55W-005	FRAME OVERHANG RANGE: 51 INCH TO 60 INCH	10	-40	N/C
	AC8-99D	CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 121.45 in			
	AE8-99D	CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 117.25 in			
	AE4-99D	CALC'D FRAME LENGTH - OVERALL : 273.12			
	AM6-99D	CALC'D SPACE AVAILABLE FOR DECKPLATE : 79.43 in			
	FSS-0LH	CALCULATED FRAME SPACE LH SIDE : -11.45 in		N/C	
	FSS-0RH	CALCULATED FRAME SPACE RH SIDE : 15.9 in		N/C	
	553-002	FLANGED TAPERED END OF FRAME		N/C	
	550-001	FRONT CLOSING CROSSMEMBER		STD	
	559-001	STANDARD WEIGHT ENGINE CROSSMEMBER		STD	
	562-001	STANDARD MIDSHIP #1 CROSSMEMBER(S)		STD	



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Data Code	Description	Weight Front	Weight Rear	Retail Price
572-020	INVERTED U TRACTOR CROSSMEMBER		10	\$44.00
565-002	HEAVY DUTY SUSPENSION CROSSMEMBER			N/C
Chassis Equipment				
674-001	LH BACK OF CAB ACCESS	5	5	N/C
592-055	28 INCH (700MM) DECK PLATE FLUSH MOUNTED BETWEEN RAILS	10	10	\$71.00
556-1AP	THREE-PIECE 14 INCH PAINTED STEEL BUMPER WITH COLLAPSIBLE ENDS			STD
558-033	REMOVABLE FRONT TOW HOOKS STORED ON THE CHASSIS FRAME	25		\$99.00
574-001	BUMPER MOUNTING FOR SINGLE LICENSE PLATE			STD
585-059	FLEETLINE SF3045PCX MITERED MUDFLAP BRACKETS		25	\$63.00
590-001	BLACK MUDFLAPS		15	N/C
586-024	FENDER AND FRONT OF HOOD MOUNTED FRONT MUDFLAPS			STD
551-007	GRADE 8 THREADED HEX HEADED FRAME FASTENERS			STD
583-058	PLASTIC QUARTER FENDERS WITHOUT LOGO		30	\$112.00
Fifth Wheel				
578-1CG	JOST JSK37 SERIES 24.0 INCH AIR SLIDE FIFTH WHEEL - 2 INCH SLIDE INCREMENTS	30	510	\$14.00
577-508	FIFTH WHEEL 508MM (20.0 INCHES) AHEAD OF SUSPENSION CENTERLINE			N/C
582-014	197MM (7.75 INCH) FIFTH WHEEL HEIGHT			N/C
570-001	OUTBOARD ANGLE - FIFTH WHEEL MOUNTING			N/C
890-001	DASH MOUNTED CONTROL VALVE AND PLUMBING FOR FIFTH WHEEL			N/C
579-005	LH FIFTH WHEEL RELEASE			N/C
Fuel Tanks				
204-156	100 GALLON/378 LITER ALUMINUM FUEL TANK - LH	20		\$241.00
203-006	60 GALLON ALUMINUM HYDRAULIC RESERVOIR, RH WITH 1-1/4 INCH NPT STANDPIPE FITTINGS	60	55	\$678.00
218-006	25 INCH DIAMETER FUEL TANK(S)			STD
215-005	PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH PAINTED BANDS			STD
212-008	FUEL TANK(S) AFT	-35	35	\$196.00



Prepared for:
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 #3-14021RJ
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 Phone: 573 751 2551

Prepared by:
 Ron Donze
 TRUCK CENTERS, INC.
 2280 FORMOSA RD.
 TROY, IL 62294
 Phone: 618-667-3454

Data Code	Description	Weight Front	Weight Rear	Retail Price
664-001	PLAIN STEP FINISH			STD
205-001	FUEL TANK CAP(S)			STD
122-1F2	DAVCO 482 FUEL/WATER SEPARATOR WITH 12 VOLT PREHEATER	10		\$557.00
216-020	EQUIFLO INBOARD FUEL SYSTEM			STD
202-016	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE			STD
Tires				
093-1G4	MICHELIN XZE2 11R22.5 14 PLY RADIAL FRONT TIRES	12		\$46.00
094-0DH	MICHELIN XDE M/S 11R22.5 14 PLY RADIAL REAR TIRES		56	(\$120.00)
Hubs				
418-056	CONMET PRESET PLUS IRON FRONT HUBS			STD
450-056	CONMET PRESET PLUS IRON REAR HUBS			STD
Wheels				
502-524	MAXION WHEELS 90541 22.5X8.25 10-HUB PILOT 6.20 INSET 2-HAND STEEL DISC FRONT WHEELS			N/C
505-524	MAXION WHEELS 90541 22.5X8.25 10-HUB PILOT 2-HAND STEEL DISC REAR WHEELS			N/C
496-011	FRONT WHEEL MOUNTING NUTS			STD
497-011	REAR WHEEL MOUNTING NUTS			STD
Cab Exterior				
829-072	112 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB			STD
650-008	AIR CAB MOUNTS			STD
678-001	LH AND RH GRAB HANDLES			STD
646-009	PAINTED PLASTIC GRILLE			STD
65X-001	ARGENT SILVER HOOD MOUNTED AIR INTAKE GRILLE			STD
644-004	FIBERGLASS HOOD			STD
727-1AF	SINGLE 14 INCH ROUND HADLEY AIR HORN UNDER LH DECK	4		\$111.00
726-002	DUAL ELECTRIC HORNS			\$10.00
728-001	SINGLE HORN SHIELD			N/C
657-1BW	ALL UNIT(S) KEYED ALIKE WITH CUSTOMER SPECIFIED KEY NUMBER FT1040			\$43.00
575-001	REAR LICENSE PLATE MOUNT END OF FRAME			STD
312-043	INTEGRAL HEADLIGHT/MARKER ASSEMBLY			STD



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Data Code	Description	Weight Front	Weight Rear	Retail Price
302-047	LED AERODYNAMIC MARKER LIGHTS			\$37.00
311-001	DAYTIME RUNNING LIGHTS			\$21.00
294-1AY	INTEGRAL LED STOP/TAIL/BACKUP LIGHTS			\$136.00
300-015	STANDARD FRONT TURN SIGNAL LAMPS			STD
318-002	(1) SWIVEL UTILITY LIGHT ROOF MOUNTED	3		\$144.00
744-1BG	DUAL WEST COAST MOLDED-IN COLOR HEATED MIRRORS			\$99.00
797-001	DOOR MOUNTED MIRRORS			STD
796-001	102 INCH EQUIPMENT WIDTH			STD
743-1AP	LH AND RH 8 INCH MOLDED-IN COLOR CONVEX MIRRORS MOUNTED UNDER PRIMARY MIRRORS			N/C
74B-079	RH 8 INCH STAINLESS STEEL FENDER MOUNTED CONVEX MIRROR WITH TRIPOD BRACKETS	4		\$68.00
729-001	STANDARD SIDE/REAR REFLECTORS			STD
73A-002	REAR REFLECTIVE DEVICE			N/C
677-053	RH AFTERTREATMENT SYSTEM CAB ACCESS WITH STEEL SHIELDING			STD
768-043	63X14 INCH TINTED REAR WINDOW			STD
661-003	TINTED DOOR GLASS LH AND RH WITH TINTED NON-OPERATING WING WINDOWS			STD
654-003	MANUAL DOOR WINDOW REGULATORS			STD
663-013	TINTED WINDSHIELD			STD
659-019	2 GALLON WINDSHIELD WASHER RESERVOIR WITHOUT FLUID LEVEL INDICATOR, FRAME MOUNTED			STD

Cab Interior

707-1AK	OPAL GRAY VINYL INTERIOR			N/C
706-013	MOLDED PLASTIC DOOR PANEL			STD
708-013	MOLDED PLASTIC DOOR PANEL			STD
772-006	BLACK MATS WITH SINGLE INSULATION			STD
785-001	DASH MOUNTED ASH TRAYS AND LIGHTER			STD
691-008	FORWARD ROOF MOUNTED CONSOLE WITH UPPER STORAGE COMPARTMENTS WITHOUT NETTING			STD
742-007	(2) CUP HOLDERS LH AND RH DASH			STD
680-007	GRAY/CHARCOAL WING DASH			STD
720-002	2-1/2 LB. FIRE EXTINGUISHER	5		\$40.00
700-002	HEATER, DEFROSTER AND AIR CONDITIONER			STD
701-001	STANDARD HVAC DUCTING			STD



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Data Code	Description	Weight Front	Weight Rear	Retail Price
703-005	MAIN HVAC CONTROLS WITH RECIRCULATION SWITCH			STD
170-015	STANDARD HEATER PLUMBING			STD
130-033	DENSO HEAVY DUTY AIR CONDITIONER COMPRESSOR			STD
702-002	BINARY CONTROL, R-134A			STD
739-034	PREMIUM INSULATION			\$173.00
285-013	SOLID-STATE CIRCUIT PROTECTION AND FUSES			STD
280-007	12V NEGATIVE GROUND ELECTRICAL SYSTEM			STD
324-011	DOMED DOOR ACTIVATED LH AND RH, DUAL READING LIGHTS, FORWARD CAB ROOF			\$68.00
655-001	CAB DOOR LATCHES WITH MANUAL DOOR LOCKS			STD
722-002	TRIANGULAR REFLECTORS WITHOUT FLARES	10		\$25.00
756-1J3	BASIC HIGH BACK AIR SUSPENSION DRIVER SEAT WITH MECHANICAL LUMBAR AND INTEGRATED CUSHION EXTENSION	30		\$212.00
760-1DC	BASIC HIGH BACK NON SUSPENSION PASSENGER SEAT			STD
711-004	LH AND RH INTEGRAL DOOR PANEL ARMRESTS			STD
758-036	VINYL WITH VINYL INSERT DRIVER SEAT			STD
761-036	VINYL WITH VINYL INSERT PASSENGER SEAT			STD
763-101	BLACK SEAT BELTS			STD
532-002	ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN	10		\$478.00
540-015	4-SPOKE 18 INCH (450MM) STEERING WHEEL			STD
765-002	DRIVER AND PASSENGER INTERIOR SUN VISORS			STD

Instruments & Controls

732-004	GRAY DRIVER INSTRUMENT PANEL			STD
734-004	GRAY CENTER INSTRUMENT PANEL			STD
87L-001	ENGINE REMOTE INTERFACE WITH PARK BRAKE INTERLOCK			N/C
870-001	BLACK GAUGE BEZELS			STD
486-001	LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM			STD
840-002	2 INCH PRIMARY AND SECONDARY AIR PRESSURE GAUGES			STD
198-025	INTAKE MOUNTED AIR RESTRICTION INDICATOR WITHOUT GRADUATIONS			STD



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Data Code	Description	Weight Front	Weight Rear	Retail Price
149-017	ELECTRONIC CRUISE CONTROL WITH SWITCHES ON AUXILIARY GAUGE PANEL (B DASH PANEL)			STD
156-007	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY			STD
811-042	ICU3S, 132X48 DISPLAY WITH DIAGNOSTICS, 28 LED WARNING LAMPS AND DATA LINKED			STD
160-038	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH			STD
844-001	2 INCH ELECTRIC FUEL GAUGE			STD
148-074	ENGINE REMOTE INTERFACE NOT CONFIGURED			\$85.00
163-001	ENGINE REMOTE INTERFACE CONNECTOR AT BACK OF CAB			N/C
856-001	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE			STD
864-005	TRANSMISSION OIL TEMPERATURE INDICATOR LIGHT			N/C
830-017	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY			STD
73B-998	NO LANE DEPARTURE WARNING SYSTEM			STD
852-002	ELECTRIC ENGINE OIL PRESSURE GAUGE			STD
679-001	OVERHEAD INSTRUMENT PANEL			\$76.00
746-1A9	AM/FM RADIO WITH FRONT AND REAR AUXILIARY INPUTS AND J1939	10		\$274.00
747-001	DASH MOUNTED RADIO			N/C
750-002	(2) RADIO SPEAKERS IN CAB			N/C
753-001	AM/FM ANTENNA MOUNTED ON FORWARD LH ROOF	2		N/C
748-006	POWER AND GROUND WIRING PROVISION OVERHEAD			\$23.00
749-001	ROOF/OVERHEAD CONSOLE CB RADIO PROVISION			\$92.00
810-027	ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER			STD
817-001	STANDARD VEHICLE SPEED SENSOR			STD
812-001	ELECTRONIC 3000 RPM TACHOMETER			STD
813-1B4	DETROIT CONNECT VIRTUAL TECHNICIAN CONNECTIVITY PACKAGE (DETROIT ENGINES ONLY)			STD
8D1-998	NO DIRECT CONNECT			STD



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Data Code	Description	Weight Front	Weight Rear	Retail Price
81X-001	2 YEARS DETROIT CONNECT VIRTUAL TECHNICIAN REMOTE DIAGNOSTICS SERVICE			STD
162-002	IGNITION SWITCH CONTROLLED ENGINE STOP			STD
329-007	ONE ON/OFF ROCKER SWITCH IN THE DASH WITH INDICATOR LIGHT WIRED TO JUNCTION BLOCK ON FRAME WITH MARKER LIGHT CIRCUIT, LABEL OPT			\$81.00
482-001	BW TRACTOR PROTECTION VALVE			N/C
883-001	TRAILER HAND CONTROL BRAKE VALVE			N/C
836-015	DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY			STD
660-008	SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY			STD
304-001	MARKER LIGHT SWITCH INTEGRAL WITH HEADLIGHT SWITCH			STD
882-004	TWO VALVE PARKING BRAKE SYSTEM WITH WARNING INDICATOR			N/C
299-013	SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, WASHER/WIPER AND HAZARD IN HANDLE			STD
298-039	INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH HAZARD LAMPS OVERRIDING STOP LAMPS			STD
869-998	NO MISCELLANEOUS GAUGES			STD
Design				
065-000	PAINT: ONE SOLID COLOR			STD
Color				
980-5F6	CAB COLOR A: L0006EB WHITE ELITE BC			STD
986-020	BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT			STD
98K-998	NO FUEL TANK CABINET PAINT			STD
962-972	POWDER WHITE (N0006EA) FRONT WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)			STD
966-972	POWDER WHITE (N0006EA) REAR WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)			STD
964-6Z7	BUMPER PAINT: FP24812 ARGENT SILVER DUPONT FLEX			STD
963-003	STANDARD E COAT/UNDERCOATING			STD
Certification / Compliance				
996-001	U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS			STD



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Data Code	Description	Weight Front	Weight Rear	Retail Price
Sales Programs				
NO SALES PROGRAMS HAVE BEEN SELECTED				

TOTAL VEHICLE SUMMARY

Adjusted List Price

Adjusted List Price ** \$172,521.00

Weight Summary

	Weight Front	Weight Rear	Total Weight
Factory Weight ⁺	8844 lbs	7142 lbs	15986 lbs
Total Weight ⁺	8844 lbs	7142 lbs	15986 lbs

ITEMS NOT INCLUDED IN ADJUSTED LIST PRICE

Other Factory Charges

PMU-017	2016 OBD/2010 EPA/CARB/GHG17 ESCALATOR	\$350.00
R1X-001	2 YEAR SERVICE CONTRACT INCLUDED WITH VIRTUAL TECHNICIAN PRICING	N/C
P73-2FT	STANDARD DESTINATION CHARGE	\$2,000.00

(+) Weights shown are estimates only.

If weight is critical, contact Customer Application Engineering.



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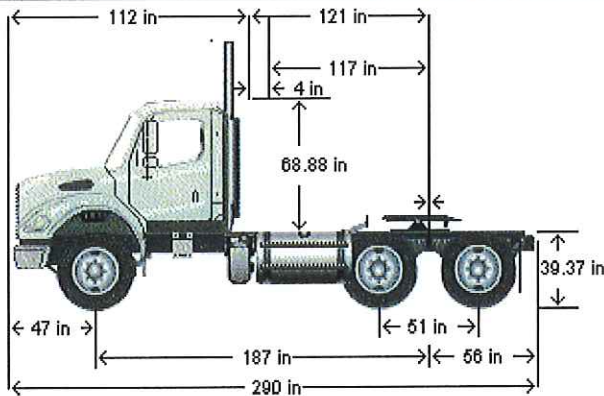
(**) Prices shown do not include taxes, fees, etc... "Net Equipment Selling Price" is located on the Quotation Details Proposal Report.



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D I M E N S I O N S



VEHICLE SPECIFICATIONS SUMMARY - DIMENSIONS

Model.....	M2112
Wheelbase (545)	4750MM (187 INCH) WHEELBASE
Rear Frame Overhang (552)	1425MM (56 INCH) REAR FRAME OVERHANG
Fifth Wheel (578)	JOST JSK37 SERIES 24.0 INCH AIR SLIDE FIFTH WHEEL - 2 INCH SLIDE INCREMENTS
Mounting Location (577).....	FIFTH WHEEL 508MM (20.0 INCHES) AHEAD OF SUSPENSION CENTERLINE
Maximum Forward Position (in)	20
Maximum Rearward Position (in)	-4
Amount of Slide Travel (in)	24
Slide Increment (in)	2
Desired Slide Position (in)	0.0
Cab Size (829)	112 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
Sleeper (682)	NO SLEEPER BOX/SLEEPER CAB
Exhaust System (016).....	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE



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TABLE SUMMARY - DIMENSIONS

Dimensions	Inches
Bumper to Back of Cab (BBC)	112.4
Bumper to Centerline of Front Axle (BA)	46.8
Back of Cab to Centerline of Rear Axle(s) (CA)	121.4
Effective Back of Cab to Centerline of Rear Axle(s) (Effective CA)	117.2
Back of Cab Protrusions (Exhaust/Intake) (CP)	1.5
Back of Cab Protrusions (Side Extenders/Trim Tab) (CP)	0.0
Back of Cab Protrusions (CNG Tank)	0.0
Back of Cab Clearance (CL)	4.2
Back of Cab to End of Frame	177.4
Cab Height (CH)	68.9
Fifth Wheel to Centerline of Rear Axle(s) (FW)	0.0
Wheelbase (WB)	187.0
Frame Overhang (OH)	56.0
Overall Length (OAL)	289.8
Rear Axle Spacing	51.0
Unladen Frame Height at Centerline of Rear Axle	39.4

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.



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FRAME SIDE SPACE

VEHICLE SPECIFICATIONS SUMMARY - FRAME SIDE SPACE

Model.....	M2112
Wheelbase (545)	4750MM (187 INCH) WHEELBASE
Cab Size (829).....	112 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
Sleeper (682).....	NO SLEEPER BOX/SLEEPER CAB
Exhaust System (016).....	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE
Frame Side Space LH (in).....	-11.451
Frame Side Space RH (in).....	15.898
Battery Box (290).....	BATTERY BOX FRAME MOUNTED
Left-Hand Fuel Tank (204).....	100 GALLON/378 LITER ALUMINUM FUEL TANK - LH
Left-Hand Auxiliary Fuel / Oil Tank(200).....	NO LH AUXILIARY FUEL TANK
Right-Hand Fuel Tank (206).....	NO RH FUEL TANK
Right-Hand Auxiliary Fuel / Oil Tank(201).....	NO RH AUXILIARY FUEL TANK
Diesel Exhaust Fluid Tank(23U).....	13 GALLON DIESEL EXHAUST FLUID TANK
Rear Fenders(583).....	PLASTIC QUARTER FENDERS WITHOUT LOGO
Hydraulic Tank (203).....	60 GALLON ALUMINUM HYDRAULIC RESERVOIR, RH WITH 1-1/4 INCH NPT STANDPIPE FITTINGS

TABLE SUMMARY - FRAME SIDE SPACE



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Dimensions (Left Side)	Inches
Max CP - Maximum value of all Cab Protrusions	4.2
Bumper to chassis zero dimension	3.5
First front axle to chassis zero dimension	43.3
Bumper to Centerline of Front Axle (BA)	46.8
Wheelbase (WB)	107.0
Frame Overhang (OH)	56.0
Overall Length (OAL)	289.8
Length of Front Tire Unladen Radius (UR)	20.6
Length of Rear Tire Unladen Radius (UR)	20.8
Length Rear Axle Spacing factor	51.0
Pusher Axle Spacing	0.0
Length of Pusher Tire Unladen Radius (UR)	0.0
Frame Space Left Side	-11.5
Side Step Left Side	0.0
Exhaust Left Side	0.0
Urea Tank Left Side	13.6
Battery Box Left Side	15.8
Fuel Tank Left Side	48.5
Hydraulic Tank Left Side	0.0
Aux1 Tank Left Side	0.0
Aux2 Tank Left Side	0.0
StoreBox1 Tank Left Side	0.0
StoreBox2 Tank Left Side	0.0
Frame Step Left Side	12.0
Fender Left Side	7.0
Other1 Left Side	15.2
Other2 Left Side	0.0
Adj Left Side	0.0



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Dimensions (Right Side)	Inches
Max CP - Maximum value of all Cab Protrusions	4.2
Bumper to chassis zero dimension	3.5
First front axle to chassis zero dimension	43.3
Bumper to Centerline of Front Axle (BA)	46.8
Wheelbase (WB)	107.0
Frame Overhang (OH)	56.0
Overall Length (OAL)	289.8
Length of Front Tire Unladen Radius (UR)	20.6
Length of Rear Tire Unladen Radius (UR)	20.8
Length Rear Axle Spacing factor	51.0
Pusher Axle Spacing	0.0
Length of Pusher Tire Unladen Radius (UR)	0.0
Frame Space Right Side	15.9
Side Step Right Side	0.0
Exhaust Right Side	37.2
Urea Tank Right Side	0.0
Battery Box Right Side	0.0
Fuel Tank Right Side	0.0
Hydraulic Tank Right Side	30.7
Aux1 Tank Right Side	0.0
Aux2 Tank Right Side	0.0
StoreBox1 Tank Right Side	0.0
StoreBox2 Tank Right Side	0.0
Frame Step Right Side	12.0
Fender Right Side	7.0
Other1 Right Side	0.0
Other2 Right Side	0.0
Adj Right Side	0.0

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.





600 Harris • St. Louis, MO 63147

Phone: 314-389-7705

800-518-7705

Fax: 314-389-2010

QUOTATION

NAME:	TRUCK CENTERS	PHONE NO:	
ADDRESS:		FAX NO:	
CITY:		REQ NO:	
STATE / ZIP:		TERMS:	
REQUESTED BY:	RON DONZE	DATE:	
INSTALLED ON:	FREIGHTLINER	MODEL:	
TRANSMISSION:	ALLISON 4500	W/B:	C/A: "

CITY OF UNIVERSITY CITY
WET KIT FOR PUSHER TRAILER, 70 GALLON RESSERVOIR
HOT SHIFT PTO AND P50 PUMP
QUICK COUPLER, SPECIAL FILTER
FILLED WITH OIL
CAB CONTROL
INSTALLED \$5800.00

CUSTOMER:	Midwest Systems Truck Equipment:
BY:	 BY: JIM ROGERS

From: "Ron Donze" <rdonze@truckcentersinc.com>
To: "Tom Brushwood" <tbrushwood@ucitymo.org>
Cc: "Ron Donze" <rdonze@truckcentersinc.com>
Subject: FW: Message from "RNP002673A8C637"

Attached is the detailed specifications for the 2017 Freightliner M2-112 Tandem Tractor that would be used for pulling your Trash Trailers.

Unit would be ordered thru the MoDot Contract #3-14021RJ

Net Price \$108,677.00

Above price includes the cost of \$5,800.00 from Midwest Systems for installing the Hydraulic Wet Kit to operate your trailers.

Copy of the Tractor specs and hydraulic Wet Kit specs are attached.

Please let me know if any changes are needed and how I should proceed.

Thanks

Ron Donze
Sales Executive
Truck Centers, Inc.
2280 Formosa Road
Troy, IL. 62294
rdonze@truckcentersinc.com
800-669-3454
F: 618-667 3454



Council Agenda Item Cover

MEETING DATE: October 24, 2016

AGENDA ITEM TITLE: Amending Chapter 2.52 of the University City Municipal Code relating to the Committee for Access and Local Origination Programming (CALOP)

AGENDA SECTION: Unfinished Business

CAN THIS ITEM BE RESCHEDULED? : Yes

BACKGROUND REVIEW: At the August 25, 2016 CALOP Commission meeting, the Board has approved an amendment to the University City Municipal Code, Chapter 2.52 relating to the Committee for Access and Local Origination Programming (CALOP). The amending is to remove Charter Cable Company from the ordinance since the Board is no longer working with the Cable Company.

ATTACHMENT: Meeting minutes August 25, 2016

RECOMMENDATION: Approval

CALOP Commission Meeting Minutes
Thursday, August 25, 2016
University City, U City Library, Auditorium
6:00 PM

Members in Attendance: Patricia McQueen, David Stokes, Kymal Dockett, Beth Norton; Claire Linzee; Dennis Riggs

Members Excused: Bob Wilcox

Others in Attendance: Mayor Welsch; Patrick Wall; Keri Berjer

Call to Order

The meeting was called to order by Ms. McQueen, Chairperson, at 6:03 pm.

Approval of Agenda

Ms. Norton moved to approve the agenda and seconded by Mrs. Linzee. The motion carried unanimously.

Approval of Minutes

A motion was made to approve the July 28, 2016 minutes by Ms. Norton and seconded by Mrs. Linzee. The motion carried unanimously.

Treasurer's Report

Mrs. Berjer reported the Treasurer's Report as of July 28, 2016. A motion was made to approve the Treasurer's Report by Mr. Stokes and seconded by Mrs. Linzee. The motion carried unanimously.

Agenda Items

1. Go-Getter Productions gave a 10 minute presentation asking for the final installment of their grant award in the amount of \$6,000. CALOP strongly supports the project; however has decided to maintain the contract until the project is complete. A motion was made by Mr. Stokes to not pay the \$6,000 final installment until the grant is completed. It was seconded by Mrs. Linzee and carried unanimously.
2. A discussion took place on extending the dates on the RFP to October 28, 2016. The Board decided to extend the dates, and the RFP will be reposted to the website, among other places.
3. Mr. Stokes made a motion to change the CALOP Ordinance to remove Charter Cable Company from the Ordinance since the Board is no longer working the Cable Company. Mrs. Linzee seconded the motion and it carried unanimously. The new Ordinance will be presented at the next City Council Meeting.
4. A discussion took place on the next grant round planning and was decided to hold off until the November 2016 meeting to further discuss.

Council Comments

Ms. McQueen reported that the Johnnie Be Good project is now complete pending some minor tweaks. The Board should be receiving a copy of the film to review soon.

A private discussion took place on an email received by the Board.

Ms. McQueen reported that Mrs. Linzee will be resigning from CALOP. Her seat will be re-appointed.

Next Meeting Date (Tentative)

The next meeting is scheduled for September 22, 2016, at 6:00 pm. Location is U City Library – Auditorium.

Adjournment

A motion was made to adjourn the meeting at 7:22pm by Mr. Stokes and seconded by Ms. Norton. The motion carried unanimously.

DRAFT

INTRODUCED BY:

DATE: October 10, 2016

BILL NO. **9295**

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 2.52 OF THE UNIVERSITY CITY MUNICIPAL CODE, RELATING TO THE COMMITTEE FOR ACCESS AND LOCAL ORIGATION PROGRAMMING, BY REPEALING SECTION 2.52.050 THEREOF, RELATING TO MEMBERSHIP AND APPOINTMENT, AND ENACTING IN LIEU THEREOF A NEW SECTION TO BE KNOWN AS "SECTION 2.52.050 MEMBERSHIP AND APPOINTMENT," THEREBY AMENDING SAID SECTION SO AS TO REMOVE CHARTER COMMUNICATIONS; REFERRED TO AS "THE COMPANY".

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI, AS FOLLOWS:

Section 1. Chapter 2.52 of the University City Municipal Code, relating to the Committee for Access and Local Origination Programming, is hereby amended by repealing Section 2.52.050 thereof, relating to membership and appointment, and enacting in lieu thereof a new section to be known as "Section 2.52.050 Membership and appointment," thereby amending said section so as to remove Charter Communications; so that said section, as so amended, shall read as follows:

2.52.050 Membership and appointment.

CALOP shall consist of seven voting members, appointed by the city council, who shall each serve a three-year term. The remainder of the members shall be selected by the city council upon the recommendation by either members of the city council, city staff or any resident citizen of the city. In addition to the seven voting members of CALOP there shall be three nonvoting ex officio members: one will be a member of the city council; one will be appointed by the University City School District; and one will be appointed by the Higher Education Consortium of Metropolitan St. Louis. Ex officio members shall receive all minutes of all meetings of CALOP, and may submit written reports and recommendations. Ex officio members may comment during any public discussion segment of any meeting.

Section 2. This ordinance shall not be construed so as to relief any person, firm or corporation from any penalty heretofore incurred by the violation of Chapter 2.52, Section 2.52.050, nor bar the prosecution for any such violation.

Section 3. Any person, firm or corporation violating any of the provisions of this ordinance shall, upon conviction thereof, be subject to the penalty provided in Chapter 1.12, Section 1.12.010 of the University City Municipal Code.

Section 4. This ordinance shall take effect and be in force from and after its passage as provided by law.

PASSED this _____ day of _____, 2016.

October 24, 2016

L-1-4

MAYOR

ATTEST:

CITY CLERK

CERTIFIED TO BE CORRECT AS TO FORM:

CITY ATTORNEY



Council Agenda Item Cover

MEETING DATE: October 24, 2016

AGENDA ITEM TITLE: Ordinance to approve a Final Plat for a proposed Minor Subdivision at 7470 Delmar Boulevard to subdivide a two-family dwelling into two condominium units in the "MR" – Medium Density Residential District

AGENDA SECTION: New Business

COUNCIL ACTION: Passage of Ordinance required for Approval

CAN THIS ITEM BE RESCHEDULED? : Yes

BACKGROUND REVIEW: Attached are the Staff Report and documents for the above-referenced Minor Subdivision application.

The Plan Commission recommended approval at their September 28, 2016 meeting. Passage of an ordinance is needed to approve the Final Plat. A public hearing is not required. The first reading should take place on October 24, 2016 and the second and third readings could occur at the subsequent meeting on November 14, 2016.

Attachments:

- 1: Transmittal Letter from Plan Commission
- 2: Staff Report and Final Plat
3. Draft Ordinance and Exhibits

RECOMMENDATION: Approval

ATTACHMENT 1:
Transmittal letter from Plan Commission



Plan Commission

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

October 10, 2016

Ms. Joyce Pumm, City Clerk
City of University City
6801 Delmar Boulevard
University City, MO 63130

RE: Minor Subdivision – Final Plat
7470 Delmar Boulevard

Dear Ms. Pumm,

At its regular meeting on September 28, 2016 at 6:30 pm in the Heman Park Community Center, 975 Pennsylvania Avenue, the Plan Commission considered an application by Spencer Toder with Rival Investments, LLC (property owner) for Final Plat approval of a Minor Subdivision, subdividing a two-family dwelling into two condominium units in the “MR” – Medium Density Residential District.

By a vote of 6 to 0, the Plan Commission recommended approval of the Final Plat.

Sincerely,

Linda Locke, Chairperson
University City Plan Commission

**ATTACHMENT 2:
Staff Report and Final Plat**



Department of Community Development

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

STAFF REPORT

MEETING DATE: September 28, 2016

FILE NUMBER: PC 16-05

COUNCIL DISTRICT: 1

Applicant: Spencer Toder w/ Rival Investments, LLC (property owner)

Location: 7470 Delmar Boulevard (south side of Delmar Boulevard, approximately 250 feet east of Hanley Road)

Request: Minor Subdivision – Final Plat to subdivide existing two-family dwelling into two condominium units

Existing Zoning: “MR” – Medium Density Residential District

Existing Land Use: Two-family residential building

Proposed Zoning: No change – “MR” District

Proposed Land Use: No change – two-family residential building

Surrounding Zoning and Land Use:

North: MR-Medium Density Residential District	Multi-family residential
East: MR-Medium Density Residential District	Multi-family residential
South: SR-Single Family Residential District	Single-family residential
West: MR-Medium Density Residential District	Multi-family residential

COMPREHENSIVE PLAN CONFORMANCE

Yes No No reference

STAFF RECOMMENDATION

Approval Denial

ATTACHMENTS:

- A. Map
- B. Final Plat and project information

Existing Property

The subject property, approximately 0.17 acres in area, is occupied by a two-story, two-family dwelling built in 1928, according to St. Louis County records. Each unit is approximately 1,500 square feet in area. The basement and detached, 2-car garage are proposed to be common space. There is one curb-cut onto Delmar Boulevard providing vehicular access to the detached garage in the rear portion of the property. The existing use is a permitted use in the “MR” District.

Applicant's Request

The current request is to subdivide the existing two-family dwelling into two individual condominium units. No changes to the property or modifications to the building are proposed. This is just a change in the form of ownership which will result in two separate properties with common areas as shown on the Final Plat.

Analysis

Creation of a condominium form of ownership is considered a Subdivision; however, this is being reviewed as a Minor Subdivision because the proposal does not meet any of the characteristics of a Major Subdivision as described in Section 405.165.A of the Subdivision Regulations. It is therefore not required to go through the Preliminary Plan process but the Final Plat process. No public hearing is required.

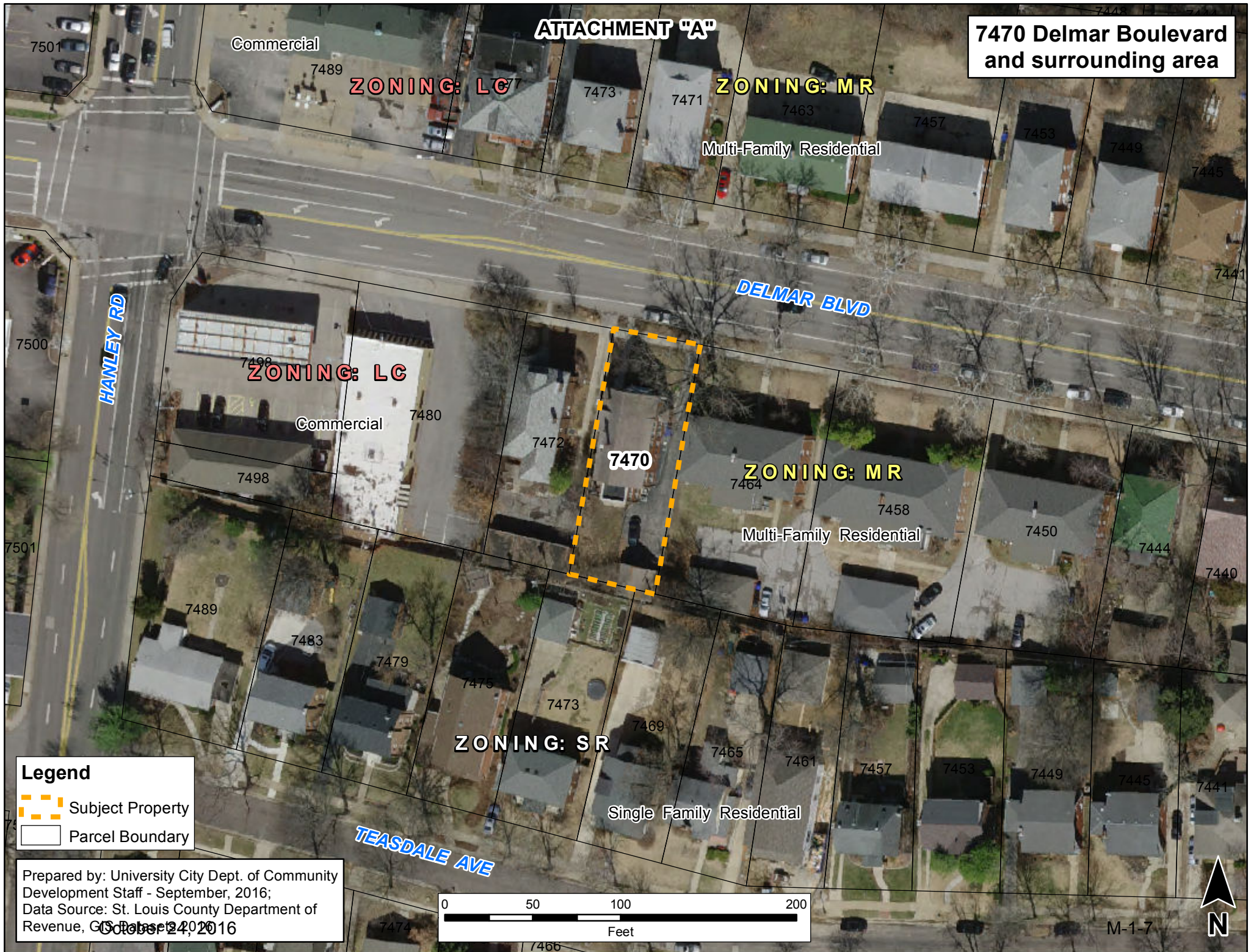
On review, staff has determined that the request is in compliance with the requirements of the Zoning Code and Subdivision Regulations.

Conclusion/Recommendation

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

ATTACHMENT "A"

**7470 Delmar Boulevard
and surrounding area**



Legend

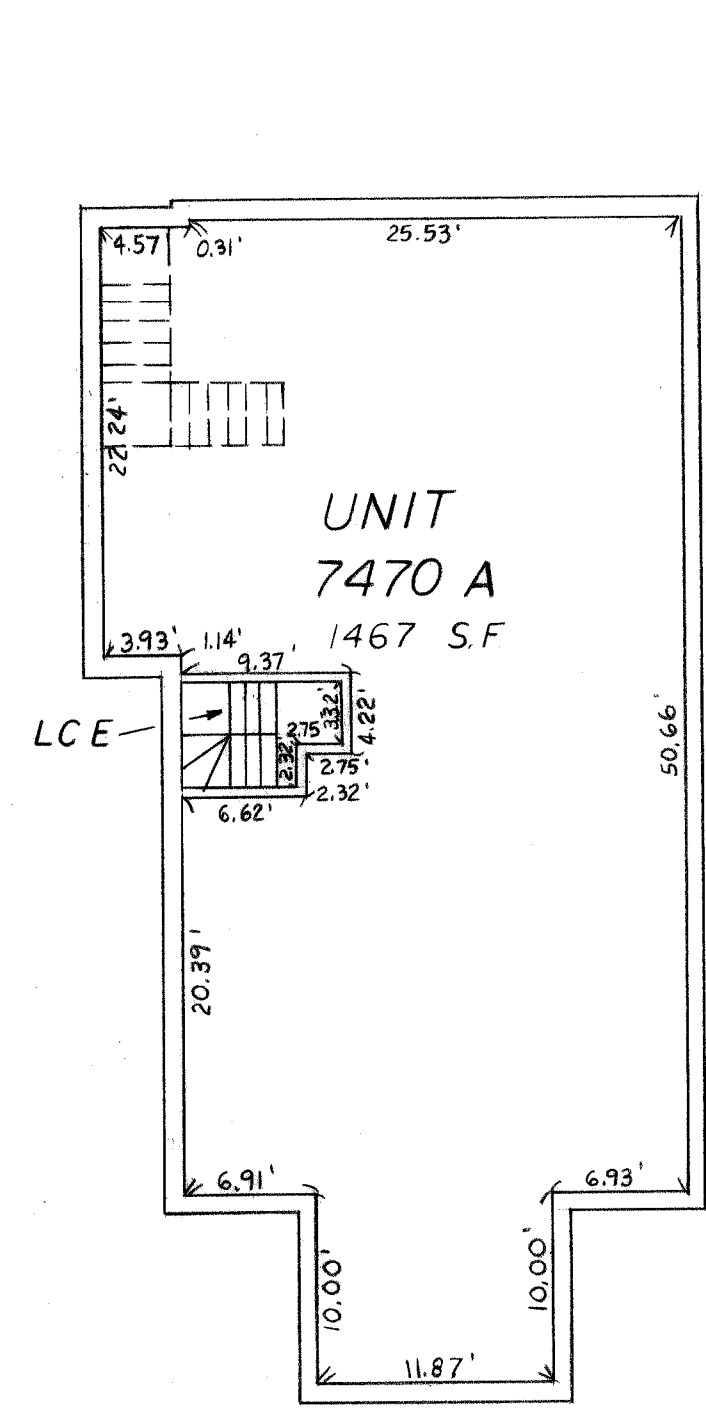
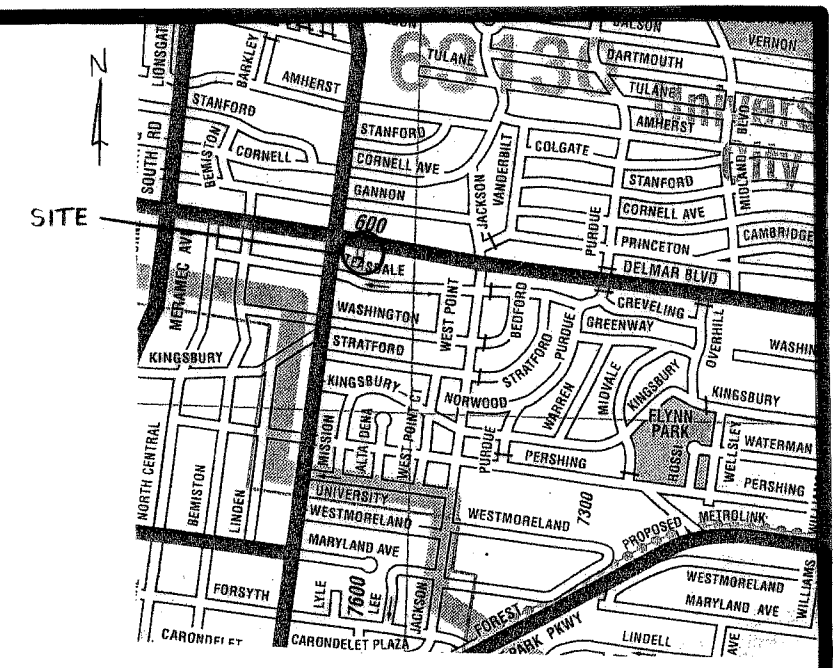
- Subject Property
- Parcel Boundary

Prepared by: University City Dept. of Community Development Staff - September, 2016;
Data Source: St. Louis County Department of Revenue, GIS Data, 2016
October 24, 2016



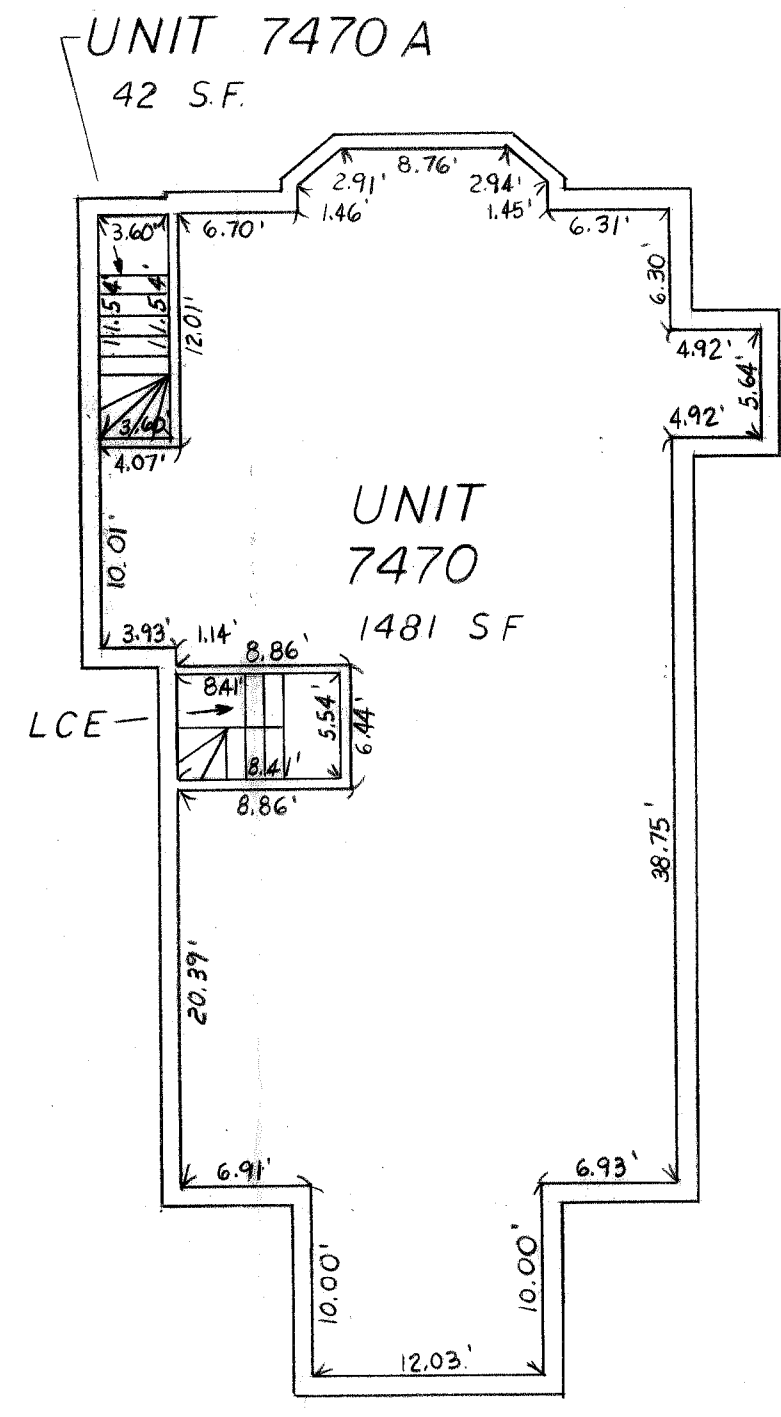
7470 - 7470-A DELMAR BOULEVARD CONDOMINIUM

LOT 6 IN BLOCK 2 OF WEST DELMAR NO. 2, U.S. SURVEY 2033, T. 45 N., R. 6 E.
UNIVERSITY CITY, ST. LOUIS COUNTY, MO.



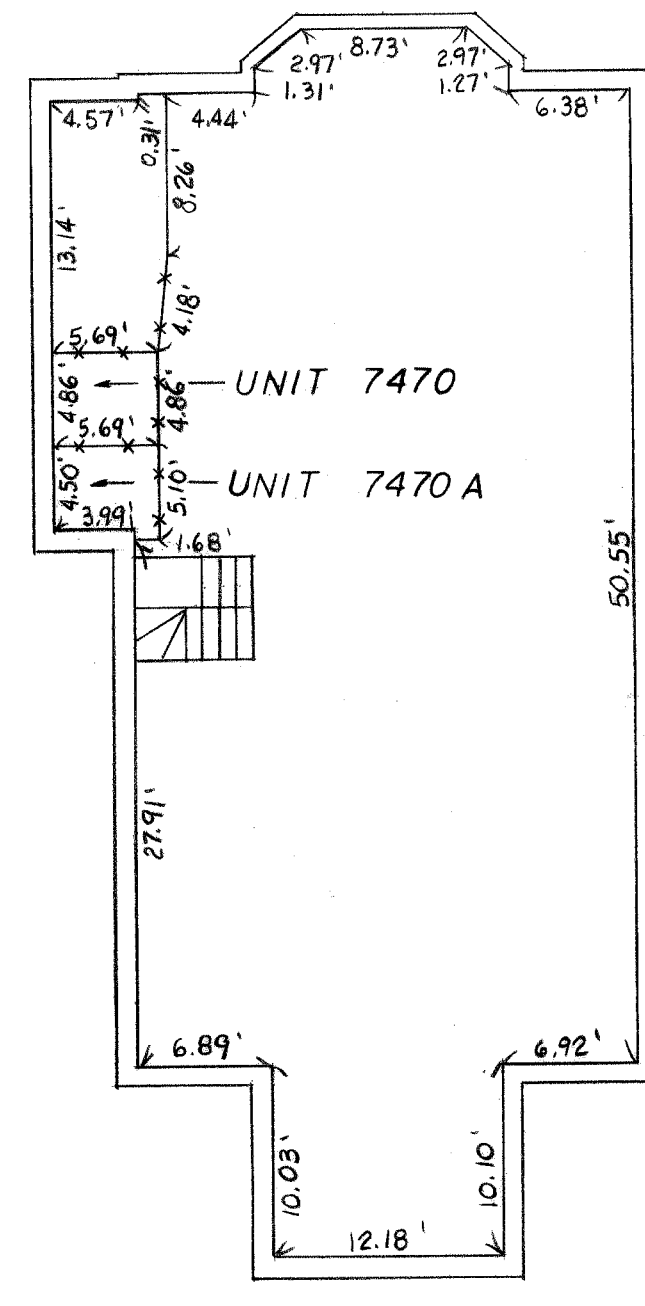
SECOND FLOOR PLAN

Ceiling Elevation = 617.46
Floor Elevation = 608.51



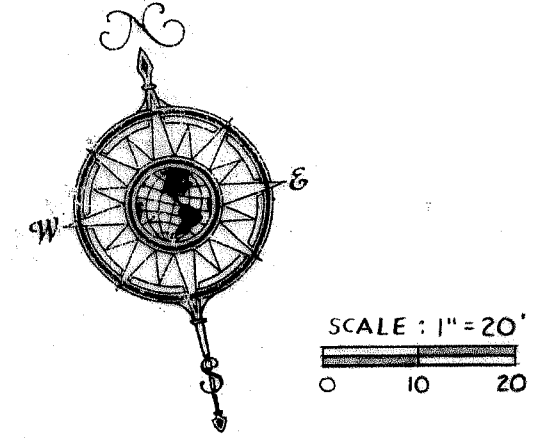
FIRST FLOOR PLAN

Ceiling Elevation = 607.34
Floor Elevation = 598.42

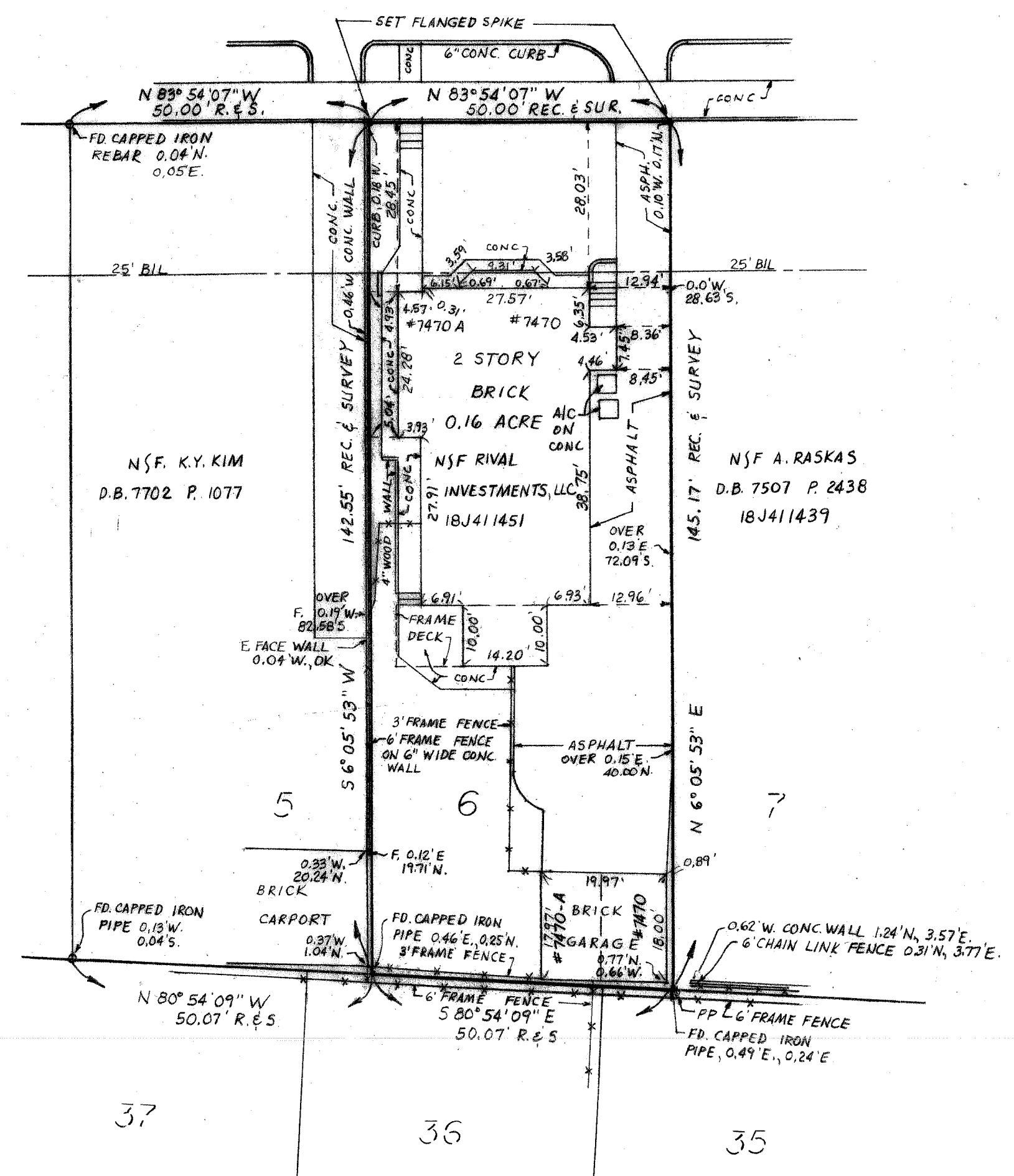


BASEMENT FLOOR PLAN

Ceiling Elevation = 597.61
Floor Elevation = 590.56



DELMAR 80' W. BLVD



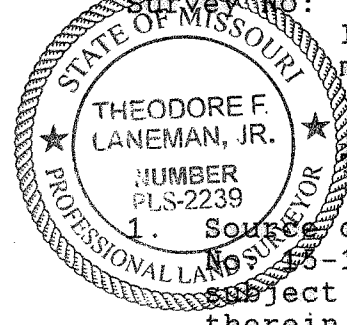
The undersigned owner of the tract of land herein platted and further described in the foregoing surveyors certificate has caused the same to be surveyed and has caused a Condominium Plat to be prepared thereof in the manner shown on this plat. Which Condominium shall hereafter be known as:
7470-7470-A Delmar Boulevard Condominium

This condominium plat is part of an attachment to a declaration recorded pursuant to "Condominium Property Act: Chapter 448, of the Missouri statutes, which declaration has been recorded simultaneously with this plat.

In Witness Whereof, I have hereunto set my hand on this day of August, 2016
Spencer Toder
Rival Investments, LLC

This is to certify that at the request of Rival Investments LLC, we have during the month of June, 2016, made a Survey and Condominium Plat of a tract of land being Lot 6 in Block 2 of West Delmar No. 2, as recorded in Plat Book 10 page 81 of the St. Louis County Records, and also in U.S. Survey 2033, T. 45 N., R. 6 E., in St. Louis County, Missouri, and also in accordance with the current Minimum Standards for Property Boundary Surveys of the Missouri Department of Natural Resources. This survey was executed in accordance with the standards for an Urban Property. This plat contains all the information required by Section 448.2-109, RSMo (2008) Missouri Statutes for the Uniform Condominium Act.

Surveyed by: Theodore F. Laneman Jr. T.L. CONSULTANTS
No. 2517
In Witness Whereof, I have hereunto set my hand this day of August, 2016.



THEODORE F. LANEMAN, JR. L.S. 2239
NUMBER 2517
PROFESSIONAL LAND SURVEYOR

Spencer Toder
STATE OF MISSOURI)
COUNTY OF ST. LOUIS) SS
On this day of August, 2016, before me appeared Spencer Toder, to me personally known, who, being by me duly sworn, did say that he is the Member/Manager of Rival Investments, LLC, and that the seal affixed to the foregoing instrument is the seal of said Rival Investments, LLC, and that said instrument was signed and sealed in behalf of Rival Investments, LLC by authority of its Board of Directors and said Spencer Toder acknowledged said instrument to be the free act and deed of said Limited Liability Corporation.
In Testimony Whereof, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.
My Commission expires: _____

Notary Public

- Source of Title: U.S. Title Guaranty Company, File No. 25-14641, dated November 10, 2015, and is subject to any errors or omissions contained therein.
- Source of Bearing System: Solar observation on August 8, 2016, using the Local Hour Angle Method.
- All interior Condominium measurements represent the unit boundaries, which may project through existing columns or walls.
- Benchmark Used: St. Louis County BM No. 14517; An "I" on the southeast corner of the concrete base of a parking area light post situated southeast of a Sinclair sign in a landscaped island in the north east quadrant of Delmar Boulevard and Hanley Road, near the southwest corner of the Sinclair gas station at #7489 Delmar Boulevard, roughly 40' west of a sanitary manhole in the sidewalk on the north side of Delmar Boulevard and 23' southeast of a communications manhole in the sidewalk on the east side of Hanley Road. Elevation = 595.47' USGS NAVD88.
- School District: University City School District
Fire District: University City District
Sewer District: MSD
Watershed District: River Des Peres
Water District: Missouri American Water Company
Zoning District:
- Unit Area Summary

a. 2nd Floor:	Unit 7470-A	= 1467 S.F.
b. 1st Floor:	Unit 7470-A	= 42 S.F.
	Unit 7470	= 1480 S.F.
c. Basement Floor:	Unit 7470-A	= S.F.
	Unit 7470	= S.F.
	Unit 7470-A Total Area	= S.F.
	Unit 7470 Total Area	= S.F.
- C.E. denotes Common Element
L.C.E. denotes Limited Common Element

The undersigned holder or legal owner of notes secured by a Deed of Trust recorded in Deed Book _____ page _____ of the St. Louis County Records, Missouri, does hereby join in and approve in every detail, this Condominium Plat.

IN WITNESS WHEREOF, said holder or legal owner has signed and sealed this plat this day of August, 2016

Midwest Bank Centre
Attest
Title

STATE OF MISSOURI)
County of St. Louis) SS
On this day of August, 2016, before me appeared _____, to me known, who, being by me duly sworn, did say that he is the _____ of Midwest Bank Centre a state banking association, and that the seal affixed to the foregoing instrument is the Seal of said association and that said instrument was signed and sealed in behalf of said association by authority of its Board of Directors, and said _____ acknowledged said instrument to be the free act and deed of said association.
IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my notarial seal on the day and year last above written.
My Commission expires: _____

Notary Public

City's Certificate
This is to certify that "7470-7470-A Delmar Boulevard Condominium" is approved by the City Plan Commission, City of University City, Missouri, on this day of August, 2016.

Chairperson of the City Plan Commission,
Executive Secretary of the City Plan Commission,
City of University City
City of University City
City Clerk for the City of University City, Council of the City of University City, Missouri, under Ordinance No. _____ passed and approved on this day of August, 2016.
City Clerk, City of University, Mo.

7470-7470-A DELMAR BLVD. CONDOMINIUM PLAT	
FOR:	PROJECT NO. 2517
Rival Investments LLC c/o #7830 Delmar Boulevard University City, Missouri, 63130 Attn: Spencer Toder 314-537-1537	DATE 6-25-2016
REVISSED:	DRAWN BY T.L.
PREPARED BY: T. L. CONSULTANTS 3109 S. GRAND AVENUE SUITE 200, 314-772-4346 ST. LOUIS, MISSOURI, 63118	SHEET NO. / OF /

7470 Delmar Boulevard – Condominium Plat project summary

There are multiple goals of converting the duplex into condos:

- 1) There are so many apartments being developed in Clayton that we have concerns about our ability to rent the units out for the same price in the future.
- 2) Generally speaking, if we sold each unit as a condo, they will sell for more than the price of a duplex rental property, as people are willing to pay more for somewhere they live that own a rental property, especially if rental rates are driven down by future development.
- 3) As residents of the area, we have found that people take better care of condos than apartments and when we sell, we would prefer to sell to people who will have strong upkeep to the property, as we live down the street, and if they do, it will look better as well as add value to our home.
- 4) We like the flexibility of being able to sell the units one at a time or both at once, which condos will allow.

Other Information

The garage, backyard, and basement will be common areas.

The following improvements have been made since purchasing the property: plaster repaired, painted, updated appliances that had not been updated, new 50k roof and gutters being put on garage and house currently (partially subsidized by insurance). Fully landscaping front and back of property. Tuck pointing as needed. New fence in backyard upon completion of landscaping. New garage system.

May or may not sell the property. Depends on the market, soonest we would sell is June, but may hold long term.

Utilities are separate.

I have done this with two other properties and it has gone well.

Spencer Toder

**ATTACHMENT 3:
Draft Ordinance and Exhibits**

INTRODUCED BY: _____

DATE: October 13, 2016

BILL NO. **9296**

ORDINANCE NO. _____

**AN ORDINANCE APPROVING A FINAL PLAT FOR A MINOR
SUBDIVISION OF A TRACT OF LAND TO BE KNOWN AS 7470 – 7470-A
DELMAR BOULEVARD CONDOMINIUM, A SURVEY AND
CONDOMINIUM PLAT OF LOT 6 IN BLOCK 2 OF WEST DELMAR NO. 2.**

WHEREAS, on August 31, 2016, Spencer Toder with Rival Investments, LLC, property owner, submitted for approval a final subdivision plat of a tract of land to be known as 7470 – 7470-A Delmar Boulevard Condominium, a Survey and Condominium Plat of Lot 6 in Block 2 of West Delmar No. 2, University City, Missouri; and

WHEREAS, at its meeting on September 28, 2016, the University City Plan Commission reviewed the final plat for the minor subdivision, determined that the final plat is in full compliance with the requirements of the University City Municipal Code, and recommended to the City Council of University City approval of the final plat; and

WHEREAS, the final plat for the minor subdivision application, including all required documents and information submitted therewith, is before the City Council for its consideration;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI, AS FOLLOWS:

Section 1. Attached, marked Exhibit “A” and made a part hereof is a final subdivision plat of a tract of land to be known as 7470 – 7470-A Delmar Boulevard Condominium, a Survey and Condominium Plat of Lot 6 in Block 2 of West Delmar No. 2, located at 7470 – 7470-A Delmar Boulevard, University City, St. Louis County, Missouri. The final plat for the minor subdivision subdivides the two-family dwelling, thereby converting it into two condominium units, zoned “MR” – Medium Density Residential District.

Section 2. It is hereby found and determined that the final plat for the minor subdivision is in full compliance with the University City Municipal Code, including Section 405.390 thereof. Accordingly, the final plat for the minor subdivision marked Exhibit “A” is hereby approved.

Section 3. The City Clerk is hereby directed to endorse upon the final plat for the minor subdivision the approval of the City Council under the hand of the City Clerk and the seal of University City.

Section 4. This ordinance shall take effect and be in force from and after its passage as provided by law.

PASSED this _____ day of _____, _____.

MAYOR

ATTEST:

CITY CLERK

CERTIFIED TO BE CORRECT AS TO FORM:

CITY ATTORNEY



Council Agenda Item Cover

MEETING DATE: October 24, 2016

AGENDA ITEM TITLE: Stop sign Groby Rd and Glenside Place intersection

AGENDA SECTION: New Business

CAN THIS ITEM BE RESCHEDULED? : Yes

BACKGROUND REVIEW:

The Traffic Commission reviewed a request to approve permanent installation of stop signs at Groby Rd and Glenside Place intersection to improve safe access of vehicles at the intersection.

The installation of the stop sign on Glenside Place is warranted by the Manual of Uniform Traffic Control Devices. However the installation of Stop Signs on Groby Rd was not met, but the Traffic Commission recommended approval of the additional Stop Signs on Groby Rd.

At the September 2016 Traffic Commission meeting, the Traffic Commissioners reviewed the request and recommended approval by the City Council.

The Traffic Code will have to be amended at Schedule VII, Stop Intersections, Table VII-A Stop Intersections to include this location.

RECOMMENDATION:

Staff recommends approval of the installation of the Stop Sign on Glenside Place only. Traffic Commission recommends installation of the Stop Signs on Glenside Place and Groby Road. After City Council's approval the Traffic Code Chapter 300 – Schedule VII Stop Intersections, Table VII-A Stop Intersections will be amended accordingly.

ATTACHMENTS:

- Bill amending Chapter 300 – Schedule VII Stop Intersections
- Staff Report
- September 14, 2016 Traffic Commission meeting minutes

STAFF REPORT

MEETING DATE: September 14, 2016
APPLICANT: Richa Rathore, 7920 Glenside Place
Location: Groby Rd and Glenside Place intersection
Request: All-way Stop Intersection
Attachments: Traffic Request Form

Existing Conditions:

Groby Rd and Glenside Place intersection – Stop signs location request



Currently there is a stop sign on the Mona Trail at Groby Rd, and no stop signs on Groby Rd. There is a Yield Sign installed on Glenside Place at Groby Rd.

Per the University City Police Department, there have been no accidents reported for the last 3 years. Groby Rd and Glenside Place speed limits are 25 MPH.

Groby Rd is considered a major collector and carries more vehicles than Glenside Place.

Request:

Install an all-way stop intersection signs on Groby Rd and Glenside Place.

Conclusion/Recommendation:

Due to the geometry of the intersection, it is recommended to install a Stop sign on Glenside Pl at Groby Road. An additional plaque "Cross traffic does not stop" should be added. It is not recommended to install stop signs on Groby Rd, as these are not warranted, instead speed limit signs can be upgraded and installed in advance of both approaches to the intersection.



Department of Public Works and Parks

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

TRAFFIC REQUEST FORM

LOCATION OF REQUEST:

Three-way intersection between Groby Road and Glenside Place/Mona Trail (see attached map)

STATE THE NATURE OF YOUR REQUEST:

This intersection is the location of many accidents and near-accidents in our neighborhood. Due to the downhill slope of Groby Road, cars often approach Glenside Place/Mona Trail at high speeds, and do not stop to see if another car is turning onto Groby Road. Additionally, the foliage from the creek blocks visibility of oncoming traffic from Groby Road for cars on Glenside Place. The safety of our neighborhood is of the utmost concern, so I am requesting stop signs to be put up at this intersection.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST?

1. Install a one-way stop sign on Groby Road (going away from Olive, towards Glenside Place/Mona Trail)
2. Clear vegetation on and around the corner and the bridge on the intersection of Glenside Place and Groby Road to increase visibility in both directions
3. Install a three-way stop sign on Groby Road (stopping traffic going away from Olive, traffic going toward Olive, and traffic on Glenside Place going toward Groby)
4. Take any further measures necessary to improve safety in this neighborhood

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS?

These actions will greatly improve the safety of all residents on these streets, dramatically decrease vehicle accidents in our neighborhood, and improve the security of all University City residents who walk or drive around this dangerous intersection.

NOTE: The Public Works Department staff will review this request and, if warranted, this matter will appear as an agenda item for a traffic commission meeting. If a meeting is held, you will be encouraged to attend so that you may state your concerns.

NAME: Richa Rathore

ADDRESS: 7920 Glenside Place, University City, MO 63130

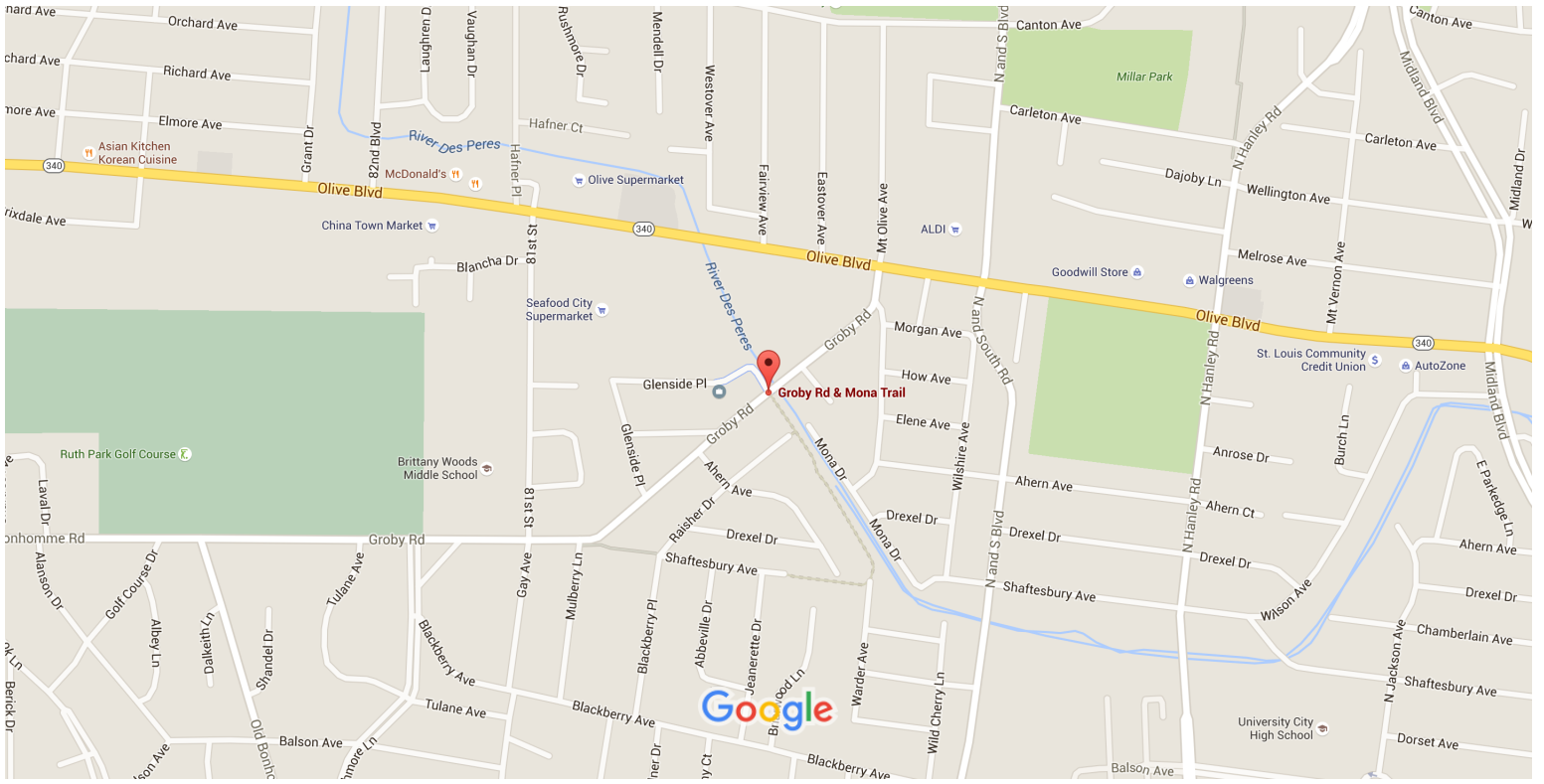
PHONE (HOME): (414) 699-7552 **PHONE (WORK):** _____

Email: richarathore@hotmail.com

Date: June 29, 2016

Please return the completed form to the Public Works and Parks Department, 3rd floor of the City Hall, attention Angelica Gutierrez, Public Works Liaison of the Traffic Commission, via email at agutierrez@ucitymo.org.

Or, by mail/fax: Traffic Commission
 C/O Public Works Department
 6801 Delmar Blvd. 3rd Floor
 University City, MO 63130
 (314) 505-8560
 (314) 862-0694 (fax)



Map data ©2016 Google 500 ft



Groby Rd & Mona Trail
University City, MO 63130





Traffic Commission

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

CITY OF UNIVERSITY CITY MINUTES OF THE TRAFFIC COMMISSION September 14, 2016

At the Traffic Commission meeting of University City held in the Heman Park Community Center, on Wednesday, July September 14, 2016, Vice Chairman Curtis Tunstall called the meeting to order at 6:30 p.m. In addition to Vice Chairman Tusntall, the following members of the commission were present:

- Jeffrey Mishkin
- Eva Creer
- Mark Barnes
- Bob Warbin
- Jeff Hales
- Derek Helderman

Also in attendance:

- Angelica Gutierrez (non-voting commission member – Public Works Liaison)
- Sinan Alpaslan, Director of Public Works and Parks
- Police Department Sergeant Shawn Whitley (non-voting commission member – Police Department Liaison)
- Councilmember Bwayne Smotherson (non-voting commission member—Council Liaison)

Absent:

- None

4. Approval of Agenda

Mr. Hales made a motion to move item 3, the Election of the Chair, Vice Chair, and Secretary to the bottom of the agenda to accommodate all those in attendance for other agenda items. The motion was seconded by Mr. Barnes and unanimously approved.

Mr. Tunstall asked for a motion to approve the agenda as amended. Mr. Hales moved to approve the agenda as amended and was seconded by Mr. Barnes. The amended agenda was unanimously approved.

5. Approval of the Minutes

A. July 13, 2016 Minutes

Mr. Barnes made a motion to approve the minutes of the July 13, 2016 minutes, and was seconded by Mr. Helderman. The motion was unanimously approved.

6. Agenda Items

a. Centene Corporation Development Project – Forsyth Blvd.

Ms. Gutierrez presented two traffic request forms from George Stock on behalf of Centene Corporation, requesting that the commission review and



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comment on the Traffic Impact Study and the Parking Impact Study prepared by the CBB dated 7/26/2016.

Larry Chapman addressed the commission on behalf of Centene Corporation. Mr. Chapman presented the scope of the Centene project. He presented visual representations showing that the eastern end of the project in "tract 3" is partially in University City. Mr. Chapman explained that tract 3 was designed to provide parking for all of the proposed office space, provide 1.5 spaces for the residential units with overflow space from the office parking spaces and hotel parking spaces as well as 500 parking spaces for a 1000 seat auditorium. He indicated that the project accommodates auditorium use while other facilities are also in use. Mr. Tunstall then asked for questions from the commissioners and citizens.

Commissioner Hales asked if the proposed design as presented had changed since the University City Plan Commission meeting in July to include additional parking garage access to and from Carondelet Plaza as recommended in the Clayton Traffic Study. Mr. Chapman confirmed that an additional entrance and exit was added to the design accessing Carondelet Plaza. Mr. Hales asked if it was still being requested that a signalized intersection be installed at Forsyth and the Ritz Carlton service drive. Mr. Chapman confirmed that request is unchanged and they have agreed to widening the exit from Forest Parkway to Forsyth.

Ms. Gutierrez introduced Mr. Srinivas Yanamanamanda from CBB Transportation Engineers and Planners to present the traffic and parking study.

Mr. Yanamanamanda presented a summary of the CBB's findings. He noted that the CBB is also performing the traffic studies for the City of Clayton. Mr. Yanamanamanda stated that the estimated parking demand for the entire project will be anywhere between 4800 and 5500 spaces. The proposed parking structures provide a bit more than the projected need and the CBB believes the plan provides for adequate parking.

Ms. Gutierrez asked if there would be any on street parking changes on Forsyth where parking is currently restricted on the south side. Mr. Yanamanamanda indicated there would not be any changes. Ms. Gutierrez asked if there was available parking overflow during times of high demand to ensure that nearby neighborhoods would not be affected by excess parking. Mr. Yanamanamanda explained that when they calculated the parking demand, they add between 5 and 10 percent to that calculation and that from his perspective the available parking exceeds projected demand.

Ms. Gutierrez asked if parking would be open to the public for use by Metrolink users, Washington University, and members of the public. Mr.



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Chapman responded that the garage would be paid parking and open to the public and noted that the garage was designed to have one space for every two seats in the auditorium which is more than usually recommended. He indicated that they have made a conscious effort to provide ample parking.

Mr. Hales said that he recalled from the University City Plan Commission meeting or Clayton Plan Commission meeting that the parking garage in subsector 3 would not have enough parking to accommodate demand during peak times and that during those peak times, overflow parking would be required to go to the subsector two garage and asked if that was still the case. Mr. Yanamanamanda indicated that the office building in subsector 3 would be served by the parking structures in both subsector 2 and subsector 3. Mr. Chapman said that the parking garage can only be so big that it becomes unusable. He indicated that the employees in the office tower in subsector 1 would be parking in the garage in subsector 1.

Mr. Hales asked Mr. Chapman if when the sub district 3 garage is full that they are confident that the overflow will park in the sub district 2 garage and not on Forsyth, or Del Lin or Northmoor or other nearby neighborhoods. Mr. Chapman said there would be two types of parkers, those attending an event and those working in the office tower and that those working in the office towers would park in their assigned garage. Mr. Hales stated that he had no doubt that the employees of the office tower with assigned parking spaces in that garage would be parking in that garage, but it was previously presented that the when sub district 3 was at full capacity, the sub district 3 garage would not have enough spaces and would require overflow parking in the sub district 2 garage. Mr. Hales asked if he was misunderstanding that. Mr. Chapman stated that sub district 3 does not have enough parking for all of the office building, all of the hotel and all of the auditorium but that the office parking would be split between two garages.

Mr. Yanamanamanda stated that they calculated the worst case scenario for demand.

Ms. Gutierrez asked if there is any proposed bicycle parking for the structures. Mr. Chapman said there would be 46 spaces for bicycle parking for the entire campus.

Citizen Katie Sprung (7358 Stanford Ave.) expressed concern about the number of bike spaces and pedestrian focus as well as overflow parking and traffic going onto narrow neighborhood streets nearby.

Dr. Warbin stated he had a question more about flow rather than the number of spaces. He said he hadn't seen any models related to traffic flow in and out of the campus with regard to Forsyth, with regard to the exit from the Forest Park parkway modeled on the activities that are going on throughout



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the entire day and that impact should be considered. Dr. Warbin stated the reason he brought this up was that in the beginning of the summer, the Traffic Commission was asked to consider prohibiting left turns from the gas station on to Forsyth at Bland because it posed a potentially dangerous traffic problem. He indicated that the intersection is a chaotic mess at times. Dr. Warbin asked how the projected flow has been modeled in the interest of safety and traffic capacity.

Mr. Yanamanamanda stated that their focus for University City included the area east of Jackson on Pershing to the Forest Park Parkway and Forsyth to Big Bend Blvd. He stated that the exit to the Forest Park Parkway to Forsyth would have an additional 350 vehicles per hour during the morning rush hour and that represents the biggest increase projected in the study. The projections for traffic from westbound Forest Park Parkway to Pershing and Jackson is estimated to be 125 additional cars per hour during the morning rush hour. He stated an anticipated 65 additional vehicles coming to the Centene Campus via westbound Forsyth during the morning rush hour. He indicated that most of the traffic would be in the morning and evening. Mr. Yanamanamanda indicated that Bland at Forsyth would require being widened with a second left turn lane to accommodate the additional traffic. At eastbound Forsyth at Big Bend, he indicated they were recommending implementing a second right turn lane onto southbound Big Bend.

Citizen Eleanor Jennings (7055 Forsyth) expressed concern about the number of children in the neighborhood who regularly cross Forsyth and many of whom attend Lourdes. She also expressed her concern and observation that it is very difficult for cars to exit the gas station at Bland and Forsyth during the morning hours because of the existing traffic volume. She also expressed concerns about the difficulty pulling out of her driveway on Forsyth during the morning rush as well as the weekly trash pickup where trash cans are placed in street for pickup. She also noted that during the morning rush, Forsyth has a lot of parents dropping off children at Lourdes. Mrs. Jennings stated that 65 extra cars added to the existing rush hour traffic is a lot.

Mr. Hales asked how far back the two left turn lanes from the parkway extend and would they both be dedicated turn lanes. Mr. Yanamanamanda stated there would be two dedicated left turn lanes and one dedicated right turn lane.

Citizen Katie Sprung (7358 Stanford Ave.) asked what was being done to accommodate bicycle and pedestrian safety. Ms. Gutierrez explained that the plan presented is presented for comments, question and feedback and many of the concerns raised at the public hearing would be addressed by city staff and the Traffic Commission as the project progresses and included in the final design.



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Dr. Warbin asked if the curve of Forsyth west of the parkway has a limited line of sight from the exit ramp and coming down Forsyth and that traffic eastbound on Forsyth has a difficult time seeing traffic at the Parkway/Bland exit which raises a safety concern that Dr. Warbin asked be considered. Mr. Yanamanamanda explained that the exit would be reconfigured to include another set of signals west of the Ritz Carlton service drive that would be coordinated with the signals at Bland creating a new much larger intersection area that would more or less function as one intersection. He indicated that would result in minimal traffic queueing. He expressed that he had no concern of making no right turn on red at that intersection.

Ms. Gutierrez asked Mr. Yanamanamanda to further explain how the traffic signal at the service drive would be coordinated with the Bland/Parkway exit signal. Mr. Yanamanamanda explained that when the light turned green to turn left from the parkway, it would be timed in such a way to allow for all traffic turning left to clear the intersection and turn left onto the service drive or clear the intersection. Ms. Gutierrez asked if the signals would be timed to allow adequate time for pedestrian crossings. Mr. Yanamanamanda confirmed that they would be timed for adequate pedestrian crossings.

Dr. Warbin gave the example that the yellow warning light that flashes for eastbound traffic on the Forest Park Parkway is helpful as to give a warning to oncoming traffic that the oncoming traffic signal which cannot be fully seen is either red, or about to change to red. He thought there would be insufficient space to provide a warning to eastbound traffic that the light is going to change on Forsyth at Bland/Forest Park Parkway. Dr. Warbin also expressed concern over the intersection of Pershing and Pershing where the old Pershing Ave. meets the larger Pershing with the median. He stated that traffic heading west from the neighborhood on Pershing connecting to the two land Pershing has a very awkward angle which requires a driver to turn almost completely around to see oncoming traffic and believes that presents a dangerous problem, particularly with additional traffic coming off the Parkway.

Mr. Hales agreed with Mr. Warbin that the intersection of Pershing and Pershing is a problem and he has observed on several occasions traffic from old Pershing westbound from the neighborhood failing to yield at the yield sign and asked staff if yield markers could be painted on the pavement.

Mr. Hales asked about the accuracy of the predictability of additional traffic on Jackson in particular, but the accuracy of their projections for additional traffic in general. Mr. Hales noted that he recently visited a woman who lived in Northmoor and noticed that traffic on Forsyth eastbound at 4:40 pm was backed up to Lee Avenue. When speaking with the resident on Northmoor she brought up the Centene project and he told her that after travelling on Forsyth, he understood why Northmoor closed the two eastern exits to the neighborhood and that they must have had a lot of traffic trying to cut through.



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He stated that the Northmoor resident said that traffic continues to cut through Northmoor to Big Bend regularly, making illegal right turns onto southbound Big Bend. Mr. Hales stated that the reason he's asking about the accuracy of the CBB projections is that people will find the easiest way to where they are trying to go and the project will change the southern end of Clayton with office buildings and garages where there has never been that kind of density. He noted that while Famous Barr used to have considerable traffic at times, it wasn't the kind of peak-hour traffic that offices bring and asked how accurately the CBB can project these increases given the nature and location of this development. He asked how much traffic would decide not to use Hanley from the north to access Clayton and instead use Jackson between Delmar and Forsyth in the mornings and evenings and noted the residential character of Jackson Ave.

Mr. Yanamanamanda stated that they used the square footage of the offices, with the percentage of vehicles per person, and demographics and stated that he is very comfortable with the numbers provided in their projections.

Mr. Hales cited another example where Kingsbury Blvd. used to connect Hanley Road to Brentwood Blvd and it was a huge cut through which the City of Clayton ultimately closed at Meramec. He expressed concerns that the with all of the traffic volume to all of the other office buildings that Jackson may become an easier route not just for those headed to the Centene Campus but for other vehicles headed to other office buildings on the east end of the business district and that could change the character of what is a neighborhood street.

Mr. Yanamanamanda informed the commission that the projection for Jackson currently is 125 cars per hour during peak hours. He thought the intersection of Jackson and Pershing could operate with a 4 way stop up through about 200 cars per hour during rush.

Ms. Gutierrez asked Mr. Yanamanamanda to explain why they are recommending an additional lane on Forsyth near Bland. Mr. Yanamanamanda explained that the additional eastbound through lane would be proposed from Clayton east to Del Lin, where it would terminate as a right turn lane to Del Lin. He indicated this would help move traffic through the intersection at Forsyth and the Forest Park Parkway.

Ms. Gutierrez asked about a need to eliminate parking on Forsyth. Mr. Yanamanamanda indicated that there is not a request and the CBB feels that eliminating all parking on Forsyth is not practical and does not recommend the removal of parking east of Del Lin. Ms. Gutierrez stated that the city has an upcoming project to stripe Forsyth for bicycle lanes and asked if the increased traffic would pose a safety concern. Mr. Yanamanamanda indicated that it would not pose a greater safety concern.



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Mr. Hales stated that he had recently been in a line of eastbound traffic on Forsyth that was travelling at a crawling speed that backed up single file all the way to Lee Avenue. He stated that he understands that CBB does not feel 65 additional cars would be a significant impact, but explained for the citizens who live on and near Forsyth and those in nearby neighborhoods who regularly travel on Forsyth, it seems hard to understand how 65 additional cars during peak hours would not make the traffic situation worse, or significantly worse and asked Mr. Yanamanamanda if he could explain that for those who don't understand how 65 more cars would not be a significant change. Mr. Yanamanamanda stated that most people associate traffic performance with queuing. He indicated in the case of Forsyth, there would definitely be queuing. In this case he said, their evaluation uses the average delay to evaluate traffic performance. Mr. Hales followed up to explain that the previous week when he travelled Forsyth at 4:40pm, traffic was backed up eastbound through the intersection of Bland/Forest Park Parkway. He stated the traffic trying to exit the Bland onto Forsyth was blocked by traffic stacked up through the intersection blocking traffic that was trying to turn left on to westbound Forsyth and noted that there is a lot of traffic exiting east bound from the Parkway at that time that is unable to turn due to backups. Mr. Yanamanamanda stated that they would be evaluating the traffic for six months after the project is completed and would coordinate the traffic signals accordingly.

Ms. Gutierrez pointed out that the report indicates the deteriorating traffic conditions on Forsyth is why the CBB is recommending an additional right turn lane from eastbound Forsyth to southbound Big Bend. Mr. Yanamanamanda stated the changes to both the lane configuration and synchronization of traffic signals would help with the traffic flow.

Ms. Gutierrez pointed out that St. Louis County would have to approve changes with the county traffic signals at Big Bend.

Director of Public Works and Parks, Mr. Alpaslan commented that the traffic signals on Forsyth between Bland Ave and Big Bend could be optimized but they cannot be synchronized because the fiber optic infrastructure is not in place connecting them.

Mr. Yanamanamanda stated that the lights could be theoretically be optimized manually.

Mr. Hales thanked Mr. Alpaslan for bringing up the traffic signal at Asbury Dr. and stated that he did not find anywhere in the report that addressed how the school zone and changing speed limits, active pickup and drop offs and traffic turning into and out of neighborhoods along Forsyth during school hours



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might affect traffic flow and signal optimization. Mr. Yanamanamanda indicated that they did take into account those circumstances.

Ms. Gutierrez asked if the changing speed limits would affect the signal optimization. Mr. Yanamanamanda stated that one lane without traffic signals or stop signs could accommodate about 1500 vehicles. In this case, he indicated the traffic was under the threshold and could accommodate a change in speed limits, it would make a difference in capacity and the changes in speed limits would have some affect but would not change the level of service.

Citizen Tom Jennings (7055 Forsyth Blvd.) raised concerns about the existing traffic on Forsyth. He notes that he has seen traffic on Forsyth backed up all the way to Hanley Road and said he doesn't understand how 65 additional cars would not make it worse. He expressed concerns about the added left turn lane at the Parkway exit and that those cars would likely be headed to the buildings east of Hanley. He asked if both of those left turn lanes would be competing to turn left into the parking garage. He also expressed concerns about the addition of a left turn lane on eastbound Forsyth and Asbury and traffic going around the turn lane with the number of children that are regularly trying to cross the street. He stated that he lives on Forsyth and lives with the traffic every day and asked how many parking spaces would be eliminated at Big Bend to accommodate two right turn lanes at Big Bend.

Mr. Yanamanamanda explained that far left lane would turn left into the service drive and the second left lane would continue west on Forsyth and noted that each entry would be signalized with the addition of an additional signal between Lyle and Hanley on Forsyth.

Dr. Warbin pointed out that the additional signals would amount to having a traffic signal with the distance of a football field between each one. He expressed that he was less concerned about the amount of time a Centene employee was waiting at an intersection in Clayton than he was about the safety of kids and residents along Forsyth and the residents who live along Forsyth. Dr. Warbin stated that his experience has been that as it relates to traffic engineering, if they build it, drivers will overload it and raised the question about possible future development across the street.

Citizen Steve Arnold (7305 Forsyth Blvd.) stated that on a perfectly clear sunny morning, he could set up a stand to sell cigars and coffee to the traffic backed up on Forsyth. He stated he had a five minute conversation with someone sitting in traffic with his convertible top down waiting in traffic. He stated that when the weather is bad, the traffic is much worse and he could not see the reality in the report presented. He said that it was dangerous trying to turn to and from Manhattan Ave and in and out of driveways. He felt the report and their models were not consistent to the reality that residents



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already experience on Forsyth. Mr. Arnold also stated that there were 5 other projects going on in Clayton with others planned, but that wasn't discussed in the report.

Mr. Hales asked Mr. Yanamanamanda to speak to the impacts of other developments in Clayton. Mr. Yanamanamanda stated that they project traffic growth through 2036 and stated that the CBB had included in their projections all of the projects in Clayton that have already been approved but not those that have not yet been approved. Mr. Hales stated that there are a number of other projects that are in the approval process and asked if they were included. Mr. Yanamanamanda stated that only those projects that were already approved were taken into consideration, not those which are still pending.

Mr. Hales asked Mr. Yanamanamanda if they had referenced previous traffic studies performed in Clayton to examine whether the projections have been accurate.

Citizen Katie Sprung (7358 Stanford Ave.) commented on the growth of the business district in Clayton and stated that we don't have the traffic infrastructure to accommodate such a large business district and urged them to consider the concerns raised by residents.

Mr. Chapman stated that the reason he came to the commission was to hear the feedback of residents. He stated that this project presents a unique opportunity because one developer is planning the entire project which presents a better opportunity to address parking and traffic in a comprehensive manner rather than the parcels being broken down into smaller separate development projects over time. He stated that they want to be part of the planning process and addressing the concerns that are raised. Mr. Chapman stated that Centene would produce 2000 jobs with an average \$73,000 salary. He stated that if their employees want more bicycle parking, they will install it and that they are working with Metro to improve the Metrolink connections. He urged citizens to take advantage of the planning process to ensure the best outcome. He reiterated that they are here and listening and want to build the very best development possible.

Ms. Gutierrez requested that the traffic commission provide a list of question to present to Centene through the Plan Commission.

b. Disabled Parking System

Ms. Gutierrez presented a proposal and traffic request from Mr. Bwayne Smotherson to change and update the disabled parking system in University City and change the way disabled parking spaces are established for specific residents. The requested change would assign a residential disabled parking space to a specific resident's disabled parking permit. She indicated that the



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requested change came about because a new resident began using a space that had been applied and approved for another resident, leaving that resident without a disabled place to park near her home. She stated that staffed recommended approval of the changes as presented.

Mr. Smotherson explained that he had researched disabled parking systems and found that St. Louis City assigns permits for residential parking spaces to ensure that the residential disabled parking spaces are available to the person whom it was provided for.

Commissioner Mishkin clarified that the proposal is to assign specific residential disabled parking space to a specific person. Ms. Gutierrez confirmed.

Mr. Hales asked what would happen if the person with the approved disabled parking were to move. Ms. Gutierrez stated that there would be annual renewals for the spaces and the signs would be removed if no longer needed. Mr. Hales asked Ms. Gutierrez to confirm there would not be any cost associated with the permit or renewals. Ms. Gutierrez confirmed there would be no cost associated.

Mr. Mishkin asked if this would affect residential homes only or city wide. Ms. Gutierrez stated that it would apply to residential neighborhoods and possibly churches.

Mr. Hales asked if staff felt there were any reasons not to make these changes. Ms. Gutierrez indicated there were not.

Mr. Mishkin asked if we did not change the ordinance, that the existing disabled parking system would only allow those who are disabled to park in those spaces.

Councilman Smotherson explained that recently experienced situation is unique. He reported that a couple had requested and received two disabled spaces across the street from their house on a narrow street that only allows for parking on side of the street. He stated that a resident moved into an apartment across the street and began parking in one of the two spaces leaving the couple who applied for the disabled spaces with no place to park near their home. He indicated that he had made several attempts to work with the new resident so that she could apply for a space as well, but his efforts were unsuccessful.

Ms. Gutierrez stated that the city had made contact with the new resident and asked that the resident consider parking in the vacant lot next to her building.



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Dr. Warbin expressed concern that this proposal has been proposed as a punishment and over the conflict of a disabled person parking in a disabled parking space that was installed for the couple across the street.

Mr. Hales stated that he didn't see the proposal as a punishment, but as a way to address this problem and similar problems that may arise in the future. He noted that in residential neighborhoods, the only disabled parking spaces that generally exist have been placed there because a resident has requested it for their own usage. He stated that the average person who is disabled and driving down a residential street does not have an expectation of a disabled parking space being near the residence they are visiting, but the resident who requested the sign or signs have the expectation that those disabled space are for their use and this proposed change would codify that. He also stated that if the new resident would like to apply for a disabled parking space, he saw no reason why the commission would not recommend approval of that request.

Dr. Warbin retracted his use of the word punishment and stated that it represents a power assertion from the government against a single individual that has implications for other citizens within the community and Dr. Warbin found a problem with that.

Ms. Gutierrez stated that most of the applicants who apply for a residential disabled parking space are under the assumption that the space is provided only for their use. She stated this would give those residents peace of mind that the space they requested will be available for them.

Dr. Warbin asked if there are other ways of solving this problem that do not involve a change in the law that might be helpful for the residents.

Mr. Smotherson stated that he had looked at every option including speaking with the new resident's landlord. He stated that the proposal is not being made against one person, but to ensure that the people who requested the disabled spaces be able to park in front of their homes.

Dr. Warbin asked if the new resident was given the opportunity to attend the Traffic Commission meeting.

Mr. Smotherson stated that multiple efforts were made to contact the new resident and she was provided several opportunities to attend a meeting and that Ms. Gutierrez had also made outreach to the woman.

Mr. Tunstall stated that he didn't realize that any disabled person could park in a disabled parking space in front of a home where the residents had requested the disabled parking spaces.



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Mr. Barnes made a motion to accept the recommendation as presented. Mr. Hales seconded.

Mr. Mishkin asked if there was any additional cost to the city associated with this change.

Ms. Gutierrez stated the cost to the city would be minimal.

Mr. Mishkin asked what would happen after implementation if the new resident parked in the assigned space.

Sgt. Whitley stated that the police would start by issuing warnings before ticketing after the implementation process.

Mr. Mishkin asked if there had been a similar situation to the one being discussed. Ms. Gutierrez stated this was the first.

The commission voted to on the motion to accept the recommendation as presented. The motion passed 6 to 1 with Dr. Warbin voting Nay.

c. 7000 Block of Lindell

Ms. Gutierrez presented the previously discussed parking permit petition change request to change the hours of the parking restrictions of the 7000 Block of Lindell. She stated that staff had become aware that additional parking permit signs had been installed years ago beyond the area requested in the original parking permit petition. She stated that the new petition only covered the area that was part of the original petition and not the area with signs posted beyond the petition. She indicated that all of the properties to the west of the affected area were also informed of the meeting and proposed change.

Citizen J. Patrick Reilly (7015 Lindell) stated that the neighbors were requesting that the parking restriction hours be changed from 10am to 2pm Monday thru Friday to 9 am to 9pm seven days a week because of the impact on the neighborhood from individuals parking on the block and going to Washington University. He also stated that they have residents parking on the block and walking to the Metrolink for sporting events.

Mr. Hales asked if the commission was being asked to change the parking restriction for the entirety currently marked residential permit area including the homes with residential parking permit restrictions that are not included in the code.

Ms. Gutierrez stated that upon review of the ordinance, that the ordinance calls for residential parking permits on the 7000 block of Lindell and that it does not match the addresses that were originally part of the petition that only



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span half of the block. She stated that she did not know why the ordinance as approved was not consistent with the petition and asked if the residents in attendance knew why the original petition was not inclusive of the entire block. Mr. Reilly stated that the original parking permit petition was implemented before he lived on Lindell.

Ms. Gutierrez stated that the city would be removing the signs west of 7044 that were not included in the petition. She stated that she was contact by one resident who was upset by the parking permit restriction being removed.

Mr. Hales asked to clarify that the city code applies the existing residential permit parking restriction to the entire city block and asked the additional signs, not covered by this petition could be left in front of those homes since they are technically covered by the code?

Ms. Gutierrez said that could happen, but the new petition does not extend the entire length of the block where signs are currently posted and she indicated that she wanted to leave it up to the commission.

Mr. Helderman asked if the signs would be changed or if they would be replaced. Ms. Gutierrez stated they would be replaced.

Dr. Warbin asked if the commission was being asked to extend the requested change in hours beyond what was requested in the petition and expressed concern of extending the changes beyond what was requested. He asked if the commission has the latitude to extend the change in the restrictions beyond the requested changes.

Mr. Hales stated that he agreed with Dr. Warbin's concern and stated that if the city was to follow the code, the commission should approve the recommended changes as requested on the petition and the city should install residential permit parking signs restricting parking between the hours of 10am and 2pm for the rest of the 7000 block. He noted that it would be strange to have two different sets of restrictions on the same block, but it would be consistent with the code. He also expressed concern that if new signs were erected to conform with the code for the rest of the 7000 block that some residents may not like them, but he said he didn't think the existing signs west of the current petition should be removed because they are part of the ordinance. He also stated the commission was not aware in September of 2015 when this request first came to the commission that the city ordinance covered the entire block.

Ms. Gutierrez explained to the commission that if signs were to be installed to reflect the current ordinance, it would require every house to come to city hall and register their vehicles to be in compliance with the ordinance.



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Mr. Hales suggested that the city could leave the existing signs west of 7038 without erecting new signs for the rest of the block.

Dr. Warbin agreed that he believed that the existing ordinance and petition request required the commission to treat it that way.

Dr. Warbin made a motion to accept the petition and recommendation as presented and was seconded by Mr. Barnes. The motion was passed unanimously.

d. Stop Signs at Groby and Glenside Place

Ms. Gutierrez presented the traffic request form from Richa Rathmore (7920 Glenside Place). She stated that there had be no reported accidents in the last three years but reported that there is a limited sightline. She stated that staff did install a yield sign at that intersection. She indicated that staff has recommended the installation of a stop sign at Glenside Place at Groby as well as speed limit signs on Groby approaching Glenside.

Citizen Richa Rathmore (7320 Glenside Place) stated that traffic on Groby doesn't stop at Glenside and stated that the intersection has a very limited sightline of the intersection until you are about 15 meters from the intersection. She stated that while the speed limit is 25, cars regularly speed on the road because it does not usually have a lot of traffic. Ms. Rathmore also presented insurance paperwork related to a traffic accident she was involved in in May of 2015. She stated that to make a left turn out of Groby, you have to pull out through the crosswalk with the front of the car on Groby to be able to see oncoming traffic. She clarified that she was not requesting a stop sign on Glenside at Groby, but was requesting stop signs on Groby at Glenside Place.

Mr. Hales asked Ms. Gutierrez to speak to the limited sightline and explain that a bit more.

Ms. Gutierrez stated that there is a visibility problem from Glenside at Groby and that is why staff recommends the installation of a stop sign on Glenside. She also stated that there was vegetation that would cut back to improve visibility.

Mr. Hales asked if the limited sightline is caused by the vegetation or the concrete wall of the bridge on Groby.

Ms. Rathmore stated that it is the bridge that blocks visibility of oncoming traffic. She also asked that if stop signs cannot be placed on Groby if a sign could be placed to show a blind drive or limited sightline approaching Glenside.



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Mr. Barnes stated that he drives this road regularly and agreed with the petitioner that there is a need for a stop sign on Groby Rd..

Mr. Smotherson stated he is very familiar with this intersection and stated that you cannot see Glenside while approaching on Groby Rd. and that he believed the petitioners concerns were valid.

Mr. Barnes made motion to recommend the installation of all-way stop signs at the intersection of Groby Rd. and Glenside Place. Dr. Warbin seconded the motion. Mr. Tunstall asked if there was any further discussion.

Mr. Hales asked staff to explain why staff does not feel this solution was appropriate. Ms. Gutierrez stated that the MUTCD standards establish the guidelines for intersections with stop signs and this intersection did not fit those standards.

Mr. Tunstall called for a vote on the motion. The motion was unanimously approved.

Mr. Tunstall called on Citizen Alvin Franklin of 8537 Kempland Place. Mr. Franklin addressed the commission about the meetings not be scheduled at times that were conducive to all residents. He stated that he owns a business and works at night and he had to make special arrangements to be able to attend the meeting. He expressed his desire to have a bus stop moved from in front of his property because of significant trash and alcohol bottles that are left on his property. His main concern to the commission was the accessibility of the commission for those like himself who may not be able to attend the meeting and expressed that he didn't think it was fair for the commission to make recommendations when the petitioner is unable to attend and expressed that his concerns should be considered.

Sgt. Whitley informed Mr. Franklin that he was aware of his concerns and complaint that the police have already observed the conditions in front of his house. He stated that officers did not witness any violations, but did observe the trash at the location.

Mr. Franklin stated that he has talked to everyone he could possibly talk to, including the City Manager and City Clerk and expressed his frustration that little has be done to address his concerns.

Mr. Tunstall stated that he understood Mr. Franklin's concerns and urged him to speak to Councilman Smotherson and attend and speak to the city council.

e. Center Drive – Residential Parking Permit request



Traffic Commission

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

Citizen Lori Goodman of 8001 Teasdale Ave. requested to withdraw her request and plans to have more discussion with her neighbors before coming back to the Traffic Commission.

f. 7300 Block of Forsyth – Residential Parking Permit Request

Ms. Gutierrez presented the traffic request form from Mr. Steve Arnold for the 7300 block of Forsyth, continued from the previous meeting. She reported that a staff had concluded that a 1 or 2 hour parking restriction except by residential permit is an option for the commission to recommend. She stated that this plan would be exactly like the residential parking permit implemented in the 200 block of Linden. She asked that if the commission would like to make this recommendation, that staff would like the commission to determine the list of affected households.

Steve Arnold (7305 Forsyth) spoke to his desire to co-exist with the neighboring businesses and spoke about the continued parking problems in front of his property including cars partially blocking his driveway.

Mr. Hales made a motion to issue a residential parking permit petition to Mr. Arnold for 1 hour parking except by residential permit on the north side of the 7300 block of Forsyth Blvd, from 7301 and 7331 Forsyth Blvd. between the hours of 8am to 8pm seven days a week, requiring 75% of the signatures of the property owners of the affected households including 7301 thru 7331 Forsyth Blvd. Mr. Helderman seconded the motion. The motion passed unanimously.

7. Council Liaison Report

Mr. Smotherson stated that he shares commission's concern about the traffic and parking related to the Centene project and the concerns shared by residents. He also stated that the council approved a daycare project on Olive which did not need the approval of the traffic commission since the ingress and egress to is to remain on Olive.

2. Election of Chair, Vice-Chair and Secretary

Election of the Chair: Mr. Tunstall nominated Mr. Hales to serve as the Chair. Mr. Hales stated that he would be willing to serve as the chair and would be honored to do so, but he wanted to continue in his role as Secretary. He stated that there was nothing in the bylaws that prevented serving in both roles, but that he wanted to continue to serve as the Secretary. Mr. Barnes seconded the nomination. Mr. Hales was unanimously elected Chair.

Election of the Vice Chair: Dr. Warbin complimented Mr. Tunstall on his job as the Vice-Chair and his running of the meetings in the absence of the Chair. Mr. Mishkin nominated Mr. Tunstall to serve as Vice-Chair and was seconded by Ms. Creer. Mr. Tunstall was unanimously elected as Vice-Chair.



Traffic Commission

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

Election of the Secretary: Mr. Mishkin nominated Mr. Hales to serve as Secretary. Mr. Barnes seconded the nomination. Mr. Tunstall asked if there was anything preventing Mr. Hales from serving as both Secretary and Chair. Mr. Mishkin indicated that other commissions have one person serving both roles. Mr. Hales was unanimously elected to serve as Secretary.

Mr. Hales thanked his fellow commissioners for electing him to serve as both Chair and Secretary.

Citizen Karen Neilson (521 W. Point Ct.) expressed concern about the traffic from the proposed Centene development from westbound Forest Park Parkway on to Pershing.

8. Miscellaneous Business

None

9. Adjournment.

The meeting was adjourned at 9:51 pm

Minutes prepared by Jeff Hales, Traffic Commission Chair & Secretary

INTRODUCED BY:

DATE: October 24, 2016

BILL NO. 9297

ORDINANCE NO. _____

AN ORDINANCE AMENDING SCHEDULE VII, TABLE VII-A – STOP INTERSECTIONS, CHAPTER 300 TRAFFIC CODE, OF THE UNIVERSITY CITY MUNICIPAL CODE, TO REVISE TRAFFIC REGULATION AS PROVIDED HEREIN.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI, AS FOLLOWS:

Section 1. Schedule VII, Table VII-A. Stop Intersections of Chapter 300 of the Traffic Code, of the University City Municipal Code is amended as provided herein. Language to be added to the Code is **emphasized**. This Ordinance contemplates no revisions to the Code other than those so designated; any language or provisions from the Code omitted from this Ordinance is represented by an ellipsis and remains in full force and effect.

Section 2. Chapter 300 of the University City Municipal Code is hereby amended to add a new location where the City has designated as a stop intersection, to be added to the Traffic Code – Schedule VII, Table VII-A, as follows:

Schedule VII: Stop Intersections

Table VII-A. Stop Intersections

Stop Street	Cross Street	Stops
Glenside Place	Groby Road	All Way

* * *

Section 3. This ordinance shall not be construed so as to relieve any person, firm or corporation from any penalty heretofore incurred by the violation of the sections revised by this amendment nor bar the prosecution for any such violation.

Section 4. Any person, firm or corporation violating any of the provisions of this ordinance shall be punished in accordance with the provisions of the University City Municipal Code.

Section 5. This ordinance shall take effect and be in force from and after its passage as provided by law.

PASSED THIS _____ day of _____ 2016

MAYOR

ATTEST:

CITY CLERK

CERTIFIED TO BE CORRECT AS TO FORM:

CITY ATTORNEY



Council Agenda Item Cover

MEETING DATE: October 24, 2016

AGENDA ITEM TITLE: An ordinance to amend University City's Municipal Code 223.010

AGENDA SECTION: New Business

CAN THIS ITEM BE RESCHEDULED? : Yes

BACKGROUND REVIEW: . An ordinance amending Chapter 223, Section 223.010 of the City of University City Municipal Code, to add source of income as a protected class for housing discrimination

RECOMMENDATION: Approval

INTRODUCED BY:

DATE: October 24, 2016

BILL NO. 9298

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 223, SECTION 223.010 OF THE CITY OF UNIVERSITY CITY MUNICIPAL CODE, TO ADD SOURCE OF INCOME AS A PROTECTED CLASS FOR HOUSING DISCRIMINATION.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI, AS FOLLOWS:

WHEREAS, the City of University City desires to provide all individuals with equal access to housing; and

WHEREAS, the addition of “source of income” as a protected class in the City of University City’s Housing Discrimination Ordinance Section 223.010 provides fair and equal access to housing for all; and

WHEREAS, the Council of the City of University City desire to update the City of University City Municipal Code to add source of income as set forth herein. Language to be deleted from the Code is represented as ~~stricken through~~; language to be added to the Code is **emphasized**. This Ordinance contemplates no revisions to the Code other than those so designated; any language or provisions from the Code omitted from this Ordinance is represented by an ellipsis and remains in full force and effect.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI AS FOLLOWS:

Section 1.

Subsection 223.010 of the Municipal Code of the City of University City, is hereby repealed and a new Subsection 223.010 is enacted in lieu thereof, to read as follows:

Chapter 223. Human Rights

Section 223.010. Unlawful Housing Practices — Discrimination in Housing.

A. *Definitions.* As used in this Section, the following terms shall have these prescribed meanings:

DISABILITY

A physical or mental impairment which substantially limits one (1) or more of a person's major life activities, being regarded as having such an impairment, or a record of having such an impairment, which with or without reasonable accommodation does not interfere with occupying the dwelling in question. For purposes of this Section, the term "*disability*" does not include current, illegal use of or addiction to a controlled substance as such term is defined by Section 195.010, RSMo.; however a person may be considered to have a disability if that person:

1. Has successfully completed a supervised drug rehabilitation program and is no longer engaging in the illegal use of, and is not currently addicted to, a controlled substance or has otherwise been rehabilitated successfully and is no longer engaging in such use and is not currently addicted;
2. Is participating in a supervised rehabilitation program and is no longer engaging in illegal use of controlled substances; or
3. Is erroneously regarded as currently illegally using, or being addicted to, a controlled substance.

DISCRIMINATION

Any unfair treatment based on race, color, religion, national origin, ancestry, sex, sexual orientation, disability or familial status.

DWELLING

Any building, structure or portion thereof which is occupied as, or designed or intended for occupancy as, a residence by one (1) or more families, and any vacant land which is offered for sale or lease for the construction or location thereon of any such building, structure or portion thereof.

FAMILIAL STATUS

One (1) or more individuals who have not attained the age of eighteen (18) years being domiciled with:

1. A parent or another person having legal custody of such individual; or
2. The designee of such parent or other person having such custody, with the written permission of such parent or other person. The protections afforded against discrimination on the basis of familial status shall apply to any person who is pregnant or is in the process of securing legal custody of any individual who has not attained the age of eighteen (18) years.

PERSON

Includes one (1) or more individuals, corporations, partnerships, associations, organizations, labor organizations, legal representatives, mutual companies, joint stock companies, trusts, trustees, trustees in bankruptcy, receivers, fiduciaries or other organized groups of persons.

RENT

Includes to lease, to sublease, to let and otherwise to grant for consideration the right to occupy premises not owned by the occupant.

SEXUAL ORIENTATION

A male or female heterosexuality, homosexuality or bisexuality by inclination, practice, identity or expression, or having a self-image or identity not traditionally associated with one's gender.

SOURCE OF INCOME

The point or form of the origination of legal gains of income accruing to a person in a stated period of time; from any occupation, profession, or activity from any contract, agreement or settlement, from the federal, state, or local payments, including Section 8 or any other rent subsidy or rent assistance program, from court ordered payments or from payments received as gifts, bequests, annuities, or life insurance policies.

B. **Violations.** It shall be an unlawful housing practice:

1. To refuse to sell or rent after the making of a bona fide offer, to refuse to negotiate for the sale or rental of, to deny or otherwise make unavailable a dwelling to any person because of race, color, religion, national origin, ancestry, sex, sexual orientation, disability, or familial status, **or source of income**;

2. To discriminate against any person in the terms, conditions, or privilege of sale or rental of a dwelling, or in the provision of services or facilities in connection therewith, because of race, color, religion, national origin, ancestry, sex, sexual orientation, disability, or familial status, **or source of income**;

3. To make, print or publish or cause to be made, printed or published any notice, statement or advertisement with respect to the sale or rental of a dwelling that indicates any preference, limitation or discrimination based on race, color, religion, national origin, ancestry, sex, sexual orientation, disability, or familial status, **or source of income**; or an intention to make any such preference, limitation or discrimination;

4. To represent to any person because of race, color, religion, national origin, ancestry, sex, sexual orientation, disability, or familial status, **or source of income** that

any dwelling is not available for inspection, sale or rental when such dwelling is in fact so available;

5. To induce or attempt to induce any person to sell or rent any dwelling by representations regarding the entry or prospective entry into the neighborhood of a person or persons of a particular race, color, religion, national origin, ancestry, sex, sexual orientation, disability, or familial status, or source of income;

6. To discriminate in the sale or rental of, or to otherwise make unavailable or deny, a dwelling to any buyer or renter because of a disability of:

- a. That buyer or renter,
- b. A person residing in or intending to reside in that dwelling after it is sold, rented or made available, or
- c. Any person associated with that person;

7. To discriminate against any person in the terms, conditions, or privileges of sale or rental of a dwelling, or in the provision of services or facilities in connection with such dwelling, because of a disability of:

- a. That person,
- b. A person residing in or intending to reside in that dwelling after it is so sold, rented or made available, or
- c. Any person associated with that person.

C. **Discrimination.** For purposes of this Section, discrimination includes:

1. A refusal to permit, at the expense of the person with the disability, reasonable modifications on existing premises occupied or to be occupied by such person if such modifications may be necessary to afford such person full enjoyment of the premises, except that in the case of a rental, the landlord may, where it is reasonable to do so, condition permission for a modification on the renter's agreeing to restore the interior of the premises to the condition that existed before the modification, reasonable wear and tear excepted;

2. A refusal to make reasonable accommodations in rules, policies, practices or services, when such accommodations may be necessary to afford such person equal opportunity to use and enjoy a dwelling; or

3. In connection with the design and construction of covered multi-family dwellings for first (1st) occupancy after March 13, 1991, a failure to design and construct those dwellings in such a manner that:

a. The public use and common use portions of such dwellings are readily accessible to and usable by persons with a disability,

b. All the doors designed to allow passage into and within all premises within such dwellings are sufficiently wide to allow passage by persons with a disability in wheelchairs, and

c. All premises within such dwellings contain the following features of adaptive design:

(1) An accessible route into and through the dwelling,

(2) Light switches, electrical outlets, thermostats and other environmental controls in accessible locations,

(3) Reinforcements in bathroom walls to allow later installation of grab bars, and

(4) Usable kitchens and bathrooms such that an individual in a wheelchair can maneuver about the space.

d. As used in this Subdivision, the term "*covered multi-family dwelling*" means:

(1) Buildings consisting of four (4) or more units if such buildings have one (1) or more elevators, and

(2) Ground floor units in other buildings consisting of four (4) or more units.

e. Compliance with the appropriate requirements of the American National Standard for Buildings and Facilities providing accessibility and usability for people with physical disabilities, commonly cited as "ANSI A117.1", suffices to satisfy the requirements of paragraph (a) of this Subdivision.

D. **Certain Exceptions.**

1. Nothing in this Section requires that a dwelling be made available to an individual whose tenancy would constitute a direct threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others.

E. 2. Nothing in this Section shall prohibit a religious organization, association or society, or any non-profit institution or organization operated, supervised or controlled by or in conjunction with a religious organization, association or society, from limiting the

sale, rental or occupancy of dwellings which it owns or operates for other than a commercial purpose to persons of the same religion, or from giving preference to such persons, unless membership in such religion is restricted on account of race, color or national origin. Nor shall anything in this Section prohibit a private club not in fact open to the public, which as an incident to its primary purpose or purposes provides lodging which it owns or operates for other than a commercial purpose, from limiting the rental or occupancy of such lodging to its members or from giving preference to its members.

~~F.~~ **3.** Nothing in this Section, other than the prohibitions against discriminatory advertising in Subsection **(B)(3)** of this Section, shall apply to:

1. The sale or rental of any single-family house by a private owner, provided the following conditions are met:

a. The private individual owner does not own or have any interest in more than three (3) single-family houses at any one time; and

b. The house is sold or rented without the use of a real estate broker, agent or salesperson or the facilities of any person in the business of selling or renting dwellings and without publication, posting or mailing of any advertisement. If the owner selling the house does not reside in it at the time of sale or was not the most recent resident of the house prior to such sale, the exemption in this Section applies to only one (1) such sale in any twenty-four (24) month period; or

2. Rooms or units in dwellings containing living quarters occupied or intended to be occupied by no more than four (4) families living independently of each other, if the owner actually maintains and occupies one (1) of such living quarters at his/her residence.

4. Nothing in this Section prohibits discrimination against a person because the person has been convicted under federal law or the law of any state of the illegal manufacture or distribution of a controlled substance.

~~G.~~~~E.~~ **Unlawful.** It shall be unlawful:

1. To aid, abet, incite, compel or coerce the commission of acts prohibited under this Section or to attempt to do so;

2. To retaliate or discriminate in any manner against any other person because such person has opposed any practice prohibited by this Section or because such person has filed a complaint, testified, assisted or participated in any manner in any investigation, proceeding or hearing conducted pursuant to this Section; or

3. To discriminate in any manner against any other person because of such person's association with any person protected by this Section.

F. Effect on Other Law.

1. This Section does not affect a reasonable state or local restriction on the maximum number of occupants permitted to occupy a dwelling or a restriction relating to the health or safety standards.

Section 5. This ordinance shall take effect and be in force from and after its passage as provided by law.

PASSED THIS _____ day of _____ 2016

MAYOR

ATTEST:

CITY CLERK

CERTIFIED TO BE CORRECT AS TO FORM:

CITY ATTORNEY



Green Practices Commission

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 862-6767, Fax: (314) 863-9146

Meeting Minutes – University City Green Practices Commission

August 11, 2016

DRAFT

Location: Heman Park Community Center
Attendees Present: Dianne Benjamin, Lois Sechrist, Tim Michels, Richard Juang, Jenny Wendt (Staff Liaison)

Absent: Jeff Mishkin, Scott Eidson, Bob Elgin

1. Meeting Called to Order, Roll Call at 6:05 p.m.
2. Opening Round
 - a) Tim discussed The Qualified Energy Conservation Bond program which is a 2.1% interest loan for homeowners. Currently this is only in the City of St. Louis. Tim suggested University City researching this program to see if it can be applied for University City residents.
 - b) Dianne reminded The Commission that U City in Bloom has their Native Plant Event Saturday, August 27 from 9 – 12.
 - c) Jenny announced the next Electronics Recycling Event – October 15. Styrofoam will also be collected.
3. Approval of Minutes
 - a) July 11, 2016 Meeting Minutes were approved as written.
4. Special Presentations
 - a) Ben Perlman, an intern hired by the U.S. Green Building Council through the Regional Environmental Internship Program (REIP), gave an update on the Greenhouse Gas Inventory. He will finish the inventory by the end of August and another intern will be hired at that time to work on hazards reporting and the Climate Action Plan. City Hall has a good energy score, but the new firehouse does not. Tim recommends commissioning for the new firehouse. Ameren incentives could pay for the study.
5. New Business
 - a) Terry Crow will be the new GPC council liaison. Terry provided an updated council report.
 - i. Most of the budget has passed.
 - ii. A special election will be held in November for Steve Kraft's vacant seat. The candidates are still unknown.
 - iii. Council is reviewing feasibility report to renovate the existing police station.
 - iv. The Centene project may affect traffic flow on Forsyth and Jackson.
6. Old Business
 - a) Recycling Drop-Off Renovations: The cardboard compactor will be connected and installation will be completed soon. The project is wrapping up slowly but nicely.
 - b) State Loan update: City Hall HVAC is substantially completed. There are still Centennial Commons HVAC and a few lighting projects to complete.
7. Closing Round – No items
9. Meeting Adjourned at 7:26 p.m.



Green Practices Commission

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 862-6767, Fax: (314) 863-9146

Meeting Minutes – University City Green Practices Commission

September 8, 2016

DRAFT

Location: Heman Park Community Center
Attendees Present: Lois Sechrist (Chairperson), Jenny Wendt (former Staff Liaison), Chris Kalter (staff Liaison)

Absent: Scott Eidson, Bob Elgin, Tim Michels, Richard Juang, Dianne Benjamin

1. Meeting Called to Order, Roll Call at 6:02 p.m.
2. Opening Round
 - a) Jenny announced the document shredding event in conjunction with the community yard sale at the Heman Park Pool Parking Lot on September 10 from 8 – 2 pm, and the upcoming electronics recycling event on October 15 from 9 – 1 at the Heman Park Community Center (975 Pennsylvania).
 - b) Jenny introduced Chris Kalter as the new Staff Liaison. He joins University City from the St. Louis County Health Department. He is a new Public Works Project Manager responsible for Park and Stormwater Projects.
3. Approval of Minutes
 - a) August 11, 2016 Meeting Minutes approval was tabled until the next meeting due to lack of quorum.
4. Special Presentations
 - a) Jack Fowler and Tim Gaidis with the architectural firm HOK and Josh Barcus with the civil engineering firm Stock Associates presented the Centene Project. The anticipated sustainability elements of the project include at least one green roof, native plantings, and focused attention to stormwater management, with the goal of achieving LEED Gold certification. Several items reviewed on the LEED scorecard include:
 - i. Alternative transportation for visitors and employees with the building's proximity to the Forsyth Metrolink station. The project will accommodate bike riders with showers and changing facilities.
 - ii. Construction waste management that will be incorporated into the project.
 - iii. An energy efficiency objective to achieve 18% improvement over ASHRAE 90.1 2010.
 - b) As the project is still within the early planning phases, the Green Practices Commission requested updates throughout the project to keep up with the sustainability goals of the project.
5. New Business
 - a) Non-residential Solid Waste Service requirement – University City should refer to St. Louis County's ordinance regarding the requirement for commercial businesses to have solid waste service.
 - b) Community Education topics – table until next meeting
 - c) Replacement Commission member options – Lois and Jenny will reach out to the Chamber of Commerce, Loop Special Business District, Economic Development, and Washington University to tap interest in new Commission members.
6. Old Business
 - a) Jenny and Lois reviewed the slideshow for the City Council study session scheduled for September 26 and discussed the presentation format.
7. Closing Round – No items
8. Meeting Adjourned at 7:26 p.m.

**Plan Commission
July 27, 2016 Meeting Minutes
(approved 9-28-2016)**

The Plan Commission held their regular meeting at the Heman Park Community Center located at 975 Pennsylvania Avenue, University City, Missouri on Wednesday, July 27, 2016. The meeting commenced at 6:30 pm.

1. Roll Call

Voting Members Present

Linda Locke (Chairperson)
Cirri Moran (Vice-Chairperson)
Rick Salamon
Rosalind Williams
Michael Miller
Samuel Jones

Voting Members Absent (excused)

Andrew Ruben

Non-Voting Council Liaison Present

Michael Glickert

Staff Present

Andrea Riganti, Director of Community Development
Raymond Lai, Deputy Director of Community Development
Zach Greatens, Planner
Sinan Alpaslan, Director of Public Works and Parks
Barbara Mathis, Administrative Assistant

Traffic Commission Member Present

Jeff Hales

2. Approval of Minutes

2.a. February 24, 2016 Plan Commission meeting

A motion was made by Mr. Salamon to approve the February 24, 2016 meeting minutes. The motion was seconded by Ms. Moran. Mr. Miller stated that under item 6.a., line 2, the word “*regulations*” needed to be added prior to “*pertaining to adult businesses...*” The motion to approve the minutes carried unanimously with the revision as stated by Mr. Miller.

3. Public Hearings

3.a. Conditional Use Permit PC 16-02 – 6757 Olive Boulevard – Proposal for a daycare facility in the “IC” – Industrial Commercial District – Urban Sprouts Child Development Center

The applicant, Mark Groenda with Blackline Design and Construction, on behalf of Ellicia Qualls with Urban Sprouts Child Development Center, and Steve Hoover with JEMA

Studio, one of the project architects, were all present. The public hearing notification requirements had been met. The Chairperson noted the Commission's procedures and criteria for reviewing Conditional Use Permits and amendments (Zoning Code Section 400.2720).

Mr. Greatens provided an overview of maps and images of the site and surrounding area.

Ms. Qualls and Mr. Hoover explained the proposal to reuse the existing building (formerly office-warehouse for McCarthy Spice Co.) for a child care center. Improvements to the site would include a play area to the rear of the building, new landscaping, and one-way traffic circulation with entrance-only from Olive Boulevard and exit-only onto the adjacent alley. The play area would be fenced. There were parallel parking spaces proposed on the private property, adjacent to the alley. Ms. Qualls stated the proposal was to move their current locations, one in University City and one in Olivette, to this location once completed.

Questions / Comments and Discussion by Plan Commission

- Some members of the Plan Commission had concerns about the width and use of the alley, location of the proposed parallel parking spaces, proposed fencing, play area, and vehicular access to the alley. The applicant stated that the parallel parking spaces were on the private property, not encroaching onto the alley.
- There was concern about the amount of room that vehicles from the residential properties would have to back out if they parked their vehicles in the rear yard, adjacent to the alley. Staff stated that the issue was discussed with Department of Public Works and Parks staff. The proposed development would allow sufficient room for vehicles to back out, if they use their rear yard for parking.
- The number of parking spaces provided if the facility were to reach capacity, which was stated as 128 students, and parking for any special events was discussed. The applicant stated that the proposed parking would meet their needs. They already reached out to the surrounding businesses and if there were any special evening programs in the future, they intended to discuss such matters with adjacent property owners.
- The potential for additional traffic on the alley was discussed. There was concern about vehicles exiting the property in winter months and the impact of headlights on the residential properties to the north. Members discussed options for additional buffering for the residential properties and use of signage to address traffic flow onto the alley.

The Chairperson opened the public hearing.

Jeff Hales, 7471 Kingsbury Boulevard – Mr. Hales stated he was a member of the University City Traffic Commission but was speaking as an individual, not a representative of the Traffic Commission. He had concerns about the proposed ingress and egress, parking, and potential traffic issues. He requested that the Department of Public Works and Parks would bring this item to the Traffic Commission for review.

With no other members of the public requesting to speak, the Chairperson closed the public hearing.

Mr. Hoover clarified the location of the parallel parking spaces and stated they would not be in the alley right-of-way but on the private property. The exit to the alley would be gated. Traffic onto the alley would be dispersed and there would not be an issue with trash collection on the alley.

Questions / Comments and Discussion by Plan Commission

- It was stated that the property had been zoned commercial for decades and the residents who lived nearby were used to the way the alley functioned with the businesses on Olive.
- Typically traffic flow would go back out to the main street. The applicant stated that the proposed traffic circulation was intended to address safety and the proposal would eliminate left-hand turns onto Olive Boulevard, where there is no middle turn-lane at this location.
- The applicant stated she had spoken with all businesses between Kingsland and Ferguson.
- Plan Commission members discussed adding a requirement for the applicant to provide additional buffering on residential properties directly north of the subject site to block headlights if those property owners so desired.

A motion was made by Mr. Miller to recommend approval of the Conditional Use Permit application with the conditions set forth in Attachment B of the staff report with an additional requirement that applicant provide landscape buffering on the residential properties directly north of the site, if desired by those property owners.

Questions / Comments and Discussion by Plan Commission

- This was a good project and while there were concerns about the additional traffic on the alley, the safety would be improved with the proposed layout.
- The concerns discussed were technical. However, it should not become a habit to increase traffic on alleys.
- The proposal would provide a service that was needed in the area.

The motion was seconded by Mr. Salamon and carried unanimously.

The Chairperson stated that the next step was for City Council consideration of the application.

4. Hearings – None

5. Old Business – None

6. New Business

6.a. Zoning Text Amendment – PC 16-03 – Proposed Zoning Code Text Amendments pertaining to the Civic Complex Historic District

Mr. Greatens explained the proposal and provided background information. The proposal was to amend the Zoning Code Section that sets forth the boundaries for the Civic Complex Historic District, a locally designated historic district, to add the old University City Library building located at 630 Trinity Avenue. The Code Review Committee recommended

approval of the Text Amendment at their July 12 meeting. The Historic Preservation Commission recommended approval of the Text Amendment at their June 16 meeting. Mr. Miller made a motion to approve the proposed Text Amendments as reflected in the material distributed to the Plan Commission. The motion was seconded by Ms. Moran and carried by a vote of 5 to 0. Ms. Locke abstained.

7. Other Business

7.a. Work Session – Centene Clayton Campus Expansion project - Proposed Zoning Map Amendment / Development Plan – 7440 Forsyth Boulevard from PD-M Planned Development – Mixed-Use District to Amended PD-M Planned Development Mixed-Use District for part of a mixed-use development in Clayton and University City

Mr. Greatens provided an overview of the PD – Planned Development District rezoning process and provided a map and images of the site for background information. He stated that Traffic Commission and Green Practices Commission members were invited to attend tonight’s meeting to learn about the project early in the process. They were welcome to ask questions and provide comments as individuals at tonight’s meeting.

Mr. Larry Chapman with Clayco provided a summary of the project for the Plan Commission members. The proposal was to expand the existing Centene headquarters located in Clayton with a four-phase project that included office space, corporate lodging, a corporate civic auditorium, retail, and structured parking. The third phase of the project includes the University City portion. He stated that the proposed development would be pedestrian friendly and take advantage of the proximity to the Metrolink station on Forsyth Boulevard. He stated there were still changes that would be made to the current plans.

Questions / Comments and Discussion by Plan Commission

- Would the auditorium include public use? Mr. Chapman stated it was possible as it might provide a tourism element to the development.
- Would the retail space be one-story? Mr. Chapman stated the parking garage would include first floor, street-level, retail. It was intended to be multi-functional, in case the retail market is not strong and there might be opportunities for other commercial uses.
- How many cars would the parking garage fit? Mr. Chapman stated it was for approximately 900 cars.
- What visual impact would the parking garage have? Mr. Chapman stated the parking garage would be designed to not look like a parking garage. He mentioned the existing Centene headquarters to the west – the parking garage was designed to not look like a parking garage.
- What would the timeframe for development be? Mr. Chapman stated their intent was to start construction in November or December and complete the project in 2019.

Mr. Chapman stated their team had just received the traffic study today. There would likely be some changes to the plans as a result of the information and recommendations in the traffic study.

- What is proposed for the frontage along the access drive? Would it look like a service entrance or would it have more of a retail façade? Mr. Chapman stated the parking garage would not look like a parking garage. Traffic Commission member Jeff Hales stated his concern about the number of vehicles and access to/from the site. Access to Carondelet Plaza was critical due to the volume of traffic.
- Why only 1,500 square feet of retail proposed in University City? Mr. Chapman stated that the retail space was not fully designed yet. What was shown in the drawing was more of a placeholder.

The Chairperson asked if any members of the public had comments.

Brian Burkett, 7471 Kingsbury Boulevard – Mr. Burkett stated most of his questions had been answered at tonight’s meeting. He stated the retail with frontage on Forsyth was critical to the development. Access from the proposed garage to Carondelet Plaza would be important due to the potential traffic volume.

7.b. Public Comments

There were no further public comments.

8. Reports

8.a. Code Review Committee Report

Mr. Miller stated that the Code Review Committee met earlier in the month to consider the proposed Text Amendments previously discussed and there was no further information to add.

8.b. Comprehensive Plan Committee Report

Ms. Moran stated that there were two upcoming Comprehensive Plan Advisory Committee (CPAC) meetings on August 10 and August 15. The CPAC was working toward completion a draft document for public review.

8.c. Council Liaison Report – None

8.d. Department Report – None

9. Adjournment

The meeting adjourned at 8:15 pm.

TRAFFIC COMMISSION ANNUAL REPORT Fiscal Year 2016

Matters on the Commission Agenda	Traffic Commission recommendation	Recommendation	City Council decision	Action	Status
MEETING DATE - July 8, 2015 - Cancelled					
MEETING DATE - September 9, 2015					
7346 Forsyth Blvd Parking restriction	Request to the resident to submit a petition	Commission Approval	N/A	None	Closed
By-Laws discussion	Change to By-Laws	Postponed	N/A	None	Closed
MEETING DATE - October 14, 2015					
8370 Elmore Ave (Coolidge side) Parking Restriction					
By-Laws discussion	Change to By-Laws	Commission Approval	N/A	None	Closed
MEETING DATE - November 5, 2015 - Cancelled					
MEETING DATE -December 9, 2015					
Stop Sign on Belrue Ave. at Julian Ave.	Approve the permanent installation of the stop signs at the intersection	Council Approval	Approved	Signs installed	Closed
Traffic Commission Annual Report	Approve report as amended	Commission Approval	N/A	None	Closed
Delmar Loop Parking Study Technical Memorandum	Loading zones and parking needs in the Delmar Loop	Informational	N/A	None	Closed
MEETING DATE - January 13, 2016 - Cancelled					
MEETING DATE - February 10, 2016 - Cancelled					
MEETING DATE - March 9, 2016 - Cancelled					
MEETING DATE - April 13, 2016					
Delcrest Drive Parking Restriction	Approve the temporary installation of No Parking Signs on Delcrest	Commission Approval	N/A	Signs installed	Closed
MEETING DATE - May 11, 2016					
Stop Sign request at Julian Ave and Ursula Ave Intersection	Installation of Yield signs	Commission Approval	N/A	Yield Signs Installed	Closed
Stop Sign request and pedestrian crosswalks at Westgate Ave. and Enright Ave. intersection	Approve installation of Stop Signs and pedestrian Crosswalks	Council Approval	None	Pedestrian Signage to be installed as part of the project	Closed
Forsyth Blvd. and Bland Drive Intersection – No Left Turn from Gas Station Driveway	Approve No Left Turn restriction	Postponed	None	None	Closed
Delcrest Dr. Parking Restriction	Approve the permanent installation of No Parking Signs on Delcrest	Public Works and Parks Dept. Implementation	None	Signs Installed	Closed
MEETING DATE - June 8, 2016					
Municipal Parking Lots – Parking Regulations – Delmar Loop	Extend hours in parkinglot #1 from closure time 2:30 am to 3:30 am	Council Approval	Approved 9/12/2016	Signs Installed	Closed
Forsyth Blvd. and Bland Drive Intersection – No Left Turn from Gas Station Driveway	Monitor area for 90 days	No Action	None	None	Closed

Prepared by: Angelica Gutierrez

Date: September 30, 2016

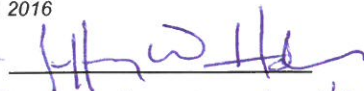
Type of Recommendations:

- 1- Council Approval
- 2- Commission Approval
- 3- Public Works and Parks Department Implementation
- 4- Postponed
- 5- No Action
- 6- Informational

Approved by:

Print Name

Date:


 JEFFREY W. HALES JR
 10/6/2016

For more detailed information please visit the City's website www.ucitymo.org, Public Documents, Boards and Commissions, Traffic Commission, Minutes, 2015 and 2016.



Traffic Commission

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CITY OF UNIVERSITY CITY MINUTES OF THE TRAFFIC COMMISSION September 14, 2016

At the Traffic Commission meeting of University City held in the Heman Park Community Center, on Wednesday, July September 14, 2016, Vice Chairman Curtis Tunstall called the meeting to order at 6:30 p.m. In addition to Vice Chairman Tusntall, the following members of the commission were present:

- Jeffrey Mishkin
- Eva Creer
- Mark Barnes
- Bob Warbin
- Jeff Hales
- Derek Helderman

Also in attendance:

- Angelica Gutierrez (non-voting commission member – Public Works Liaison)
- Sinan Alpaslan, Director of Public Works and Parks
- Police Department Sergeant Shawn Whitley (non-voting commission member – Police Department Liaison)
- Councilmember Bwayne Smotherson (non-voting commission member—Council Liaison)

Absent:

- None

4. Approval of Agenda

Mr. Hales made a motion to move item 3, the Election of the Chair, Vice Chair, and Secretary to the bottom of the agenda to accommodate all those in attendance for other agenda items. The motion was seconded by Mr. Barnes and unanimously approved.

Mr. Tunstall asked for a motion to approve the agenda as amended. Mr. Hales moved to approve the agenda as amended and was seconded by Mr. Barnes. The amended agenda was unanimously approved.

5. Approval of the Minutes

A. July 13, 2016 Minutes

Mr. Barnes made a motion to approve the minutes of the July 13, 2016 minutes, and was seconded by Mr. Helderman. The motion was unanimously approved.

6. Agenda Items

a. Centene Corporation Development Project – Forsyth Blvd.

Ms. Gutierrez presented two traffic request forms from George Stock on behalf of Centene Corporation, requesting that the commission review and



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comment on the Traffic Impact Study and the Parking Impact Study prepared by the CBB dated 7/26/2016.

Larry Chapman addressed the commission on behalf of Centene Corporation. Mr. Chapman presented the scope of the Centene project. He presented visual representations showing that the eastern end of the project in "tract 3" is partially in University City. Mr. Chapman explained that tract 3 was designed to provide parking for all of the proposed office space, provide 1.5 spaces for the residential units with overflow space from the office parking spaces and hotel parking spaces as well as 500 parking spaces for a 1000 seat auditorium. He indicated that the project accommodates auditorium use while other facilities are also in use. Mr. Tunstall then asked for questions from the commissioners and citizens.

Commissioner Hales asked if the proposed design as presented had changed since the University City Plan Commission meeting in July to include additional parking garage access to and from Carondelet Plaza as recommended in the Clayton Traffic Study. Mr. Chapman confirmed that an additional entrance and exit was added to the design accessing Carondelet Plaza. Mr. Hales asked if it was still being requested that a signalized intersection be installed at Forsyth and the Ritz Carlton service drive. Mr. Chapman confirmed that request is unchanged and they have agreed to widening the exit from Forest Parkway to Forsyth.

Ms. Gutierrez introduced Mr. Srinivas Yanamanamanda from CBB Transportation Engineers and Planners to present the traffic and parking study.

Mr. Yanamanamanda presented a summary of the CBB's findings. He noted that the CBB is also performing the traffic studies for the City of Clayton. Mr. Yanamanamanda stated that the estimated parking demand for the entire project will be anywhere between 4800 and 5500 spaces. The proposed parking structures provide a bit more than the projected need and the CBB believes the plan provides for adequate parking.

Ms. Gutierrez asked if there would be any on street parking changes on Forsyth where parking is currently restricted on the south side. Mr. Yanamanamanda indicated there would not be any changes. Ms. Gutierrez asked if there was available parking overflow during times of high demand to ensure that nearby neighborhoods would not be affected by excess parking. Mr. Yanamanamanda explained that when they calculated the parking demand, they add between 5 and 10 percent to that calculation and that from his perspective the available parking exceeds projected demand.

Ms. Gutierrez asked if parking would be open to the public for use by Metrolink users, Washington University, and members of the public. Mr.



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Chapman responded that the garage would be paid parking and open to the public and noted that the garage was designed to have one space for every two seats in the auditorium which is more than usually recommended. He indicated that they have made a conscious effort to provide ample parking.

Mr. Hales said that he recalled from the University City Plan Commission meeting or Clayton Plan Commission meeting that the parking garage in subsector 3 would not have enough parking to accommodate demand during peak times and that during those peak times, overflow parking would be required to go to the subsector two garage and asked if that was still the case. Mr. Yanamanamanda indicated that the office building in subsector 3 would be served by the parking structures in both subsector 2 and subsector 3. Mr. Chapman said that the parking garage can only be so big that it becomes unusable. He indicated that the employees in the office tower in subsector 1 would be parking in the garage in subsector 1.

Mr. Hales asked Mr. Chapman if when the sub district 3 garage is full that they are confident that the overflow will park in the sub district 2 garage and not on Forsyth, or Del Lin or Northmoor or other nearby neighborhoods. Mr. Chapman said there would be two types of parkers, those attending an event and those working in the office tower and that those working in the office towers would park in their assigned garage. Mr. Hales stated that he had no doubt that the employees of the office tower with assigned parking spaces in that garage would be parking in that garage, but it was previously presented that the when sub district 3 was at full capacity, the sub district 3 garage would not have enough spaces and would require overflow parking in the sub district 2 garage. Mr. Hales asked if he was misunderstanding that. Mr. Chapman stated that sub district 3 does not have enough parking for all of the office building, all of the hotel and all of the auditorium but that the office parking would be split between two garages.

Mr. Yanamanamanda stated that they calculated the worst case scenario for demand.

Ms. Gutierrez asked if there is any proposed bicycle parking for the structures. Mr. Chapman said there would be 46 spaces for bicycle parking for the entire campus.

Citizen Katie Sprung (7358 Stanford Ave.) expressed concern about the number of bike spaces and pedestrian focus as well as overflow parking and traffic going onto narrow neighborhood streets nearby.

Dr. Warbin stated he had a question more about flow rather than the number of spaces. He said he hadn't seen any models related to traffic flow in and out of the campus with regard to Forsyth, with regard to the exit from the Forest Park parkway modeled on the activities that are going on throughout



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the entire day and that impact should be considered. Dr. Warbin stated the reason he brought this up was that in the beginning of the summer, the Traffic Commission was asked to consider prohibiting left turns from the gas station on to Forsyth at Bland because it posed a potentially dangerous traffic problem. He indicated that the intersection is a chaotic mess at times. Dr. Warbin asked how the projected flow has been modeled in the interest of safety and traffic capacity.

Mr. Yanamanamanda stated that their focus for University City included the area east of Jackson on Pershing to the Forest Park Parkway and Forsyth to Big Bend Blvd. He stated that the exit to the Forest Park Parkway to Forsyth would have an additional 350 vehicles per hour during the morning rush hour and that represents the biggest increase projected in the study. The projections for traffic from westbound Forest Park Parkway to Pershing and Jackson is estimated to be 125 additional cars per hour during the morning rush hour. He stated an anticipated 65 additional vehicles coming to the Centene Campus via westbound Forsyth during the morning rush hour. He indicated that most of the traffic would be in the morning and evening. Mr. Yanamanamanda indicated that Bland at Forsyth would require being widened with a second left turn lane to accommodate the additional traffic. At eastbound Forsyth at Big Bend, he indicated they were recommending implementing a second right turn lane onto southbound Big Bend.

Citizen Eleanor Jennings (7055 Forsyth) expressed concern about the number of children in the neighborhood who regularly cross Forsyth and many of whom attend Lourdes. She also expressed her concern and observation that it is very difficult for cars to exit the gas station at Bland and Forsyth during the morning hours because of the existing traffic volume. She also expressed concerns about the difficulty pulling out of her driveway on Forsyth during the morning rush as well as the weekly trash pickup where trash cans are placed in street for pickup. She also noted that during the morning rush, Forsyth has a lot of parents dropping off children at Lourdes. Mrs. Jennings stated that 65 extra cars added to the existing rush hour traffic is a lot.

Mr. Hales asked how far back the two left turn lanes from the parkway extend and would they both be dedicated turn lanes. Mr. Yanamanamanda stated there would be two dedicated left turn lanes and one dedicated right turn lane.

Citizen Katie Sprung (7358 Stanford Ave.) asked what was being done to accommodate bicycle and pedestrian safety. Ms. Gutierrez explained that the plan presented is presented for comments, question and feedback and many of the concerns raised at the public hearing would be addressed by city staff and the Traffic Commission as the project progresses and included in the final design.



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Dr. Warbin asked if the curve of Forsyth west of the parkway has a limited line of sight from the exit ramp and coming down Forsyth and that traffic eastbound on Forsyth has a difficult time seeing traffic at the Parkway/Bland exit which raises a safety concern that Dr. Warbin asked be considered. Mr. Yanamanamanda explained that the exit would be reconfigured to include another set of signals west of the Ritz Carlton service drive that would be coordinated with the signals at Bland creating a new much larger intersection area that would more or less function as one intersection. He indicated that would result in minimal traffic queueing. He expressed that he had no concern of making no right turn on red at that intersection.

Ms. Gutierrez asked Mr. Yanamanamanda to further explain how the traffic signal at the service drive would be coordinated with the Bland/Parkway exit signal. Mr. Yanamanamanda explained that when the light turned green to turn left from the parkway, it would be timed in such a way to allow for all traffic turning left to clear the intersection and turn left onto the service drive or clear the intersection. Ms. Gutierrez asked if the signals would be timed to allow adequate time for pedestrian crossings. Mr. Yanamanamanda confirmed that they would be timed for adequate pedestrian crossings.

Dr. Warbin gave the example that the yellow warning light that flashes for eastbound traffic on the Forest Park Parkway is helpful as to give a warning to oncoming traffic that the oncoming traffic signal which cannot be fully seen is either red, or about to change to red. He thought there would be insufficient space to provide a warning to eastbound traffic that the light is going to change on Forsyth at Bland/Forest Park Parkway. Dr. Warbin also expressed concern over the intersection of Pershing and Pershing where the old Pershing Ave. meets the larger Pershing with the median. He stated that traffic heading west from the neighborhood on Pershing connecting to the two land Pershing has a very awkward angle which requires a driver to turn almost completely around to see oncoming traffic and believes that presents a dangerous problem, particularly with additional traffic coming off the Parkway.

Mr. Hales agreed with Mr. Warbin that the intersection of Pershing and Pershing is a problem and he has observed on several occasions traffic from old Pershing westbound from the neighborhood failing to yield at the yield sign and asked staff if yield markers could be painted on the pavement.

Mr. Hales asked about the accuracy of the predictability of additional traffic on Jackson in particular, but the accuracy of their projections for additional traffic in general. Mr. Hales noted that he recently visited a woman who lived in Northmoor and noticed that traffic on Forsyth eastbound at 4:40 pm was backed up to Lee Avenue. When speaking with the resident on Northmoor she brought up the Centene project and he told her that after travelling on Forsyth, he understood why Northmoor closed the two eastern exits to the neighborhood and that they must have had a lot of traffic trying to cut through.



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He stated that the Northmoor resident said that traffic continues to cut through Northmoor to Big Bend regularly, making illegal right turns onto southbound Big Bend. Mr. Hales stated that the reason he's asking about the accuracy of the CBB projections is that people will find the easiest way to where they are trying to go and the project will change the southern end of Clayton with office buildings and garages where there has never been that kind of density. He noted that while Famous Barr used to have considerable traffic at times, it wasn't the kind of peak-hour traffic that offices bring and asked how accurately the CBB can project these increases given the nature and location of this development. He asked how much traffic would decide not to use Hanley from the north to access Clayton and instead use Jackson between Delmar and Forsyth in the mornings and evenings and noted the residential character of Jackson Ave.

Mr. Yanamanamanda stated that they used the square footage of the offices, with the percentage of vehicles per person, and demographics and stated that he is very comfortable with the numbers provided in their projections.

Mr. Hales cited another example where Kingsbury Blvd. used to connect Hanley Road to Brentwood Blvd and it was a huge cut through which the City of Clayton ultimately closed at Meramec. He expressed concerns that the with all of the traffic volume to all of the other office buildings that Jackson may become an easier route not just for those headed to the Centene Campus but for other vehicles headed to other office buildings on the east end of the business district and that could change the character of what is a neighborhood street.

Mr. Yanamanamanda informed the commission that the projection for Jackson currently is 125 cars per hour during peak hours. He thought the intersection of Jackson and Pershing could operate with a 4 way stop up through about 200 cars per hour during rush.

Ms. Gutierrez asked Mr. Yanamanamanda to explain why they are recommending an additional lane on Forsyth near Bland. Mr. Yanamanamanda explained that the additional eastbound through lane would be proposed from Clayton east to Del Lin, where it would terminate as a right turn lane to Del Lin. He indicated this would help move traffic through the intersection at Forsyth and the Forest Park Parkway.

Ms. Gutierrez asked about a need to eliminate parking on Forsyth. Mr. Yanamanamanda indicated that there is not a request and the CBB feels that eliminating all parking on Forsyth is not practical and does not recommend the removal of parking east of Del Lin. Ms. Gutierrez stated that the city has an upcoming project to stripe Forsyth for bicycle lanes and asked if the increased traffic would pose a safety concern. Mr. Yanamanamanda indicated that it would not pose a greater safety concern.



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Mr. Hales stated that he had recently been in a line of eastbound traffic on Forsyth that was travelling at a crawling speed that backed up single file all the way to Lee Avenue. He stated that he understands that CBB does not feel 65 additional cars would be a significant impact, but explained for the citizens who live on and near Forsyth and those in nearby neighborhoods who regularly travel on Forsyth, it seems hard to understand how 65 additional cars during peak hours would not make the traffic situation worse, or significantly worse and asked Mr. Yanamanamanda if he could explain that for those who don't understand how 65 more cars would not be a significant change. Mr. Yanamanamanda stated that most people associate traffic performance with queuing. He indicated in the case of Forsyth, there would definitely be queuing. In this case he said, their evaluation uses the average delay to evaluate traffic performance. Mr. Hales followed up to explain that the previous week when he travelled Forsyth at 4:40pm, traffic was backed up eastbound through the intersection of Bland/Forest Park Parkway. He stated the traffic trying to exit the Bland onto Forsyth was blocked by traffic stacked up through the intersection blocking traffic that was trying to turn left on to westbound Forsyth and noted that there is a lot of traffic exiting east bound from the Parkway at that time that is unable to turn due to backups. Mr. Yanamanamanda stated that they would be evaluating the traffic for six months after the project is completed and would coordinate the traffic signals accordingly.

Ms. Gutierrez pointed out that the report indicates the deteriorating traffic conditions on Forsyth is why the CBB is recommending an additional right turn lane from eastbound Forsyth to southbound Big Bend. Mr. Yanamanamanda stated the changes to both the lane configuration and synchronization of traffic signals would help with the traffic flow.

Ms. Gutierrez pointed out that St. Louis County would have to approve changes with the county traffic signals at Big Bend.

Director of Public Works and Parks, Mr. Alpaslan commented that the traffic signals on Forsyth between Bland Ave and Big Bend could be optimized but they cannot be synchronized because the fiber optic infrastructure is not in place connecting them.

Mr. Yanamanamanda stated that the lights could be theoretically be optimized manually.

Mr. Hales thanked Mr. Alpaslan for bringing up the traffic signal at Asbury Dr. and stated that he did not find anywhere in the report that addressed how the school zone and changing speed limits, active pickup and drop offs and traffic turning into and out of neighborhoods along Forsyth during school hours



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might affect traffic flow and signal optimization. Mr. Yanamanamanda indicated that they did take into account those circumstances.

Ms. Gutierrez asked if the changing speed limits would affect the signal optimization. Mr. Yanamanamanda stated that one lane without traffic signals or stop signs could accommodate about 1500 vehicles. In this case, he indicated the traffic was under the threshold and could accommodate a change in speed limits, it would make a difference in capacity and the changes in speed limits would have some affect but would not change the level of service.

Citizen Tom Jennings (7055 Forsyth Blvd.) raised concerns about the existing traffic on Forsyth. He notes that he has seen traffic on Forsyth backed up all the way to Hanley Road and said he doesn't understand how 65 additional cars would not make it worse. He expressed concerns about the added left turn lane at the Parkway exit and that those cars would likely be headed to the buildings east of Hanley. He asked if both of those left turn lanes would be competing to turn left into the parking garage. He also expressed concerns about the addition of a left turn lane on eastbound Forsyth and Asbury and traffic going around the turn lane with the number of children that are regularly trying to cross the street. He stated that he lives on Forsyth and lives with the traffic every day and asked how many parking spaces would be eliminated at Big Bend to accommodate two right turn lanes at Big Bend.

Mr. Yanamanamanda explained that far left lane would turn left into the service drive and the second left lane would continue west on Forsyth and noted that each entry would be signalized with the addition of an additional signal between Lyle and Hanley on Forsyth.

Dr. Warbin pointed out that the additional signals would amount to having a traffic signal with the distance of a football field between each one. He expressed that he was less concerned about the amount of time a Centene employee was waiting at an intersection in Clayton than he was about the safety of kids and residents along Forsyth and the residents who live along Forsyth. Dr. Warbin stated that his experience has been that as it relates to traffic engineering, if they build it, drivers will overload it and raised the question about possible future development across the street.

Citizen Steve Arnold (7305 Forsyth Blvd.) stated that on a perfectly clear sunny morning, he could set up a stand to sell cigars and coffee to the traffic backed up on Forsyth. He stated he had a five minute conversation with someone sitting in traffic with his convertible top down waiting in traffic. He stated that when the weather is bad, the traffic is much worse and he could not see the reality in the report presented. He said that it was dangerous trying to turn to and from Manhattan Ave and in and out of driveways. He felt the report and their models were not consistent to the reality that residents



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already experience on Forsyth. Mr. Arnold also stated that there were 5 other projects going on in Clayton with others planned, but that wasn't discussed in the report.

Mr. Hales asked Mr. Yanamanamanda to speak to the impacts of other developments in Clayton. Mr. Yanamanamanda stated that they project traffic growth through 2036 and stated that the CBB had included in their projections all of the projects in Clayton that have already been approved but not those that have not yet been approved. Mr. Hales stated that there are a number of other projects that are in the approval process and asked if they were included. Mr. Yanamanamanda stated that only those projects that were already approved were taken into consideration, not those which are still pending.

Mr. Hales asked Mr. Yanamanamanda if they had referenced previous traffic studies performed in Clayton to examine whether the projections have been accurate.

Citizen Katie Sprung (7358 Stanford Ave.) commented on the growth of the business district in Clayton and stated that we don't have the traffic infrastructure to accommodate such a large business district and urged them to consider the concerns raised by residents.

Mr. Chapman stated that the reason he came to the commission was to hear the feedback of residents. He stated that this project presents a unique opportunity because one developer is planning the entire project which presents a better opportunity to address parking and traffic in a comprehensive manner rather than the parcels being broken down into smaller separate development projects over time. He stated that they want to be part of the planning process and addressing the concerns that are raised. Mr. Chapman stated that Centene would produce 2000 jobs with an average \$73,000 salary. He stated that if their employees want more bicycle parking, they will install it and that they are working with Metro to improve the Metrolink connections. He urged citizens to take advantage of the planning process to ensure the best outcome. He reiterated that they are here and listening and want to build the very best development possible.

Ms. Gutierrez requested that the traffic commission provide a list of question to present to Centene through the Plan Commission.

b. Disabled Parking System

Ms. Gutierrez presented a proposal and traffic request from Mr. Bwayne Smotherson to change and update the disabled parking system in University City and change the way disabled parking spaces are established for specific residents. The requested change would assign a residential disabled parking space to a specific resident's disabled parking permit. She indicated that the



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requested change came about because a new resident began using a space that had been applied and approved for another resident, leaving that resident without a disabled place to park near her home. She stated that staffed recommended approval of the changes as presented.

Mr. Smotherson explained that he had researched disabled parking systems and found that St. Louis City assigns permits for residential parking spaces to ensure that the residential disabled parking spaces are available to the person whom it was provided for.

Commissioner Mishkin clarified that the proposal is to assign specific residential disabled parking space to a specific person. Ms. Gutierrez confirmed.

Mr. Hales asked what would happen if the person with the approved disabled parking were to move. Ms. Gutierrez stated that there would be annual renewals for the spaces and the signs would be removed if no longer needed. Mr. Hales asked Ms. Gutierrez to confirm there would not be any cost associated with the permit or renewals. Ms. Gutierrez confirmed there would be no cost associated.

Mr. Mishkin asked if this would affect residential homes only or city wide. Ms. Gutierrez stated that it would apply to residential neighborhoods and possibly churches.

Mr. Hales asked if staff felt there were any reasons not to make these changes. Ms. Gutierrez indicated there were not.

Mr. Mishkin asked if we did not change the ordinance, that the existing disabled parking system would only allow those who are disabled to park in those spaces.

Councilman Smotherson explained that recently experienced situation is unique. He reported that a couple had requested and received two disabled spaces across the street from their house on a narrow street that only allows for parking on side of the street. He stated that a resident moved into an apartment across the street and began parking in one of the two spaces leaving the couple who applied for the disabled spaces with no place to park near their home. He indicated that he had made several attempts to work with the new resident so that she could apply for a space as well, but his efforts were unsuccessful.

Ms. Gutierrez stated that the city had made contact with the new resident and asked that the resident consider parking in the vacant lot next to her building.



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Dr. Warbin expressed concern that this proposal has been proposed as a punishment and over the conflict of a disabled person parking in a disabled parking space that was installed for the couple across the street.

Mr. Hales stated that he didn't see the proposal as a punishment, but as a way to address this problem and similar problems that may arise in the future. He noted that in residential neighborhoods, the only disabled parking spaces that generally exist have been placed there because a resident has requested it for their own usage. He stated that the average person who is disabled and driving down a residential street does not have an expectation of a disabled parking space being near the residence they are visiting, but the resident who requested the sign or signs have the expectation that those disabled space are for their use and this proposed change would codify that. He also stated that if the new resident would like to apply for a disabled parking space, he saw no reason why the commission would not recommend approval of that request.

Dr. Warbin retracted his use of the word punishment and stated that it represents a power assertion from the government against a single individual that has implications for other citizens within the community and Dr. Warbin found a problem with that.

Ms. Gutierrez stated that most of the applicants who apply for a residential disabled parking space are under the assumption that the space is provided only for their use. She stated this would give those residents peace of mind that the space they requested will be available for them.

Dr. Warbin asked if there are other ways of solving this problem that do not involve a change in the law that might be helpful for the residents.

Mr. Smotherson stated that he had looked at every option including speaking with the new resident's landlord. He stated that the proposal is not being made against one person, but to ensure that the people who requested the disabled spaces be able to park in front of their homes.

Dr. Warbin asked if the new resident was given the opportunity to attend the Traffic Commission meeting.

Mr. Smotherson stated that multiple efforts were made to contact the new resident and she was provided several opportunities to attend a meeting and that Ms. Gutierrez had also made outreach to the woman.

Mr. Tunstall stated that he didn't realize that any disabled person could park in a disabled parking space in front of a home where the residents had requested the disabled parking spaces.



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Mr. Barnes made a motion to accept the recommendation as presented. Mr. Hales seconded.

Mr. Mishkin asked if there was any additional cost to the city associated with this change.

Ms. Gutierrez stated the cost to the city would be minimal.

Mr. Mishkin asked what would happen after implementation if the new resident parked in the assigned space.

Sgt. Whitley stated that the police would start by issuing warnings before ticketing after the implementation process.

Mr. Mishkin asked if there had been a similar situation to the one being discussed. Ms. Gutierrez stated this was the first.

The commission voted to on the motion to accept the recommendation as presented. The motion passed 6 to 1 with Dr. Warbin voting Nay.

c. 7000 Block of Lindell

Ms. Gutierrez presented the previously discussed parking permit petition change request to change the hours of the parking restrictions of the 7000 Block of Lindell. She stated that staff had become aware that additional parking permit signs had been installed years ago beyond the area requested in the original parking permit petition. She stated that the new petition only covered the area that was part of the original petition and not the area with signs posted beyond the petition. She indicated that all of the properties to the west of the affected area were also informed of the meeting and proposed change.

Citizen J. Patrick Reilly (7015 Lindell) stated that the neighbors were requesting that the parking restriction hours be changed from 10am to 2pm Monday thru Friday to 9 am to 9pm seven days a week because of the impact on the neighborhood from individuals parking on the block and going to Washington University. He also stated that they have residents parking on the block and walking to the Metrolink for sporting events.

Mr. Hales asked if the commission was being asked to change the parking restriction for the entirety currently marked residential permit area including the homes with residential parking permit restrictions that are not included in the code.

Ms. Gutierrez stated that upon review of the ordinance, that the ordinance calls for residential parking permits on the 7000 block of Lindell and that it does not match the addresses that were originally part of the petition that only



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span half of the block. She stated that she did not know why the ordinance as approved was not consistent with the petition and asked if the residents in attendance knew why the original petition was not inclusive of the entire block. Mr. Reilly stated that the original parking permit petition was implemented before he lived on Lindell.

Ms. Gutierrez stated that the city would be removing the signs west of 7044 that were not included in the petition. She stated that she was contact by one resident who was upset by the parking permit restriction being removed.

Mr. Hales asked to clarify that the city code applies the existing residential permit parking restriction to the entire city block and asked the additional signs, not covered by this petition could be left in front of those homes since they are technically covered by the code?

Ms. Gutierrez said that could happen, but the new petition does not extend the entire length of the block where signs are currently posted and she indicated that she wanted to leave it up to the commission.

Mr. Helderman asked if the signs would be changed or if they would be replaced. Ms. Gutierrez stated they would be replaced.

Dr. Warbin asked if the commission was being asked to extend the requested change in hours beyond what was requested in the petition and expressed concern of extending the changes beyond what was requested. He asked if the commission has the latitude to extend the change in the restrictions beyond the requested changes.

Mr. Hales stated that he agreed with Dr. Warbin's concern and stated that if the city was to follow the code, the commission should approve the recommended changes as requested on the petition and the city should install residential permit parking signs restricting parking between the hours of 10am and 2pm for the rest of the 7000 block. He noted that it would be strange to have two different sets of restrictions on the same block, but it would be consistent with the code. He also expressed concern that if new signs were erected to conform with the code for the rest of the 7000 block that some residents may not like them, but he said he didn't think the existing signs west of the current petition should be removed because they are part of the ordinance. He also stated the commission was not aware in September of 2015 when this request first came to the commission that the city ordinance covered the entire block.

Ms. Gutierrez explained to the commission that if signs were to be installed to reflect the current ordinance, it would require every house to come to city hall and register their vehicles to be in compliance with the ordinance.



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Mr. Hales suggested that the city could leave the existing signs west of 7038 without erecting new signs for the rest of the block.

Dr. Warbin agreed that he believed that the existing ordinance and petition request required the commission to treat it that way.

Dr. Warbin made a motion to accept the petition and recommendation as presented and was seconded by Mr. Barnes. The motion was passed unanimously.

d. Stop Signs at Groby and Glenside Place

Ms. Gutierrez presented the traffic request form from Richa Rathmore (7920 Glenside Place). She stated that there had be no reported accidents in the last three years but reported that there is a limited sightline. She stated that staff did install a yield sign at that intersection. She indicated that staff has recommended the installation of a stop sign at Glenside Place at Groby as well as speed limit signs on Groby approaching Glenside.

Citizen Richa Rathmore (7320 Glenside Place) stated that traffic on Groby doesn't stop at Glenside and stated that the intersection has a very limited sightline of the intersection until you are about 15 meters from the intersection. She stated that while the speed limit is 25, cars regularly speed on the road because it does not usually have a lot of traffic. Ms. Rathmore also presented insurance paperwork related to a traffic accident she was involved in in May of 2015. She stated that to make a left turn out of Groby, you have to pull out through the crosswalk with the front of the car on Groby to be able to see oncoming traffic. She clarified that she was not requesting a stop sign on Glenside at Groby, but was requesting stop signs on Groby at Glenside Place.

Mr. Hales asked Ms. Gutierrez to speak to the limited sightline and explain that a bit more.

Ms. Gutierrez stated that there is a visibility problem from Glenside at Groby and that is why staff recommends the installation of a stop sign on Glenside. She also stated that there was vegetation that would cut back to improve visibility.

Mr. Hales asked if the limited sightline is caused by the vegetation or the concrete wall of the bridge on Groby.

Ms. Rathmore stated that it is the bridge that blocks visibility of oncoming traffic. She also asked that if stop signs cannot be placed on Groby if a sign could be placed to show a blind drive or limited sightline approaching Glenside.



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Mr. Barnes stated that he drives this road regularly and agreed with the petitioner that there is a need for a stop sign on Groby Rd..

Mr. Smotherson stated he is very familiar with this intersection and stated that you cannot see Glenside while approaching on Groby Rd. and that he believed the petitioners concerns were valid.

Mr. Barnes made motion to recommend the installation of all-way stop signs at the intersection of Groby Rd. and Glenside Place. Dr. Warbin seconded the motion. Mr. Tunstall asked if there was any further discussion.

Mr. Hales asked staff to explain why staff does not feel this solution was appropriate. Ms. Gutierrez stated that the MUTCD standards establish the guidelines for intersections with stop signs and this intersection did not fit those standards.

Mr. Tunstall called for a vote on the motion. The motion was unanimously approved.

Mr. Tunstall called on Citizen Alvin Franklin of 8537 Kempland Place. Mr. Franklin addressed the commission about the meetings not be scheduled at times that were conducive to all residents. He stated that he owns a business and works at night and he had to make special arrangements to be able to attend the meeting. He expressed his desire to have a bus stop moved from in front of his property because of significant trash and alcohol bottles that are left on his property. His main concern to the commission was the accessibility of the commission for those like himself who may not be able to attend the meeting and expressed that he didn't think it was fair for the commission to make recommendations when the petitioner is unable to attend and expressed that his concerns should be considered.

Sgt. Whitley informed Mr. Franklin that he was aware of his concerns and complaint that the police have already observed the conditions in front of his house. He stated that officers did not witness any violations, but did observe the trash at the location.

Mr. Franklin stated that he has talked to everyone he could possibly talk to, including the City Manager and City Clerk and expressed his frustration that little has be done to address his concerns.

Mr. Tunstall stated that he understood Mr. Franklin's concerns and urged him to speak to Councilman Smotherson and attend and speak to the city council.

e. Center Drive – Residential Parking Permit request



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Citizen Lori Goodman of 8001 Teasdale Ave. requested to withdraw her request and plans to have more discussion with her neighbors before coming back to the Traffic Commission.

f. 7300 Block of Forsyth – Residential Parking Permit Request

Ms. Gutierrez presented the traffic request form from Mr. Steve Arnold for the 7300 block of Forsyth, continued from the previous meeting. She reported that a staff had concluded that a 1 or 2 hour parking restriction except by residential permit is an option for the commission to recommend. She stated that this plan would be exactly like the residential parking permit implemented in the 200 block of Linden. She asked that if the commission would like to make this recommendation, that staff would like the commission to determine the list of affected households.

Steve Arnold (7305 Forsyth) spoke to his desire to co-exist with the neighboring businesses and spoke about the continued parking problems in front of his property including cars partially blocking his driveway.

Mr. Hales made a motion to issue a residential parking permit petition to Mr. Arnold for 1 hour parking except by residential permit on the north side of the 7300 block of Forsyth Blvd, from 7301 and 7331 Forsyth Blvd. between the hours of 8am to 8pm seven days a week, requiring 75% of the signatures of the property owners of the affected households including 7301 thru 7331 Forsyth Blvd. Mr. Helderman seconded the motion. The motion passed unanimously.

7. Council Liaison Report

Mr. Smotherson stated that he shares commission's concern about the traffic and parking related to the Centene project and the concerns shared by residents. He also stated that the council approved a daycare project on Olive which did not need the approval of the traffic commission since the ingress and egress to is to remain on Olive.

2. Election of Chair, Vice-Chair and Secretary

Election of the Chair: Mr. Tunstall nominated Mr. Hales to serve as the Chair. Mr. Hales stated that he would be willing to serve as the chair and would be honored to do so, but he wanted to continue in his role as Secretary. He stated that there was nothing in the bylaws that prevented serving in both roles, but that he wanted to continue to serve as the Secretary. Mr. Barnes seconded the nomination. Mr. Hales was unanimously elected Chair.

Election of the Vice Chair: Dr. Warbin complimented Mr. Tunstall on his job as the Vice-Chair and his running of the meetings in the absence of the Chair. Mr. Mishkin nominated Mr. Tunstall to serve as Vice-Chair and was seconded by Ms. Creer. Mr. Tunstall was unanimously elected as Vice-Chair.



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Election of the Secretary: Mr. Mishkin nominated Mr. Hales to serve as Secretary. Mr. Barnes seconded the nomination. Mr. Tunstall asked if there was anything preventing Mr. Hales from serving as both Secretary and Chair. Mr. Mishkin indicated that other commissions have one person serving both roles. Mr. Hales was unanimously elected to serve as Secretary.

Mr. Hales thanked his fellow commissioners for electing him to serve as both Chair and Secretary.

Citizen Karen Neilson (521 W. Point Ct.) expressed concern about the traffic from the proposed Centene development from westbound Forest Park Parkway on to Pershing.

8. Miscellaneous Business

None

9. Adjournment.

The meeting was adjourned at 9:51 pm

Minutes prepared by Jeff Hales, Traffic Commission Chair & Secretary



Commission on Senior Issues

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8563

Meeting Minutes – University City Commission on Senior Issues September 19, 2016

Location: Heman Park Community Center
Attendees Present: Margaret Diekemper, Mary Hart, Elaine Henton, Bill Thomas, Dorothy Merritt, Marcia Mermelstein (Senior Coordinator), Paulette Carr (Council Liaison), LaRette Reese (staff Liaison)
Excused: Wayne Flesh, Sue Slater
Guest: Roz Turner

Ms. Margie Diekemper called the meeting to order at 6:05PM
Roll call was done by Ms. LaRette Reese

Councilmember Update

Councilmember Carr provided the following updates:

- The Olive Dog Friendly Café; the proposal is still being reviewed
- City Council is looking into have remote broadcasting council meetings. Skype has been used a couple of times, staff is looking for a more professional option.
- Members were reminded that the open Ward 1 Council seat, replacing Steve Kraft, will be on the November ballot.

Approval of Minutes

Ms. Merritt moved to approve the meeting minutes from the August 15, 2016 meeting; it was seconded by Mr. Thomas. The motion passed.

Senior Coordinator Update

Ms. Mermelstein provided the following updates on activities, meetings and programs related to older adults.

- The “Taking Care of Our Parents...and Ourselves” workshops have gone well; good feedback from participants, attendance was okay; the first and fourth workshops had more attendees.
- The first program committee meeting was held on August 24th, only three people came, but the discussion was good. Feedback received that Wednesday nights are not the best.
- New programs are the horizon are; Table Wisdom (older adults are matched with immigrants to help them with speaking conversational English, free movies at the library and weekly coffee talks at MacArthur’s.

Three unfinished business items were discussed

1. There are 2 more Senior’s Count (Prop S) educational forums scheduled on September 15 (UCPL) and October 18 (HPCC).
2. Members agreed that Marcia would submit the article for the September/October ROARS.
3. The next iTN Transportation meeting is August 17. The team is looking at outreach, recruitment and fundraising ideas. One area of concern is will iTN be subject to the Taxi Commission rules?

Other business:

Members agreed to devote the September meeting to discussing where the Commission is going, and looking at what is different now from when we stated.

Follow-up Actions:

1. Members will think about and prepare to discuss how to expand our mission and purpose going forward at the September meeting.

Next Meeting: Monday, September 19 at 6:00 PM. – Heman Park Community Center