



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 October 11, 2017

1. Call to Order

At the Traffic Commission meeting of University City held in the Heman Park Community Center, on Wednesday, October 11, 2017, Chairman Jeff Hales called the meeting to order at 6:32 p.m.

2. Roll Call

In addition to Chairman Hales, the following members of the commission were present:

- Jeffrey Mishkin
- Jeff Zornes
- Derek Helderman
- Bart Stewart (arrived at 6:37)

Also in attendance:

- Errol Tate (non-voting member – Public Works Liaison)
- Councilmember Bwayne Smotherson (non-voting member—Council Liaison)

Absent:

- Curtis Tunstall – not excused
- Sergeant Shawn Whitley (non-voting member – Police Department Liaison) - excused

3. Approval of Agenda

Commissioner Zornes moved to approve the agenda and was seconded by Commissioner Helderman. The agenda was approved unanimously.

4. Approval of the Minutes

A. September 13, 2017

Commissioner Helderman made a motion to approve the minutes of the September 13, 2017 meeting and was seconded by Commissioner Mishkin. The motion carried unanimously.

5. Agenda Items

a. Purcell Ave at Etzell Ave – No Thru Street

Mr. Tate introduced the request to close the street at Purcell and Etzell. He stated that upon review, the data did not support the request to close the street, but suggested possibly making the street a one-way street.

Mr. Smotherson stated that he did not believe the petitioners' intention to make the street one-way. He stated that he reviewed the request and drove the area with former City Manager Frank Olendorff. He stated that Purcell is



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not considered a through street like Etzell, Ferguson and Pennsylvania. He stated that the neighborhood was designed with smaller narrow streets to limit traffic according to Mr. Olendorff. He stated that through traffic should be using Ferguson and Pennsylvania and that the traffic data we had on Purcell was very high. Mr. Smotherson stated that the petitioners request is valid and that he had asked Mr. Olendorff if when a group of residents petition to close a street, does the opposition of the police and fire chiefs override that request. He indicated that Mr. Olendorff responded that the chiefs' roles are advisory and often oppose street closures that are supported by the traffic commission and council.

Chairman Hales asked to follow-up from the question that was asked of at the last meeting for a formal response and recommendation from the police and fire chiefs. Mr. Tate stated there was a formal memo sent to the Interim City Manager. The recommendations were not provided. Chairman Hales stated that it was unfortunate that the commission was currently short one Third Ward member and the other Third Ward member was not present, so Mr. Smotherson was the only representation from the Third Ward on the commission that night.

Commissioner Zornes stated that last month there was discussion on this issue and that the commission members are not experts and rely on the input from city staff including the police and fire chiefs. He asked if Mr. Olendorff's feedback that the chiefs have never approved of a street closure was correct. Chairman Hales stated that if anyone had the institutional knowledge of the recent history, it would likely be Mr. Olendorff. Mr. Smotherson stated that is why he contacted Mr. Olendorff and had a long list of street closures, including his street. He stated he did not remember police and fire input or opposition with the decision to close his street of Purdue. Chairman Hales brought up the commissions recent discussion of the closure at Center Drive which has been in place since the 1960s. That closure forces emergency services to travel west all the way to Old Bonhomme and circle back into the neighborhood. Chairman Hales stated that he was very disappointed that the commission still did not have a recommendation from the police and fire departments because it was asked for at the last meeting. Chairman Hales asked what percentage of the signatures had been obtained. Mr. Tate stated that 100% of the signatures were obtained and recommended taking the request to council. Chairman Hales asked if the Public Works Department recommended approving the petitioners' request. Mr. Tate stated the department recommended the request to approve go to the Council. Chairman Hales asked if the Public Works Department would support the closure if the council is okay with it. Mr. Tate stated "yes".

Commissioner Helderman asked if residents were at all open to considering one-way traffic on Purcell. Mr. Smotherson stated that the residents he had



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spoken with were not. Chairman Hales stated that in the previous meeting, Mr. Mosby, the petitioner was clear that he did not want a one way street.

Commissioner Mishkin made a motion to recommend the closure as requested by the petitioners' and was seconded by Commissioner Zornes. The motion carried unanimously.

b. Street Name Change – Ferguson Ave. and Paramount Ave.

Mr. Tate introduced the request for street name changes and presented an option to create honorary street names. The proposed honorary street names would be placed just below the actual street sign.

Ms. Mildred Pettiford (8333 Fullerton Ave.) representing the City of Life Church addressed the commission and stated that she had read the recommendation and conclusion and would like to pursue that option. She asked what the next step would be and how many signatures would be required. Mr. Tate stated that the next step would be to update the code for the honorary street names. He stated he thought the petition should probably require 75% approval of the neighbors. Ms. Pettiford stated that she had read the code and could not find where the 75% number comes from. Chairman Hales stated that the 75% number is in the traffic code for residential parking permits. Ms. Pettiford stated that the number was 60% in the City of St. Louis and asked if the commission was applying the 75% number. Chairman Hales stated that the commission was not applying any percentage at that moment.

Chairman Hales stated that at the last meeting, Ms. Pettiford stated that their target date was to have the name change completed by June 1 and by going this route with an honorary name, he felt it would make the process easier. He asked if there was any objection to the name change, what the objections were about and suggested the commission may want to consider resident objections on a case by case basis and thought the council may want to consider those objections as well. He also asked for feedback from the council on the matter. Mr. Smotherson commented that 70 to 75% has often been the standard used for many street and neighborhood requested changes. Chairman Hales stated that he had looked up when Berlin was renamed Pershing in the 1920s and found that only a majority was required. Mr. Tate stated that the proposed code would be drafted and shared with the city attorney for additional input on the process, required petitions etc.

Commissioner Zornes made a motion to approve the staff recommendation to send the proposed code changes to council with the proposed new code coming back to the commission for final review. Commissioner Helderman seconded the motion. The motion carried unanimously.

c. 6600-6800 Kingsbury – No Charter Buses



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Mr. Tate introduced the request to restrict charter buses and commercial traffic. He stated that the city has two codes applicable to prohibiting commercial vehicles in residential areas: 356.010 and 356.020. Staff recommended approving implementing the restrictions on the affected block as well as the blocks of Trinity and Melville to the north of Kingsbury.

Chairman Hales asked for clarification that the restrictions would not include commercial vehicles making local deliveries. Mr. Tate stated the restriction would be limited to restricting commercial vehicles making commercial deliveries from travelling on those streets.

Janet Pierson of 6803 Kingsbury addressed the commission and stated that the original request also included a request to prohibit commercial vehicles on Kingsland as well and thought that may have been omitted in error. Mr. Tate stated that staff accepts the addition of Kingsland.

Commissioner Helderman made a motion to accept the staff recommendation to prohibit commercial vehicles. Commissioner Stewart seconded the motion and the motion carried unanimously.

d. 700 North & South

Mr. Tate introduced the request from Dr. Hortense Lewis, Principal of the Esther Miller Bais Yakov Orthodox Jewish School at 700 North and South for 30 permit parking street spaces. Staff recommended that the school utilize the available parking on North and South Rd. and attempt to utilize additional spaces on Gannon Ave. following a review of available spaces. He stated 30 spaces would be difficult to obtain and asked the Traffic Commission for input on the request.

Dr. Hortense Lewis (40 Gateview Ct, Wentzville, MO) is the principal at the school and addressed the commission. She stated that the school has 50 high school students in grades 9-12, many of whom drive as well as 30 faculty and staff members. She stated the available parking was shared with local businesses. She stated she is requested 30 spaces for their staff. She stated that the parking on Gannon is limited and that years ago there was some "disgruntledness" among the neighbors and the Jewish population and there was a sign requested of the Commission and a sign went up limiting parking on Gannon. She stated if they were allowed to park in the area where the signs are, they would have more than enough parking without interfering with any of the business parking. She stated she is requesting that parking be delineated for their staff and that the parking on North and South is used by their students and customers of the local businesses. Dr. Lewis stated she is asking for parking permits for 30 staff Monday through Friday from 8am to 4pm. She stated she walked the block of Gannon (7600) and estimated that in front of the school and the homes would provide ample space. She stated



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that she is not requesting any spaces in front of the businesses that they share the spaces with. She stated the parking is limited because of a sign that has been there for years and that the people who put the sign there do not even live in the community anymore.

Commissioner Mishkin asked if the school shared the facility with the synagogue. Dr. Lewis confirmed the facility is shared. Commissioner Mishkin asked if there was any parking for the synagogue and its congregants. Dr. Lewis stated that the synagogue members usually walk.

Commissioner Stewart asked for Dr. Lewis to clarify the request stating that she had indicated that the request was between 8am and 4pm, but the request in the packet stated 8am to 6pm. Dr. Lewis stated that 8am to 4pm would be sufficient and that they do have after school activities, but by 4pm, anyone who would be servicing the school would already have a parking space.

Commissioner Mishkin asked if there would be sufficient parking if they could park in the area where the signs restrict parking. Dr. Lewis stated that was correct and that they would have enough space if they could park to the end of the block on both sides of Gannon. Commissioner Mishkin asked who put the signs up. Dr. Lewis stated that it was her understanding but she was not there at that time, that there was a conflict between a neighbor close to the school and they came to the commission asking for a sign and a sign went up. Commissioner Mishkin asked what the sign says. Dr. Lewis stated the sign says no parking beyond this point. Commissioner Mishkin asked if the sign restricted anyone from parking there. Dr. Lewis stated that she believed so because she doesn't see anyone else park there and she didn't recall the sign saying that anyone else could park there, that it just states "no parking beyond this point" and is placed at two points on the block.

Chairman Hales responded to Dr. Lewis and stated that he and his partner were the individuals who initiated a residential parking permit petition in 2010. He stated it was not because of any disagreement or hard feelings with the Jewish community, it was because when they bought their house they were unable to park remotely near their house between the hours of 8 in the morning and 11 o'clock at night because in the morning because between 8am and 4pm, the block was parked with students in large vans and teachers. He stated that most of the homes on that block have single car driveways and single car garages. He stated the process was that they came to the commission and requested a residential parking permit plan. He stated the very first thing they did was to contact County Councilwoman Barb Fraser because at that time parking was restricted on both sides of North and South between the hours of 7am and 9am and 4pm and 6pm between Delmar and Olive. He stated the first thing they did was to make outreach to the county to remove those restrictions so that parking was available to the synagogue and

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businesses on North and South. He told Dr. Lewis that there were absolutely no hard feelings towards them and wanted her to understand that and stated that 75% of the neighbors were required to sign the petition for residential parking and did because of the impact felt by the neighborhood. He stated that one of the things discussed by the traffic commission at that time was the difficulty of residents to get in and out of their driveways because of the narrowness of the driveways. He stated that Gannon is a street that technically, according to the MUTCD code which the city has adopted, should not have parking allowed on both sides because the street is too narrow to accommodate cars parked on both sides and two lanes of traffic. He asked Mr. Tate to correct him if he was wrong. Chairman Hales stated that that was the history of the parking restrictions on the block and stated that the signs on the block state No Parking Except by Residential Permit between the hours of 11am and 11pm. He also stated that at one point he had a car parked in his driveway, but did not know who the person was or where they went and stated that in the time they lived there, they had to have two cars towed for blocking their driveway. Chairman Hales told Dr. Lewis that he could tell her from first-hand experience that when parking was permitted, it had a substantial impact on the neighborhood and that they had no trouble getting the signatures. He said he would be very, very hesitant to recommend undoing what was done by residents of that block because it was just that block that was impacted. He stated that the teachers could park around the corner on Bemiston or in the 7500 block, but that was not where the problem was. Dr. Lewis stated that Chairman Hales had obviously never been a teacher and to park that far away from your location and materials. She apologized that Chairman Hales went through what he went through and stated she was not a part of that and that she was sure that the problem no longer exists and asked that he consider an alternative method because shutting out the parking all together is not a good solution because they don't have the opportunity to park there at all. She stated she could not speak to the past and apologized and stated that she understood and had compassion, but asked in this day that we come up with a solution that might work including signage that is restricted and that is followed through on where they would have permits and only the cars with permits would be able to park in the neighborhood between 8 am and 4pm Monday through Friday.

Commissioner Mishkin asked why Dr. Lewis did not think the problem would exist today. Dr. Lewis referenced Chairman Hales' comment about people parking in his driveway; she said their people mostly walk on the weekend. She stated she didn't know if the person who did that went to one of the businesses but stated that if signs could be put out allowing for permit parking for their staff, that may resolve the problem.

Commissioner Stewart asked if the process to reverse a residential parking plan required the same 75% signatures to remove the restriction. He asked what it would require to change the parking restriction in the area. Chairman



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Hales responded to Commissioner Stewart and stated that the commission had to operate within the code and the code is very clear in terms of the process for a residential parking permit plan. He stated that the petitioners are residents. Chairman Hales stated that he believed that if the residents on the block are okay with what is being requested, then the residents need to come back to the commission and request a petition to change it and stated he didn't know that any residential parking permit plan has ever been undone after being approved.

Dr. Lewis stated that she didn't believe this would be undoing the residential parking permits, but more of a change because the situation in itself has changed or redeveloped and that she believed we are in a different situation now. She stated the Shul is a resident of that block and asked if that means that they need to get 75% of the members of the Shul to sign. Chairman Hales responded that residents are homeowners and occupants in homes. Dr. Lewis stated that she agreed with Chairman Hales, but that they also own their facility. Chairman Hales stated that she was correct but that parking is available in front of their facility.

Commissioner Mishkin asked how long the school was at the Shul. Dr. Lewis stated it had been there for 22 years.

Commissioner Stewart asked for clarification on exactly where it is being requested that the school staff be allowed to park. Dr. Lewis stated that they only want to park in the areas in which they are now restricted. Chairman Hales stated that the area extends from 7600 Gannon to 7630 Gannon or from Bemiston west through last residential homes on the block.

Dr. Lewis stated that even with 30 parking permits, only half the staff is at the school at one time, so the total number of cars parked there would be closer to 15 but she couldn't guarantee it because there are times where all staff has to be there. Mr. Tate asked about the parking conditions in the morning when she arrives. Dr. Lewis stated the parking was very busy in the mornings because of the boys school. Mr. Tate asked if the boys school was utilizing their parking lot. Dr. Lewis stated that everyone parks in that lot and in the mornings, the students are parked on North and South on both sides of the street. Mr. Tate asked if the students could park somewhere else. Dr. Lewis asked where they would park and stated that many of the students drive in from Chesterfield. Mr. Tate suggested that the students could potentially park on other streets and walk to free up space in front for the teachers. Mr. Tate asked if Dr. Lewis had spoken to any of the residents on the block. She said she had not. Mr. Tate stated that Dr. Lewis would definitely need their support for her request.

Commissioner Stewart suggested that Dr. Lewis consult with the neighbors and perhaps get one of the neighbors to be a petitioner for her request. Dr.



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Lewis stated that there are not many houses there. Chairman Hales stated that there were 12 homes on the block that were part of the original petition.

Commissioner Mishkin asked if the school had a plan b if they could not park in the neighborhood. Dr. Lewis stated they would continue doing what they have been doing and walk for miles, parking a long way from the school and drag things to the school.

Brian Burkett (7471 Kingsbury) addressed the commission stating he lives in the community and used to live at 7630 Gannon and was one of the original petitioners for the residential parking permit. He stated that Gannon is a very narrow street east of the alley across from the synagogue. He stated that prior to the restriction, there were times where driveways were blocked and where residents and visitors to the neighborhood would have to park several homes if not a block away. He stated that getting the signatures was time consuming because you had to catch residents at home and some were hesitant, but once they realized something could be done, they were happy to sign. During the traffic commission meeting at that time, the school officials had the opportunity to provide input. Mr. Burkett stated that there is parking available on North and South and he heard the comments about the distance. He stated that he goes to work and has to walk more than a block to his building carrying his computer, his briefcase and files. He also stated that since these restrictions have been in place, many people have purchased homes on the block and have the expectation that they will be able to park in front of their homes with a permit or their visitors can park in front of their homes which is a big deal because there is the school, the synagogue, MoMo's which is busy until 11pm at times and loud at times in the neighborhood. He stated that cars would travel through the neighborhood looking for a place to park which was a bit of a nuisance, but that North and South is a wide road with parking that is not fully utilized. He asked the commission that a minimum, he thought they should pause and make outreach to the neighborhood and that the synagogue be required to follow the same procedure and get 75% approval from the residents. He stated to include the school within the residential parking area seems to be in conflict with what the residents originally approved. From a fairness perspective, he said, it seems the school is requesting a change to undo what the neighborhood wanted and did the legwork to accomplish. He stated he didn't believe an entity should be able to unilaterally impact change for a neighborhood. At a minimum, he said, that block needs to be the affected area if not bringing the petition themselves.

Commissioner Helderman asked if the school has made any outreach to neighbors. Dr. Lewis stated they had not, that they were new to this process and did what they knew which was to fill out the request form and submit it. She stated she was open to doing whatever the commission directed her to do.



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Commissioner Stewart asked if there has been a study of how many spaces are available on the block. Dr. Lewis stated she walked it and measured it roughly herself and there was room for more than 30 cars. Mr. Tate stated that a car length is roughly 19 feet for parking.

Chairman Hales stated that any request for change should necessitate notifying all of the neighbors that were a part of the original petition and that they should be made aware right away. Dr. Lewis asked if it was the original petitioners. Chairman Hales clarified that it would be the residents of all of the affected households from the original petition. He also stated that when Dr. Lewis is talking about 30 cars, even 15 cars, he stated those cars would not be spread out on the block, they would be parked in front of 7630 Gannon and effectively in front of the first three or four homes on the western portion of the block. He stated that from his experience, he doesn't think that the times are different at all and if this request were to be approved the residents at that end of the block would have the same chronic problems of having cars parked up to the edge of their driveways, in front of their house at all hours from 8am to 4pm and that was the problem that was sought to be corrected. Chairman Hales stated that before, there was discussion with members of the synagogue and businesses and there was not much willingness to work with them. He stated that one business owner's response to him was that it was a public street and that left the residents with just one option. Chairman Hales said 15 cars will take up four houses worth of parking and that he used to go get coffee every day and when he returned by 8:30 or 9am, he would have to park five to six houses away. He stated that the parking on the block was an issue, but stated that his opinion doesn't particularly matter because he's not a stakeholder and no longer lives on the block, but the residents need to be informed and it's ultimately up to them.

Commissioner Helderman asked if there was any kind of study that could be done on the block to determine the amount of space is available. Mr. Tate stated staff could measure out the space to determine how much of the block that would affect. He stated there is also a parking restriction at the corner of Gannon and North and South and stated that the school needs to make outreach to the neighborhood first to find out how they would feel about 30 cars being parked there.

e. 6500 Corbitt Ave – One Way Street

Mr. Tate introduced a request to make Corbitt a one-way street in the 6500 block due to excessive speeding. Mr. Tate stated that staff recommended the speed trailer be deployed to the area to record the data. He stated that staff is not opposed to a one way street, but would like to obtain more information and have the commission define the affected area for a petition.



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Commissioner Helderman stated the speed trailer makes sense.

Chairman Hales agreed with Commissioner Helderman but stated he believed that if there is a complaint regarding speeding, sending the speed trailer out should be something that is automatically done without the approval of the commission. He also stated that he thought defining the affected area for a petition was premature until more information can be obtained from the speed trailer.

Commissioner Stewart asked if this would be the only one way street in the area. Mr. Tate confirmed. Mr. Tate asked if they have requested which direction they want it to be. Mr. Tate stated they had not.

Chairman Hales asked the street was used as a cut through in any particular direction. Mr. Smotherson responded that he was unaware of the problem and that this request is the first he had learned of an issue and thinks that staff's recommendation is correct.

Chairman Hales stated that he thought he remembered from the Director of Public Works once stating that the wider a street is, the faster traffic travels. Mr. Tate confirmed that is correct. Chairman Hales asked making the block one way is an effective way to calm traffic. Mr. Tate stated that the request came in requesting a one way street and was anonymous.

Commissioner Helderman made a motion to implement the speed trailer. Commissioner Zornes seconded and the motion carried unanimously.

f. Enright Ave. Parking Meters

Mr. Tate presented request to install parking meetings on Enright in the Loop because Washington University students are parking there at all hours of the day. He stated that Washington University supports the request and that it would help get those cars off the street and open up parking for loop businesses. Staff was recommending the commission approve the request and noted that upon approval, it would have to go through the finance department.

Chairman Hales asked if there was any potential negative aspect of the proposal. Mr. Tate stated that they had no negative feedback.

Commissioner Stewart asked if the neighborhood should be notified. Mr. Tate stated that the neighborhood is all multi-family. Chairman Hales stated that there is also a Washington University Garage which the students have the option to get a permit for.



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Commissioner Helderman made a motion to approve the staff recommendation. Commissioner Stewart asked what type of meters would be installed. Mr. Tate stated he hoped it would be a pay station style. Commissioner Stewart seconded the motion and the motion carried unanimously.

g. Coca Expansion Review

Mr. Tate introduced the COCA Expansion project. He noted that the plans were provided to the commission late but that the traffic engineer and architect were present. He stated that staff had reviewed the plans and had asked the engineer to look into a two way stop on Washington at the exits.

Lee Cannon with CBB at 12400 Olive Blvd STE 430 addressed the commission. He stated COCA's expansion is a relatively minor expansion from a traffic perspective and that the parking currently on the COCA property will be removed. He stated Washington University is building a parking structure across the street and that COCA and Washington University will be entering in a parking agreement for COCA to use the garage. There will be an added drop off and pickup lane and access the front door of the new facility. Also, they have proposed narrowing the street taking away the parking lane at the cross walk to clearly define the crosswalk adjacent to the parking garage requiring less exposure for pedestrians crossing the road. He stated that a lot of CBB's recommendations have been incorporated into the most current drawings. CBB completed a traffic impact study in the area. He stated that they had not spoken to staff since receiving their comments and asked about the reason for the request for a two way stop. Mr. Tate stated that staff was concerned about pedestrians during events at the crosswalks and suggested a switch-back style stop sign to be used during events. Mr. Cannon stated that COCA is indifferent to that request. He stated that he would not recommend the turnable stop signs, but suggested they could install signage on the centerline stating stop for pedestrians in cross walk. COCA he said would be agreeable to having police or hired people assisting crossings during special events. He stated that his understanding is that there will be a net-gain in parking with new garage with the removal of COCA's parking. He stated that Washington University did not intend for the garage to be a public garage, but was open to the garage being a community resource. Mr. Cannon asked if he had answered the commission's questions.

Chairman Hales thanked Mr. Cannon and stated that he didn't know if the commission had questions of him and that the packet had very limited information. He stated he'd like to see the traffic impact study and said he agreed with what Commissioner Zornes had just asked him, which was what is the commission being asked to do? Mr. Tate stated that the commission is to ask questions regarding the plans and traffic report.



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Commissioner Zornes stated that the packet states that the commission is being asked to approve staff's request to look into the two way stop on Washington. He asked if a study is needed or if it's already been done regarding the stop on Washington.

Mr. Cannon stated he received the city staff comments that week and prepared the responses to those comments and was prepared to answer any questions about the study that was submitted to the city.

Stacy Wehe (4653 Pershing Place) with Christner Architects addressed the commission. She stated they included the traffic impact study with the original Conditional Use Permit Application and would be happy to resubmit that as well. She stated that they also brought a summary of the large packet and the changes and stated she would be happy to walk the commission through. She stated they were there tonight because they were required to amend their Conditional Use Permit Application related to the parking count for COCA. She stated she was told they would need a positive recommendation from the Traffic Commission prior to going to council for the CUP.

Commissioner Mishkin asked if the parking garage was a separate project that has already been approved. Ms. Wehe confirmed and stated that the project was in for permits. Commissioner Mishkin asked where the COCA project was in the planning and zoning process. Ms. Wehe stated they had already been before the Historic Preservation Commission and hoped to go to council sometime soon. Commissioner Mishkin asked if the garage was ahead of this and they decided to piggy back on to Washington University's garage for parking. Ms. Wehe stated it was a phasing challenge to construct the COCA expansion; they are building on the existing COCA parking lot, so the garage needs to be constructed before they can begin the COCA expansion. Commissioner Mishkin asked if there would be any remaining parking spaces at COCA. Ms. Wehe stated that all of the spaces would be eliminated but there is a long term easement in place with Epworth Family Services which provides 24 parking spaces for COCA and will remain.

Mr. Cannon stated that the only connection between the two projects is that the garage is going to provide the required parking. Commissioner Mishkin asked if without that parking arrangement, COCA would not be able to eliminate their parking for the expansion. Mr. Cannon stated that was correct and the garage arrangement is the solution for COCA's parking and without that they would have to find a different solution.

Chairman Hales stated that this is where the Traffic Commission has a lot of overlap with the Plan Commission. Ms. Wehe stated that the COCA lot has 69 spaces and the Epworth lot has 24; the 69 spaces would be eliminated and



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replaced with 128 spaces allocated to COCA in the Washington University garage through a long term lease of the spaces in the garage.

Chairman Hales asked what the projected growth of the number of people coming and going to COCA after the project is completed. Ms. Wehe stated that the expansion is primarily providing a replacement of the existing theater which will be converted to a dance studio. Three additional dance studios will be built and a new 460 seat theatre is to be constructed. She stated that the projected increase will be about 15% in vehicle activity. She stated they worked with University City to arrive at the 128 parking space requirement.

Chairman Hales stated that he asked the same question with the Kingsland Walk senior living facility and stated he would like to see the proposal go to the Plan Commission for review because they look at a lot of the same issues related to parking and traffic and number of required space. He stated he remembered the parking garage being approved by the council and thinking that's a pretty significant structure being built that would provide a significant amount of parking and that was not something that came before the commission. He stated that he didn't think anyone was opposed to the plans or the project, but that the commission had been down this road before and needs to have all the information before making a recommendation. He stated that he believed everyone on the commission wants to get it right when they make a recommendation so that all of the aspects of the project are considered. He stated that he had seen too many examples recently where we hadn't followed the process and hadn't gotten questions answered. He stated he thought it sounded like a good project. Mr. Tate stated the parking garage had not come to the traffic commission.

Steve Collier from off campus real estate at Washington University stated the garage had been approved. Mr. Smotherson stated he thought the garage was a great addition to the area but asked what impact there would be during the day for the neighbors. Mr. Cannon stated that is what the traffic impact study looks at. He stated they also look at the operational characteristics of a special event. He stated that they anticipated an increase of one car every two minutes on Washington Avenue and said it was a minimal impact that can be accommodated by Washington, Trinity and the roundabout. He stated the most of their activity is after school and the evening and minimal during the day. He stated the additional traffic would not impede residents from getting home.

Ms. Wehe stated she had been in communication with University City about the timeline and milestones for the project for some time since the spring of 2016. She said it was always relayed to them that the Traffic Commission would follow the Historic Preservation Commission before going to the Plan Commission. She said they were a bit confused about the process because



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they have a schedule to keep and time was of the essence and it would be an impact to the project if it were to be delayed a month or two.

Chairman Hales stated that he had been on the Traffic Commission for four years and it meets every month and he has never been told what the process is for these approvals. He stated that the Traffic Commission has held a joint meeting with the Historic Preservation Commission on the Trinity roundabout and stated he understood their concern about their timeline. Chairman Hales stated that the last proposal for the Kingsland Walk Development raised concerns whether the plans provided for enough parking and the commission asked that the plans go to the Plan Commission and it turned out there was not enough parking in the initial plans and they had to be amended. He stated the concerns of the commission were absolutely correct and had they gone through there could have been a potential problem. Chairman Hales stated that to him the process seems rather arbitrary and he's rather get it right as far as the interests of residents and neighbors and pointed out that the Chair of the Plan Commission was in the room. He stated that getting it right was the most important and he was good with calling a special meeting if it is necessary, but he would like to know more from the Plan Commission about the plans. He also stated that the commission only received the traffic study that afternoon and he didn't know when the electronic copy was available but that the commission, as they may have sensed, is behind the ball about what it is that the commission is talking about because for many members, it is the first opportunity to look at the traffic study at the meeting.

Commissioner Stewart stated that this was the second time that information was provided at the meeting and it had happened at the last meeting. Commissioner Mishkin asked if the commission was being asked to vote on the traffic impact study and asked if any consideration was given to ingress and egress to the garage from Delmar. Mr. Cannon stated the garage has ingress and egress from Delmar through the Castlereagh site, which is a separate project and being renovated. Commissioner Mishkin asked irrespective of COCA's plans, the garage has to be built finished before the COCA parking is removed.

Jeff Ryan (6017 McPherson) of Christner Architects stated that there is a schedule and it's vital. He stated they've been working with University City for over a year about schedule and process and is very surprised that the process is out of line. He stated that the information had been provided to the city three weeks ago and stated that to them, they feel like this process has been a bit of disservice. He stated he really appreciated the offer of a special meeting and they came having prepared for a year and found it shocking and surprising. He stated that they had really done their due diligence and hoped that the commission would work with them.



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Commissioner Stewart agreed with Mr. Ryan and stated he was also surprised that the commission had not received the information as well.

Chairman Hales agreed with Commissioner Stewart and stated he also agreed with Commissioner Zornes that he did not understand what the commission was being asked to do with this project. He stated there was one more request to speak and asked Cirri Moran to address the commission.

Cirri Moran (6652 Kingsbury) addressed the commission stated she was attending as a resident because she had another issue before the commission and did not know that this issue was coming before the commission until she arrived at the meeting. She stated she is also the Chair of the Plan Commission and stated she would like to thank Chairman Hales for the consideration and that there are a lot of questions. She stated that COCA had done its due diligence and there are questions about traffic, staging and there will be a public hearing with all of the information at the next plan commission. She stated they will be changing their entrance from Washington to Trinity which is a major change and a very narrow street. She stated there was a lot of information and the commission had not had an opportunity to peruse the information and stated the commission cannot make a recommendation without due diligence in this environment. Ms. Moran stated that she will make sure that the Plan Commission has all of the information prior to their meeting.

Mr. Ryan asked if it would be possible to have a joint meeting with the Traffic and Plan Commissions. Ms. Moran stated that staff would have to look at that because the commissions have very different roles.

Chairman Hales agreed and asked Mr. Tate to make sure that the packet for the Plan Commission is shared with the entire Traffic Commission and encourage commission members to attend. Ms. Moran stated she would be working with the Director of Community Development on that as well. Chairman Hales asked Ms. Moran if she was aware of the process described earlier regarding the project going from Historic Preservation to Traffic Commission to Plan Commission. Ms. Moran stated she was not aware of that process and stated that the communications are pretty dismal when it comes to what is going before commissions at any time. She stated she only found out about what was going to be on her next agenda from the street signs giving public notice. Mr. Smotherson stated that the council would be addressing the process at the council level because they do not want this to happen again. He indicated that COCA had done their due diligence and insisted that it would be addressed by the council.

Chairman Hales stated that he would come to the Plan Commission to discuss this process because he believed the process for COCA has been to the detriment of the city and noted that the commission members are spinning



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their wheels and we don't have the information. He indicated that he understood it was frustrating for them and it was frustrating to the commission as well and noted this was the second time this has happened in two months and that it would likely be the second time in two months that the council would be having this discussion.

Ms. Moran stated that as Chairman Hales said, there is nothing against the project, it's the back and forth and discussion about the project that makes it a great project.

Commissioner Mishkin asked when the COCA project first came to the Plan Commission. Ms. Moran said it had not and it will be coming to the Plan Commission on October 25th and the only reason she knew that was because of the public hearing sign that was outside of COCA, and she's the Chair of the commission.

Chairman Hales stated that he believed this is an issue between the Public Works Department and the Community Development Department and someone seems to be driving that bus, but both of them need to have a hand on the wheel moving forward and the commission are stuck in the middle.

Commissioner Helderman stated that he believed we all agreed that we want to make this expedient and asked how we propose a special meeting. Chairman Hales asked if it would work if the Commission met the week following the Plan Commission and asked how much time the commission had. Ms. Wehe stated it would be ideal for the Traffic Commission to meet within two weeks of the Plan Commission. Commissioner Helderman stated that the Traffic Commission's next meeting was two weeks after the Plan Commission meeting and Chairman Hales stated that would work.

Chairman Hales stated there was one more request to speak and called Councilmember Carr to the address the Commission.

Councilmember Paulette Carr (7901 Gannon Ave.) addressed Commissioner Mishkin's question about the council approval of the parking garage. She stated she distinctly remembered saying with the approval of the garage that COCA would be responsible for meeting there parking obligations and she would be waiting to see that they did and in this case she believed that it's absolutely mandatory that this come back to the Traffic Commission so that the commission can see that that obligation is met. She thanked Commissioner Mishkin for his question.

Chairman Hales asked if we could put this on the agenda for the November 8th meeting. Commissioner Zornes suggested that the Plan Commission meeting be video recorded and shared with the Traffic Commission members. He stated he supported the project, but the request in the commission's



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packet is to approve the traffic study and stated he thought that it would clear up a lot of questions if the commission could see the presentation presented to the plan commission.

6. Council Liaison Report

None

7. Miscellaneous Business

A. Multi-Family Building Parking

Mr. Tate provided an update that the requested solution for residential parking permits in multifamily areas. He stated that he and the Director of Public Works drove through area previously discussed along Forsyth and Little Lindell to get a sense of how many buildings and available parking was there.

Chairman Hales asked if Mr. Tate has suggestions. Mr. Tate stated they did not but they were trying to make outreach to landlords to find out how many off street parking spaces are available at each building and would develop a plan from that. He asked if the commission agreed with a residential parking permit system for multifamily units.

Commissioner Zornes stated that the issue would be that there is a lot of turnover and stickers issued and that could be administratively cumbersome and agreed that the establishing the number of available off street parking was a good first step.

Commissioner Helderman asked if this issue has come to staff because of landlords. Mr. Tate stated he believed this would be an issue because of the expanded residential parking along Forsyth and Lindell.

Chairman Hales stated that he requested that this issue be explored after the commission approved the residential parking for the 7200 block of Lindell. Commissioner Zornes stated that he lives in the 7000 block of Lindell and everyday people park on his block and his concern is that it creates an enforcement burden that would be problematic.

Chairman Hales stated that he liked the idea of a time limited parking area except by residential parking permit in the Lindell / Forsyth Multi-family area.

B. Compact Car Ordinance Update



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Mr. Tate stated that the compact car ordinance was taken to the old City Attorney and now the city has a new City Attorney and he has requested that the new ordinance go to the new City Attorney.

Chairman Hales asked if there was a timeline for when these two issues may come back. Mr. Tate stated it would be in the next meeting or following meeting.

Chairman Hales stated he had one other miscellaneous business item and made a motion to amend the June meeting minutes approved at the last meeting to correct the attendance which marked Mr. Alpaslan as both present and absent to reflect that he was present. The motion was seconded by Commissioner Helderman and unanimously approved.

8. Adjournment.

Chairman Hales adjourned the meeting at 8:31 pm.

Minutes prepared by Jeff Hales, Traffic Commission Chairman & Secretary