

August 14, 2020

Mr. Vic Alston  
RevivalSTL  
5501 Pershing Avenue  
St. Louis, Missouri 63112

RE: Response to Traffic Commission Issues of Concern  
Proposed Mixed-Use Development  
8400 Delmar Boulevard at Delcrest West  
CBB Job No. 095-19

Dear Vic:

As requested, I am writing to address some of the issues raised by the Traffic Commission regarding your project at their July 8, 2020 meeting.

1. It is my understanding that a current site plan has been submitted to the City by the development team dated August 12, 2020.
2. There is a private road west of the site (owned by others) which connects between Delmar Boulevard and the Ladue Crossing Shopping Center at Ladue Road. A portion of the private road closest to Delmar Boulevard lies on the subject property. That private road is located in an easement which was in place prior to the developer's involvement in the site. The private road does not belong to the subject developer, but CBB understands that the developer has certain access rights under the terms of the easement.
3. The current site plan illustrates sole access to the site parking garage via one driveway on Delcrest West. A passenger loading area is also shown on the current site plan with ingress/egress via Delcrest West. No tenant, patron or visitor access is proposed via the adjacent private road west of the site.
4. The Shared Parking Study, dated August 14, 2020, has been updated by CBB to reflect the current site plan with 252 apartments, 133 hotel rooms and a 4,000 SF commercial space (assumed for a conservative, worst-case analysis to be a restaurant).





5. The Traffic Impact Study, dated August 14, 2020, has also been updated by CBB to reflect the current site plan with sole access via Delcrest West. No development trips were assigned to access the site directly from the private road.
6. CBB uses generally accepted industry standards when completing traffic studies, and uses the Trip Generation Manual published by ITE for estimating trips from various land use types. The original Traffic Impact Study was completed using industry standard trip projections based on low-rise apartments with much fewer units while the revised Traffic Impact Study uses industry standard trip projections based on mid-rise apartments. ITE data shows that larger unit count developments generally reflect a lower trip per unit rate.

Therefore, a direct comparison of the original trip table to the revised trip table is misleading. The trip projections included in the revised Traffic Impact Study are accurate and reliable for the proposed development for the purposes of the evaluations.

7. There is an existing posted restriction for northbound left-turns from the private road to westbound Delmar Boulevard during the afternoon commuter peak hour (No Left-Turn Sign). Despite the restriction, twelve cars were counted by CBB in early March 2020 making that movement during the afternoon commuter peak hour.
8. The existing traffic signal at the intersection of Delcrest West and Delmar Boulevard, previously constructed as part of the Walgreens development, will allow for effective and safe access to the proposed mixed-use development to and from Delmar Boulevard.
9. The development of the proposed site will not significantly change the issues of concern related to traffic delays and/or safety of operations for vehicles at the intersection of the private road with Delmar Boulevard.
10. It is CBB's understanding that a trash collection and loading area is proposed on the west side of the site. One new curb cut is proposed on the private road to access the trash and loading area. The infrequent nature of trash collection for this type of development will not have any noticeable impact of traffic flows. As noted above, this proposed service access will not allow any tenant, patron or visitor access to the site.



11. We understand that the City has engaged a traffic engineer to study the cumulative impacts of several developments in the area. CBB began our work for the subject development at 8400 Delmar Boulevard in Winter 2019 and was not made aware of the Crown Center project as an issue of concern.

As an aside, in Spring 2020, CBB was engaged by the developer of the proposed apartments project west of I-170 at McKnight Place. It was agreed in early discussions with City and County DOT staff that the traffic study for the second project (McKnight Place) would include traffic from the subject project in the base conditions; i.e., this mixed-use development was assumed to be approved and generating traffic in the McKnight Place traffic study. That other study was submitted to the City on July 23, 2020.

I trust that you will find this information helpful. Please contact me in our St. Louis office, 314-308-6547 or [Lcannon@cbbtraffic.com](mailto:Lcannon@cbbtraffic.com) should there be any questions regarding this report.

Sincerely,

Lee Cannon, P.E., P.T.O.E.  
Principal - Traffic Engineer