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

TRAFFICCOMMISSION MEETING
VIA VIDEOCONFERENCE WEDNESDAY,
September 9, 2020 – 6:30 PM

IMPROTANT NOTICE REGARDING PUBLIC ACCESS TO THE TRAFFIC COMMISSION MEETING & PARTICIPATION

Traffic Commission will Meet Electronically on June10, 2020

On March 20, 2020, City Manager Gregory Rose declared a State of Emergency for the City of University City due to the COVID-19 Pandemic. Due to the current order restricting gatherings of more than 10 people and the ongoing efforts to limit the spread of the COVID-19 virus, the September 9, 2020 meeting will be conducted via videoconference.

Observe and/or Listen to the Meeting (your options to join the meeting are below):

Webinar via the link below:
https://us02web.zoom.us/webinar/register/WN_o_80PGaPRYCgAx9igAOBmQ

Audio Only Call
Or iPhone one-tap :
US: +13017158592,,88281367095#,,1#,441746# or +13126266799,,88281367095#,,1#,441746#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099 or +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 856 9730 2970

Password: 325119

Citizen Participation
Those who wish to provide a comment during the "Public Comments" portion as indicated on the Traffic Commission agenda: may provide written comments to the Senior Public Works Manager ahead of the meeting.

ALL written comments must be received **no later than 12:00 p.m. the day of the meeting**. Comments may be sent via email to: etate@ucitymo.org or mailed to the City Hall – 6801 Delmar Blvd. – Attention Errol Tate, Senior Public Works Manager. Such comments will be provided to the Traffic Commission prior to the meeting. Comments will be made a part of the official record and made accessible to the public online following the meeting.

Please note, when submitting your comments, a **name and address must be provided**. Please also note if your comment is on an agenda or non-agenda item, and a name and address are not provided, the provided comment will not be recorded in the official record.

The City apologizes for any inconvenience the meeting format change may pose to individuals, but it is extremely important that extra measures be taken to protect employees, residents board/ commission members and elected officials during these challenging times.

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A G E N D A

TRAFFIC COMMISSION MEETING

September 9, 2020 at 6:30 p.m.
Via Zoom

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of Minutes**
   A. July 8, 2020
5. **Agenda items**
   A. Delcrest/ Delmar RevivaSTL – Parking and Hotel Clarification
   B. 78th and Wayne 4-way Stop Request
   C. Plymouth and Pennsylvania – No Thru Traffic
6. **Council Liaison Report**
7. **Miscellaneous Business**
8. **Adjournment.**

Prior to the meeting, we recommend that you visit the site(s). Please call (314) 505-8571 or email etate@ucitymo.org to confirm your attendance.

*ALL written comments must be received **no later than 12:00 p.m. the day of the meeting**. Comments may be sent via email to: etate@ucitymo.org or mailed to the City Hall – 6801 Delmar Blvd. – Attention Errol Tate, Senior Public Works Manager . Such comments will be provided to the Traffic Commission prior to the meeting. Comments will be made a part of the official record and made accessible to the public online following the meeting.*

*Please note, when submitting your comments, a **name and address must be provided**. Please also note if your comment is on an agenda or non-agenda item, and a name and address are not provided, the provided comment will not be recorded in the official record.*

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

STAFF REPORT

MEETING DATE: September 9, 2020
APPLICANT: CBB/RevivalSTL
Location: Delmar/Delcrest
Request: Review of Comprehensive Traffic Impact Study
Attachments: Report

Discussion: Update to the parking study for the Delcrest Apartments/Hotel development.

Background:

- Following the August 24th Special Traffic Commission meeting the unfinished business portion of the meeting was the clarification of the Hotel type and the number of parking spaces needed to meet the city's requirements.

Conclusion/Recommendation:

Following the City's Traffic Engineer review of the updated documents RevivaSTL's Traffic engineer submitted a letter to the city clarifying the hotel type which will be "Business Hotel (letter attached). In regard to parking the city's traffic engineer requested that the developers traffic engineer correct the ITE rate to the non rail transit for multifamily and try and justify the numbers with a different approach.

- The 8400 Delmar development has proposed 410 parking spaces. University City's Shared Parking requirements outlined in their municipal code (assuming

shared parking is taken into consideration) require 563 parking spaces. It should be noted that the University City Municipal Code also allows for a 10% reduction due to proximity to transit (rail or bus) stops and a 20% reduction that can be granted at the Council's discretion. Should both reductions be applied, a total of 394 spaces would be required. Hence, without reductions, the site does not meet the City's required parking supply. However, if both the 10% transit reduction and 20% discretionary reduction are implemented, then the site would satisfy the required parking supply with a surplus of 16 spaces based on University City's Parking Ordinances. Considering the updated information from CBB/RivavaSTL that the redevelopment would be classified as "Business Hotel" then the Land Use Code 312 Business Hotel is appropriate, the shared parking analysis per ITE's standards reveal a peak parking demand of 482 parking spaces. and if a 10% reduction is demanded due to the influence of alternative modes of transportation are considered, the peak parking demand would reduce to 434 spaces, which would exceed the proposed parking supply by 24 spaces.

- Recommendation from the planning department

Attached:

1) Updated Peer Review of CBB Shared Parking Study for Proposed Mixed Use Development at 8400 Delmar Boulevard at Delcrest Drive (West)
2) Addendum – Traffic Impact Study for Proposed Mixed-Use Development 8400 Delmar Boulevard at Delcrest Drive (West)
3) Shared Parking Study
4) Technical Notes for Meeting - Delcrest Apartments – Parking Calculations

August 31, 2020

Mr. Sinan Alpaslan, P.E.
Director of Public Works
City of University City
6801 Delmar Boulevard
University City, MO 63130

RE: Updated Peer Review of CBB Shared Parking Study for Proposed Mixed Use Development at 8400 Delmar Boulevard at Delcrest Drive (West)
University City, Missouri
Lochmueller Group Project No. 520-0080

Dear Mr. Alpaslan:

In accordance with your request, Lochmueller Group (LochGroup) has completed an updated peer review of the revised shared parking study for the mixed-use development at 8400 Delmar Boulevard at Delmar Boulevard and Delcrest Drive in University City, Missouri. This revised study was completed by CBB and is dated August 14, 2020. As you are aware, LochGroup completed in June 2020 a peer review of the original traffic study (dated April 17, 2020) as well as an additional peer review on August 6, 2020 of the first revision (dated July 23, 2020). This updated parking review supersedes the parking analysis detailed in the August 6, 2020 peer review. The traffic impact analysis in the August 6, 2020 peer review remains valid.

The primary purpose of this review was to evaluate the parking study's methodologies, data, and findings as outlined in the CBB report dated August 14, 2020 and provide comments on their conclusions while also trying to identify any relevant omissions or exclusions. A site development plan for the mixed-use development at 8400 Delmar was provided with the August 2020 CBB study and per CBB's latest shared parking study, the site would include a 133-room hotel, a 252-unit apartment building, and 4,000 SF of retail/restaurant space. A total of 410 parking stalls are to be provided on site within a parking structure.

Executive Summary

The methodology and assumptions applied to the traffic analysis by CBB are generally acceptable and appropriate. However, while we generally concur with the approach, we have identified the following items that would benefit from further consideration or clarification. These are as follows (the body of the report discusses the methodology, assumptions, etc. in greater detail):

- The August 14th CBB Shared Parking Study used the ITE Land Use Code 312 Business Hotel whereas the July 23rd CBB Traffic Impact Study used the ITE Land Use Code 310 Hotel. LochGroup recommends that the same land use code for the proposed hotel be used in both the Parking Study and Traffic Impact Study to maintain consistency.

  LochGroup does not have enough information to offer an opinion as to whether "Hotel" or "Business Hotel" is the appropriate land use. ITE defines "Hotel" as a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant,

cocktail lounge, meeting rooms, banquet room, and convention facilities. It typically provides a swimming pool or another recreational facility such as a fitness room. A "Business Hotel" is a place of lodging aimed toward the business traveler but also accommodates a growing number of recreational travelers. These hotels provide sleeping accommodations and other limited facilities, such as a breakfast buffet bar and afternoon beverage bar. Some provide a full- service restaurant geared toward hotel guests. Some provide a swimming pool; most provide fitness facilities. Limited space for meeting facilities may be provided. Business hotels tend to be smaller than hotels, as a generalization.

Therefore, it is recommended that either the parking study reflect Land Use Code 310 Hotel in order to remain consistent with the TIS or the TIS be updated to reflect Land Use Code 312 Business Hotel in order to be consistent with the Parking Study.

- The CBB Shared Parking Study used the ITE Land Use Code 221 – Multifamily Housing (Mid-Rise) on a weekday in general urban/suburban, near rail transit. As required by ITE, the rail transit must be within ½ mile of the development. However, the nearest rail transit is approximately 1.3 miles from the site. Therefore, the correct ITE Land Use for the site is Land Use Code 221 – Multifamily Housing (Mid-Rise) on a weekday in general urban/suburban, no nearby rail transit, which would be consistent with the land use applied in CBB's Traffic Study. The parking study should be updated to reflect the correct Land Use Code for the proposed apartments. For the purposes of the parking analysis reflected in LochGroup's review, Multifamily Housing (Mid-Rise) with no nearby rail transit was utilized.

- The 8400 Delmar development has proposed 410 parking spaces. University City's Shared Parking requirements outlined in their municipal code (assuming shared parking is taken into consideration) require 563 parking spaces. It should be noted that the University City Municipal Code also allows for a 10% reduction due to proximity to transit (rail or bus) stops and a 20% reduction that can be granted at the Council's discretion. Should both reductions be applied, a total of 394 spaces would be required. Hence, without reductions, the site does not meet the City's required parking supply. However, if both the 10% transit reduction and 20% discretionary reduction are implemented, then the site would satisfy the required parking supply with a surplus of 16 spaces based on University City's Parking Ordinances.

- However, in order for the Council to consider granting the 20% reduction in required parking, the anticipated parking demand should be taken into consideration. Per ITE's Shared Parking Analysis, which takes into consideration temporal fluctuations in each use's demand, a peak of 498 parking spaces are required (assuming Land Use Code 310 Hotel and Land Use Code 221 Multifamily Housing with no nearby rail transit are applied) to accommodate the various uses. If we consider a 10% reduction in this demand due to the influence of alternative modes of transportation (walk, bike, bus, etc.), this peak parking demand would reduce to 449 spaces. This would exceed the proposed parking supply by 39 spaces.

  Alternatively, should it be deemed that Land Use Code 312 Business Hotel is appropriate, the shared parking analysis per ITE's standards reveal a peak parking demand of 482 parking spaces. Again, if a 10% reduction in this demand due to the influence of alternative modes of transportation is considered, this peak parking demand would reduce to 434 spaces, which would exceed the proposed parking supply by 24 spaces.

Therefore, it is clear that based upon ITE data, that the proposed 410 parking spaces would not be sufficient to accommodate the peak parking demands for the development. Hence, it is recommended that the Council not consider more than a 13% reduction in the City's parking requirements so that a minimum of 434 spaces are provided within the redeveloped site (assuming the hotel is recognized as a Business Hotel). If the Council prefers to be conservative and account for a buffer in parking supply, assuming the site is never more than 95% occupied, then it is recommended that the Council entertain no more than an 9% reduction in parking and that a minimum of 456 parking spaces are provided on site.

Required Parking Supply

A thorough review of the parking analysis provided in CBB's report, resulted in the following comments:

- The CBB Shared Parking Study used the ITE Land Use Code 312 Business Hotel whereas the CBB Traffic Impact Study used the ITE Land Use Code 310 Hotel. LochGroup recommends that the same land use code for the hotel be used in both the Parking Study and Traffic Impact Study to maintain consistency.

  LochGroup does not have enough information to offer an opinion as to whether "Hotel" or "Business Hotel" is the appropriate land use. ITE defines "Hotel" as a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. It typically provides a swimming pool or another recreational facility such as a fitness room. A "Business Hotel" is a place of lodging aimed toward the business traveler but also accommodates a growing number of recreational travelers. These hotels provide sleeping accommodations and other limited facilities, such as a breakfast buffet bar and afternoon beverage bar. Some provide a full- service restaurant geared toward hotel guests. Some provide a swimming pool; most provide fitness facilities. Limited space for meeting facilities may be provided. Business hotels tend to be smaller than hotels, as a generalization.

  Therefore, it is recommended that either the parking study reflect Land Use Code 310 Hotel in order to remain consistent with the TIS or the TIS be updated to reflect Land Use Code 312 Business Hotel in order to be consistent with the Parking Study. Should the petitioner decide to utilize Business Hotel in the TIS, the reduction in trips would be approximately 11 vph in the AM peak hour and 37 trips in the PM peak hour. Rather than rerun all of the traffic analysis, a letter summarizing the anticipated difference in trip generation and the opinion that it would not materially change the traffic analysis and subsequent conclusions would be sufficient.

- To remain consistent with the CBB Traffic Study, LochGroup has completed all subsequent parking analysis based on LUC 310 – Hotel. However, consideration was given to the impacts if, ultimately, it is determined that the hotel should be classified as a "Business Hotel".

- The CBB Shared Parking Study used the ITE Land Use Code 221 – Multifamily Housing (Mid-Rise) on a weekday in general urban/suburban, ***near rail transit***. <u>As required by ITE, the rail transit must be within ½ mile of the development.</u> However, the nearest rail transit is approximately 1.3 miles from the site. Therefore, the correct ITE Land Use for the site is Land Use Code 221 – Multifamily Housing (Mid-Rise) on a weekday in general urban/suburban, no nearby rail transit.

The application of this land use would also be consistent with the land use applied in the traffic impact study. All of LochGroup's calculations were based upon the application of Land Use Code 221- Multifamily Housing (Mid-Rise).

- A 10% modal reduction was applied to the total parking demand in CBB's Parking Study to account for the walkability, bike ability and presence of bus service. This reduction is deemed acceptable since the development is located in close proximity to numerous bus stops and the Centennial Greenway.

- A 5% utility increase adjustment for surplus supply was applied to the parking supply requirement. While worded awkwardly, it is LochGroup's interpretation that this adjustment allows for the parking demand to reflect no more than 95% of the proposed supply. Therefore, the 5% upward adjustment was deemed acceptable.

In order to determine the validity of the proposed parking supply, Lochgroup completed an analysis of the proposed parking. As an initial step, the requirements per the City's municipal code were reviewed. The required parking spaces were analyzed using Section 400.2130 and Section 400.2140 of the University City Parking Ordinances. The mixed-use development at 8400 Delmar just north of the Crown Center site includes a 133-room hotel, a 252-unit apartment building, and 4,000 SF of retail/restaurant space. A total of 410 parking spaces are proposed. As shown in **Table 1,** this mix of uses would dictate a need for 603 parking spaces, as required by University City's Code. These calculations are consistent with those presented by CBB in the August 14th parking study.

Table 1. University City Parking Requirements

LUC ITE	Size	Unit	University City Land Use Code - Parking Regulations	Resident /Patron/ Renter	Visitor	Total
221 - Multi-Family Housing (Mid-Rise)	**252**			**387**	**16**	**403**
Studio	92	Units	Dwellings, Multi-Family	138		
One Bedroom	142			213		
Two Bedroom	18			36		
310 - Hotel	**133**	Rooms	Hotels, Motels	**147**		**147**
932 - HTSD Restaurant	**4,000**	SF	Restaurants, Bars, and Taverns	**53**		**53**
TOTAL REQUIRED PARKING PRIOR TO CONSIDERATION OF SHARED PARKING						603

However, the municipal code allows for a shared parking analysis using parking demand and hourly fluctuation data provided in Section 400.2130 of University City's Municipal Code. As shown in **Table 2**, the required shared parking reaches a peak of 563 spaces on a weekend evening. Again, this calculation is in agreement with that presented by CBB in the August 14th parking study.

Table 2. University City Shared Parking Analysis

Percentage of Required Parking Spaces by Period					
	Monday through Thursday		Friday through Sunday		Nighttime
	Day and Evening		Day and Evening		
Land Use	6:00 A.M. to 5:00 P.M.	5:00 P.M. to 1:00 A.M.	6:00 A.M. to 5:00 P.M.	5:00 P.M. to 1:00 A.M.	1:00 A.M. to 6:00 A.M.
Restaurant	50%	100%	75%	100%	25%
Dwelling	25%	90%	50%	90%	100%
Lodging	50%	90%	75%	100%	100%
Proposed Restaurant	26.67	53.33	40.00	53.33	13.33
Proposed Multi-Family – Studio	34.50	124.20	69.00	124.20	138.00
Proposed Multi-Family – One Bedroom	53.25	191.70	106.50	191.70	213.00
Proposed Multi-Family – Two Bedroom	9.00	32.40	18.00	32.40	36.00
Proposed Multi-Family – Visitor (First 30 Units)	1.25	4.50	2.50	4.50	5.00
Proposed Multi-Family – Visitor (Remaining 255 Units)	2.78	9.99	5.55	9.99	11.10
Proposed Hotel	73.15	131.67	109.73	146.30	146.30
Total	**201**	**548**	**352**	**563**	**563**

Should the City Council desire, there are additional reductions permitted per the City's Municipal Code. Transit stops are located near the site which allows for a 10% reduction, thereby reducing the number of parking spaces required to 507 spaces. Additionally, a 20% City Council discretionary reduction could be applied, which would allow for a further reduction to 394 parking spaces. **Table 3** summarizes these reductions. If both the 10% transit reduction and 20% discretionary reduction are granted, then the site's proposed supply would satisfy the required parking with a surplus of 16 spaces based on University City's Parking Ordinances.

Table 3. University City Parking Analysis with Reductions Granted

	Reduction Considered	Required Parking
University City Required Parking After Application of Shared Parking Analysis		**563**
	10% Transit Stop Reduction	*(56)*
	20% Council Discretionary Reduction	*(113)*
	TOTAL REQUIRED IF ALL REDUCTIONS ARE APPLIED	394

However, in order for the Council to consider granting the 20% reduction in required parking, the anticipated parking demand should be taken into consideration. For LochGroup's calculations, the 85th percentile parking demand rates for Land Use Code 221 – Multi-Family Housing (Mid-Rise) on a weekday in general urban/suburban with no nearby rail transit was used for the apartments, Land Use Code 310 – Hotel on a weekday in general urban/suburban was used for the hotel, and Land Use Code 932 – HTSD Restaurant was used for the proposed retail/restaurant space.

When each of the land uses are considered individually, ITE requires 572 parking spaces. However, when temporal fluctuations for the various uses are taken into consideration, this number can be reduced. Therefore, given the nature of the site, a shared parking analysis has been completed using parking demand and hourly fluctuation data provided in the Parking Generation Manual, 5th Edition. As such, the shared parking required by ITE is 498 spaces for weekdays and 452 spaces for weekends, as shown in **Table 4**. Given the availability of alternative modes of travel in the area (bus, rideshare pedestrian), a 10% reduction in this demand could be considered, thereby reducing the peak parking demand to 449 spaces, which would exceed the proposed parking supply by 39 spaces.

Alternatively, if we take into consideration the Business Hotel land use from ITE and the associated temporal fluctuations for that land use, the shared parking analysis per ITE's standards reveal a peak parking demand of 482 parking spaces on a typical weekday, as shown in **Table 5**. Again, if a 10% reduction in this demand due to the influence of alternative modes of transportation is considered, this peak parking demand would reduce to 434 spaces. This would exceed the proposed parking supply by 24 spaces.

Table 4. ITE Shared Parking Analysis for 8400 Delmar Redevelopment Assuming "HOTEL" Land Use

Hour Beginning	LUC: 221 Multifamily Housing (Mid-Rise)		LUC: 310 Hotel		LUC: 932 HTSD Restaurant		Weekday - Total Required Parking	Saturday - Total Required Parking
	Weekday Parking Req.	Saturday Parking Req.	Weekday Parking Req.	Saturday Parking Req.	Weekday Parking Req.	Saturday Parking Req.		
12:00-4:00 AM	371	336	127	98	0	0	**498**	**434**
5:00 AM	349	332	124	90	0	0	**473**	**422**
6:00 AM	308	326	120	82	7	15	**435**	**423**
7:00 AM	264	319	118	82	18	28	**400**	**429**
8:00 AM	226	295	119	95	48	52	**393**	**442**
9:00 AM	204	279	132	98	51	75	**387**	**452**
10:00 AM	201	252	130	101	54	91	**385**	**444**
11:00 AM	197	238	118	102	58	100	**373**	**440**
12:00 PM	186	228	112	105	70	90	**368**	**423**
1:00 PM	182	222	99	103	64	80	**345**	**405**
2:00 PM	182	235	107	89	39	67	**328**	**391**
3:00 PM	186	232	93	85	30	45	**309**	**362**
4:00 PM	215	242	98	89	30	39	**343**	**370**
5:00 PM	238	249	86	97	45	40	**369**	**386**
6:00 PM	249	249	97	110	61	40	**407**	**399**
7:00 PM	260	245	103	122	55	58	**418**	**425**
8:00 PM	282	252	123	128	46	40	**451**	**420**
9:00 PM	308	262	127	132	30	35	**465**	**429**
10:00 PM	334	275	126	120	15	33	**475**	**428**
11:00 PM	345	295	126	110	0	0	**471**	**405**
ITE Peak Parking Demand	371	336	132	132	70	100	**498**	**452**
10% reduction in parking demand due to modal alternatives							**449**	**407**

Table 5: ITE Shared Parking Analysis for 8400 Delmar Redevelopment
Assuming "BUSINESS HOTEL" Land Use

Hour Beginning	LUC: 221 Multifamily Housing (Mid-Rise)		LUC: 312 Business Hotel		LUC: 932 HTSD Restaurant		Weekday - Total Required Parking	Saturday - Total Required Parking
	Weekday Parking Req.	Saturday Parking Req.	Weekday Parking Req.	Saturday Parking Req.	Weekday Parking Req.	Saturday Parking Req.		
12:00-4:00 AM	371	336	111	82	0	0	**482**	**418**
5:00 AM	349	332	111	100	0	0	**460**	**432**
6:00 AM	308	326	111	96	7	15	**426**	**437**
7:00 AM	264	319	99	98	18	28	**381**	**445**
8:00 AM	226	295	71	87	48	52	**345**	**434**
9:00 AM	204	279	62	74	51	75	**317**	**428**
10:00 AM	201	252	55	64	54	91	**310**	**407**
11:00 AM	197	238	50	56	58	100	**305**	**394**
12:00 PM	186	228	50	48	70	90	**306**	**366**
1:00 PM	182	222	46	44	64	80	**292**	**346**
2:00 PM	182	235	44	40	39	67	**265**	**342**
3:00 PM	186	232	44	46	30	45	**260**	**323**
4:00 PM	215	242	49	48	30	39	**294**	**329**
5:00 PM	238	249	53	55	45	40	**336**	**344**
6:00 PM	249	249	57	60	61	40	**367**	**349**
7:00 PM	260	245	60	64	55	58	**375**	**367**
8:00 PM	282	252	69	67	46	40	**397**	**359**
9:00 PM	308	262	80	81	30	35	**418**	**378**
10:00 PM	334	275	95	88	15	33	**444**	**396**
11:00 PM	345	295	103	100	0	0	**448**	**395**
ITE Peak Parking Demand	371	336	111	100	70	100	**482**	**445**
10% reduction in parking demand due to modal alternatives							**434**	**365**

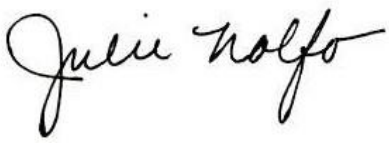
Therefore, based upon ITE data, the proposed 410 parking spaces would not be sufficient to accommodate the peak parking demands for the development. Hence, it is recommended that the Council consider no more than a 13% reduction in the City's parking requirements so that a minimum of 434 spaces are provided within the redeveloped site (assuming the hotel is recognized as a Business Hotel).

Lastly, while anecdotal in nature, it should be acknowledged that current trends in the hotel industry are not captured in the data provided in the Parking Generation Manual compiled by the Institute of Transportation Engineers (ITE). To date, ITE parking demand data does not account for the potential reduction in parking demand associated with the growing trend towards ride sharing (Uber, Lyft, taxi). Travelers are migrating more and more towards ride share usage and away from car rental. In March 2019, Fortune Magazine presented a report that stated "in an analysis of $140 billion of travel transactions over the past two years, 63% of previous car rental customers reduced their spending on car rentals—almost a $3.2 billion loss. Moreover, 56% stopped using car rental services altogether, with most of these customers moving to rideshare services." Forbes, in 2018, shared a similar report that reviewed tracked travel expenses and it was determined that even in 2017, car rentals comprised only 25% of the ground transportation expenses as compares to 68% being dedicated to ride sharing. Therefore, it is possible that the parking demand estimates for the hotel portion of the development may be conservative in nature. Should the Council want to entertain these trends and their probable impacts, it may be reasoning for them to consider up to a 17% reduction in the City's parking requirements so that a minimum of 410 spaces are provided within the redeveloped site, as proposed by the developer (note: this reduction would be in addition to the 10% reduction in code requirements due to proximity to transit (rail or bus) stops).

I trust that the City of University City will find the above peer review useful in evaluating the traffic implications associated with the proposed development located at 8400 Delmar Boulevard, east of I-170. As always, please do not hesitate to contact our offices should you have any further questions or a need for clarification.

Sincerely,

Lochmueller Group



Julie M. Nolfo, PE, PTOE
Project Liaison

cc: Michelle Bresnahan

CBB TRANSPORTATION ENGINEERS+PLANNERS SINCE 1973

September 2, 2020

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

RE: Addendum – Traffic Impact Study for Proposed Mixed-Use Development
8400 Delmar Boulevard at Delcrest Drive (West)
University City, Missouri
CBB Job Number 95-2019-1

Dear Mr. Alston:

As you know, CBB complete a traffic impact study for the proposed Mixed-Use Development at 8400 Delmar Boulevard in University City, Missouri dated August 14, 2020. I am writing in response to a question raised by the City's third-party consultant as part of their peer review of that study. The consultant noted that CBB used ITE Land Use type, #310 "Hotel", in the traffic study, but CBB used a different ITE Land Use type, #312 "Business Hotel", in the parking study.

Your proposed development best fits the ITE Land Use description of "Business Hotel". Therefore, the parking study which was completed first, used the ITE parking data for "Business Hotel".

Subsequently, the traffic study was completed. ITE Land Use "Hotel" was used in the traffic study since it had slightly higher trip rates when compared to "Business Hotel". The "Hotel" data indicates average trip rates ranging from 0.47 to 0.60 trips per room. The "Business Hotel" indicates average trip rates ranging from 0.32 to 0.39 trips per room. Ultimately, the "Hotel" use results in 15 more AM trips and 35 more PM trips included in CBB's study as compared to the "Business Hotel" use; therefore, CBB's method presents a more conservative approach from a trip generation and traffic impact perspective.

We trust that you will find this explanation useful. Please contact me in our St. Louis office (314) 308-6547 or Lcannon@cbbtraffic.com should there be any questions.

Sincerely,

Lee Cannon

Lee Cannon, P.E., PTOE
Principal – Traffic Engineer

August 14, 2020

Mr. Vic Alston
RevivalSTL
5501 Pershing Avenue
St. Louis, Missouri 63105

RE: Shared Parking Study
Proposed Mixed-Use Development
8400 Delmar Boulevard at Delcrest West
CBB Job No. 095-19

Dear Vic:

In accordance with your request, CBB has completed a shared parking study to address your proposed mixed-use development at 8400 Delmar Boulevard in University City, Missouri. The project site is generally bound by Delmar Boulevard to the north, Delcrest West to the east, and a private road/I-170 to the west.

This study addresses parking sufficiency for the current development plan provided by you which includes a 133-room business hotel with a 4,000 square foot restaurant as well as a 252-unit apartment building with associated structured parking providing 410 total parking stalls. The apartment mix is shown as 92 studio, 142 one-bedroom and 18 two-bedroom units. CBB followed typical requirements outlined by University City in preparing this study.

The study addresses parking needs for each land use over 24-hours and determines the peak need based on the operating characteristics of the various uses. These parking demand forecasts were compared to the number of spaces proposed on the current site plan.

Basic Parking Terminology and Concepts

When describing parking characteristics, it is important to understand the terminology. This section defines common parking terms to clarify certain parking topics. The **parking ratio** is the number of parking spaces provided per unit of land use (i.e. 1,000 gross s.f. or per residential unit). The **parking demand** is the number of parking spaces being occupied by vehicles at a specific land use for a specific moment in time, typically addressing a peak time period. **Parking Supply** is the total number of spaces provided or available to serve the site.

Parking facilities are generally perceived to be full by users and illegal parking and cross- parking increases when more than 85-95% of the parking spaces supplied are full. It is generally appropriate to supply 5-15% more parking than the peak parking demand depending on the type of use. Lower turn-over residential uses typically need less surplus.

The cushion (or surplus) reduces the need to circulate and search the entire area for the last few available parking spaces, reduces user frustration, provides for recurring peak operating load fluctuations, visitors, misparked vehicles, snow cover, vehicle maneuvering, and vacancies created by reserving spaces for specific users. The supply cushion also provides for unusual peaks in activity on the site.

Standard Parking Requirements per City Zoning Ordinance

The City's Zoning Ordinance provides minimum off-street parking requirements for a variety of land uses. The applicable standard rates for the proposed uses are summarized below from the March 25, 2019 Text Amendment to Chapter 400 of the City's Code (Ordinance 7100):

252 Apartment Units

The "multiple dwellings" rate would apply for the residential units, which requires 1.5 parking spaces per single bedroom dwelling unit and 2.0 parking spaces per multi-bedroom dwelling unit as well as 1.0 visitor space per six total dwelling units for the first 30 units and 1.0 visitor space per twenty dwelling units for the remaining units beyond 30). Based on the proposed unit mix, this would result in a requirement of 403 spaces for the 252 apartment units. It should be noted that the parking rates revised by the March 2019 text amendment are 0.5 spaces higher than those previously required by University City.

The straight application of City's Zoning Ordinance would require 403 total off-street parking spaces for the proposed apartments.

The City Code allows a transit reduction of 10% overall for sites located along transit lines. If the 10% allowable transit reduction is applied, the City's Zoning Ordinance requirement would be 363 total off-street parking spaces for the 252 proposed apartments.

133 Room Hotel with Restaurant

The "hotel/motel" rate would apply for the hotel rooms, which requires 1.1 parking spaces per unit plus other spaces are required for the auxiliary functions such as restaurant and meeting space. This would result in a requirement of 147 spaces for the 133 hotel rooms.

The "Restaurant, bars and taverns" rate would apply for the 4,000 SF hotel restaurant, which requires 1.0 parking spaces per 75 SF gross floor area. This would result in a requirement of 53 spaces for the hotel restaurant.

The straight application of City's Zoning Ordinance would require 200 total off-street parking spaces for the proposed 133-room hotel and restaurant.

If the 10% allowable transit reduction is applied, the City's Zoning Ordinance requirement would be 180 total off-street parking spaces for the proposed 133-room hotel and restaurant.

Total City Code Required Parking – Assuming Shared Parking

The straight application of City's Zoning Ordinance would require 603 total off-street parking spaces for the development plan. If the 10% allowable transit reduction is applied, the City's Zoning Ordinance requirement would be 543 total off-street parking spaces for the proposed combined development.

However, the City Code allows shared parking reductions using specific factors for various land use types. Applying the daily and hourly factors to the code requirements noted above, the maximum parking requirement (for Friday through Sunday, 1:00 a.m. to 6:00 a.m.) would be 563 parking spaces. The 10% transit reduction would reduce the final City Code requirement to 507 parking spaces. The peak parking demands based on the City Code for the proposed mixed-use development are summarized in **Table 1**.

Since 410 parking stalls are proposed on the current site plan, the site would be 97 stalls short of the adjusted City Code requirement (a 19.13% deficit).

Table 1: Parking Requirements per City Code

8400 Delmar Parking															
City Code Calcs					*City Shared Parking Factors*					*Parking Stalls Required with Sharing*				
					M-TH		*F-SU*		*Night*	*M-TH*		*F-SU*		*Night*
Land Use	*Size/ Units*	*Unit*	*City Standard Requirement*	*Parking Stalls*	*6-5*	*5-1*	*6-5*	*5-1*	*1-6*	*6-5*	*5-1*	*6-5*	*5-1*	*1-6*
Hotel (Sleeping Rooms)	133	Rooms	1.1	146.3	50%	90%	75%	100%	100%	73.15	131.67	109.725	146.3	146.3
Hotel (Meeting Space)	0	SF	0.02	-	100%	10%	10%	10%	5%	0	0	0	0	0
Hotel (Restaurant - GFA)	4000	SF	0.013333333	53.3	50%	100%	75%	100%	25%	26.667	53.333	40	53.33	13.33333333
Apartments (studio)	92	Units	1.5	138.0	25%	90%	50%	90%	100%	34.5	124.2	69	124.2	138
Apartments (1 BR)	142	Units	1.5	213.0	25%	90%	50%	90%	100%	53.25	191.7	106.5	191.7	213
Apartments (2 BR)	18	Units	2	36.0	25%	90%	50%	90%	100%	9	32.4	18	32.4	36
Apartments (visitors, first 30 units)	30	Units	0.166666667	5.0	25%	90%	50%	90%	100%	1.25	4.5	2.5	4.5	5
Apartments (visitors, rem 130 units)	222	Units	0.05	11.1	25%	90%	50%	90%	100%	2.775	9.99	5.55	9.99	11.1
SUBTOTAL				603						201	548	352	563	563
With Transit Reduction	10%			**543**						**181**	**494**	**317**	**507**	**507**
Apartments Only				403										
With Transit Reduction				**363**						**410**	=	**19.13%**	**Reduction**	
										507				

Estimated Parking Demand Based on Available Reference Materials

Industry standard parking data from the Institute of Transportation Engineers (ITE) was investigated in more detail.

ITE Parking Method

In order to quantify the anticipated parking needs for the proposed mix of uses, the Institute of Transportation Engineers *Parking Generation* Manual (5th Edition) was utilized. This manual provides peak parking demand rates for various land uses based on empirical nationwide studies. The ITE Land Use 221 – Multifamily Housing (Mid-Rise) on a weekday in general urban/suburban, near rail transit, was utilized for the residential component, ITE Land Use 312 Business Hotel was used for the hotel, and ITE Land Use 932 Family Restaurant was used for the restaurant space.

ITE provides an average peak parking demand rate of 1.12 spaces per dwelling unit for the multifamily housing (mid-rise), 0.72 spaces per room for the hotel and 9.44 spaces per 1,000 SF for the restaurant. The 85th Percentile parking demand increases the rates to 1.27 spaces per dwelling unit, 0.83 spaces per hotel room and 17.4 spaces per 1,000 SF for the restaurant space.

ITE also provides parking demands by time of day as a percentage of peak parking. The peak parking demands based on the ITE data for the proposed mixed-use development are summarized in **Table 2** for each land use type. The apartment units and hotel rooms are expected to have their highest parking demands overnight, when the most residents and occupants are present.

As shown in Table 2, the maximum calculated parking demands for the 252 apartments would be 283 parked vehicles on average overnight and 321 parked vehicles for the 85th percentile overnight.

Based on the location of the site, the types of uses and the availability of alternative travel modes, a 10% modal reduction was applied. These alternatives would encompass rideshare (Uber/Lyft), transit, walking, etc. Applying the 10% reduction would reduce the parking demand projection for the apartments to 255 parked vehicles for the average and 289 parked vehicles for 85th percentile.

With a 5% utility increase adjustment for surplus supply (maximum 95% occupancy), the average and 85th percentile parking supply range is calculated to be 269 to 305 parking spaces. Therefore, the ITE method projects a maximum supply requirement of 305 parking stalls for the proposed 252 apartments.

Table 2: Weekday Parking Demand Projection Using ITE's Parking Generation Manual (5th Edition)

	Units:	252	252	Units:	133	133	Size:	4000	4000						
Hour Beginning	*Land Use 221 – Mid Rise Apartments (near rail transit)*			*Land Use 312 – Business Hotel (Includes 1,700 SF Meeting Space)*			*Land Use 932 - Restaurant HTSD*			*Subtotal Demand*		Modal Reduction		Recc Supply	
	% of Peak Period	*Ave. ITE Peak Demand*	*85th %-tile ITE Peak Demand*	*% of Peak Period*	*Ave. ITE Peak Demand*	*85th %-tile ITE Peak Demand*	*% of Peak Period*	*Ave. ITE Peak Demand*	*85th %-tile ITE Peak Demand*	*Ave. ITE Peak Demand*	*85th %-tile ITE Peak Demand*	*Ave. ITE Peak Supply*	*85th %-tile ITE Peak Supply*	*Ave. ITE Peak Supply*	*85th %-tile ITE Peak Supply*
		1.12	*1.27*		*0.72*	*0.83*		*0.00944*	*0.0174*			*10%*	*10%*	0.95	0.95
12:00 4:00 AM	100%	283	321	100%	96	111	0%	0	0	379	432	**342**	**389**	**360**	**410**
5:00 AM	94%	266	301	100%	96	111	0%	0	0	362	412				
6:00 AM	83%	235	266	100%	96	111	10%	4	7	335	384				
7:00 AM	71%	201	228	89%	86	99	25%	10	18	297	345				
8:00 AM	61%	173	196	64%	62	71	68%	26	48	261	315				
9:00 AM	55%	156	177	56%	54	62	72%	28	51	238	290				
10:00 AM	54%	153	173	49%	47	55	77%	30	54	230	282				
11:00 AM	53%	150	170	45%	44	50	83%	32	58	226	278				
12:00 PM	50%	142	161	45%	44	50	100%	38	70	224	281				
1:00 PM	49%	139	157	41%	40	46	91%	35	64	214	267				
2:00 PM	49%	139	157	39%	38	44	56%	22	39	199	240				
3:00 PM	50%	142	161	39%	38	44	42%	16	30	196	235				
4:00 PM	58%	164	186	44%	43	49	42%	16	30	223	265				
5:00 PM	64%	181	205	48%	46	53	64%	25	45	252	303				
6:00 PM	67%	190	215	51%	49	57	87%	33	61	272	333				
7:00 PM	70%	198	225	54%	52	60	79%	30	55	280	340				
8:00 PM	76%	215	244	62%	60	69	65%	25	46	300	359				
9:00 PM	83%	235	266	72%	69	80	42%	16	30	320	376				
10:00 PM	90%	255	289	86%	83	95	21%	8	15	346	399				
11:00 PM	93%	263	298	93%	90	103	0%	0	0	353	401				
MAX-->		**283**	**321**		**96**	**111**		**38**	**70**	**379**	**432**				

As also shown on Table 2, the maximum calculated parking demands for the combined development would be overnight with 379 parked vehicles on average and 432 parked vehicles for the 85th percentile.

Applying the 10% reduction would reduce the parking demand projection for the combined development to 342 parked vehicles for the average and 389 parked vehicles for 85th percentile.

With a 5% utility increase adjustment for surplus supply (maximum 95% occupancy), the average and 85th percentile parking supply range is calculated to be 360 to 410 parking spaces.

Therefore, the ITE method projects a maximum supply requirement of 410 parking stalls overall for the proposed mixed-use development.

Developer's Estimates

Based on information provided by the developer, their most current industry data is trending toward a rate of 1.0 parking stall per apartment unit and 0.70 parking stall per hotel room. Based on the developer's calculations, they indicate a need for 346 parking stalls to be adequately accommodated and not unduly overbuilt.

Parking Summary

The **proposed 410 parking stalls** do not meet the straight application of the individual City Code calculation (603 parking stalls), nor do they meet the **adjusted Code requirement of 507 parking stalls** taking into account daily/hourly shared parking adjustments and a 10 percent transit reduction. The site will be 97 stalls short of the reduced City Code requirement as calculated herein, or approximately 19.13% deficit.

CBB also applied ITE industry standard methods to estimate parking supply needs for the site. With a 5% utility factor increase applied to allow for maximum 95% occupancy and a 10% modal factor reduction, the ITE method recommends **410 parking spaces** to serve the 85th percentile needs of the mixed-use site assuming shared parking. With 410 or more parking stalls, the site plan will meet the parking needs as calculated using the ITE method.

Due to the similar characteristics of hotel and apartment land uses, their ability to "share" parking spaces during their peak occupancy time frame (in the late evening/early morning hours) is limited, but the restaurant use is able to take advantage of shared parking with both the apartments and hotel rooms.

In summary, CBB recommends that the developer request a 19% reduction from the City code, which would allow the proposed 410 parking stalls to meet the City requirements for the combined development (507 minus 19% = 410 parking stalls required by ordinance) while also providing adequate parking to meet the ITE estimates (410 parking stalls calculated) and well exceed the developer's expected needs (346 parked vehicles maximum projected).

We trust that this report adequately addresses the parking demands associated with the proposed mixed-use redevelopment. Please contact me in our St. Louis office, 314-308-6547 or Lcannon@cbbtraffic.com should there be any questions regarding this report.

Sincerely,

Lee Cannon

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

Technical Notes for Meeting
Delcrest Apartments – Parking Calculations
University City, Missouri

September 2, 2020

- CITY CODE:
  - Apartments
    - The City code requirements for "multi-family dwellings" includes different rates for single bedroom units (1.5 spaces per unit) and multi-bedroom units (2.0 spaces per unit).
    - In addition, visitor parking is required at the rate of 1.0 space per 6 dwellings for the first 30 units and 1.0 space for each additional 20 units.
  - Hotel
    - The City code requirement for "hotel" is 1.1 spaces per rental unit.
    - In addition, parking is required for affiliated uses such as meeting space and restaurants.
  - Restaurant
    - The City code requirement for "restaurant" is 1.0 spaces per 75 SF (gfa).
  - Shared Parking
    - The City code includes prescribed daily and temporal factors for each land use when considering the impacts of shared parking.
  - Modal Reduction
    - The City code allows a reduction in the requirement by 10% for uses located within 500 feet of a public transit station or stop.
  - Calculated Code Requirement: **507 stalls**

8400 Delmar Parking														
City Code Calcs					*City Shared Parking Factors*					*Parking Stalls Required with Sharing*				
	Size/		*City Standard*	*Parking*	*M-TH*		*F-SU*		*Night*	*M-TH*		*F-SU*		*Night*
Land Use	*Units*	*Unit*	*Requirement*	*Stalls*	*6-5*	*5-1*	*6-5*	*5-1*	*1-6*	*6-5*	*5-1*	*6-5*	*5-1*	*1-6*
Hotel (Sleeping Rooms)	133	Rooms	1.1	146.3	50%	90%	75%	100%	100%	73.15	131.67	109.725	146.3	146.3
Hotel (Meeting Space)	0	SF	0.02	-	100%	10%	10%	10%	5%	0	0	0	0	0
Hotel (Restaurant - GFA)	4000	SF	0.013333333	53.3	50%	100%	75%	100%	25%	26.667	53.333	40	53.33	13.33333333
Apartments (studio)	92	Units	1.5	138.0	25%	90%	50%	90%	100%	34.5	124.2	69	124.2	138
Apartments (1 BR)	142	Units	1.5	213.0	25%	90%	50%	90%	100%	53.25	191.7	106.5	191.7	213
Apartments (2 BR)	18	Units	2	36.0	25%	90%	50%	90%	100%	9	32.4	18	32.4	36
Apartments (visitors, first 30 units)	30	Units	0.166666667	5.0	25%	90%	50%	90%	100%	1.25	4.5	2.5	4.5	5
Apartments (visitors, rem 130 units)	222	Units	0.05	11.1	25%	90%	50%	90%	100%	2.775	9.99	5.55	9.99	11.1
SUBTOTAL				603						201	548	352	563	563
With Transit Reduction	10%			**543**						**181**	**494**	**317**	**507**	**507**
Apartments Only				403										
With Transit Reduction				**363**						**410**	=	**19.13%**	**Reduction**	
										507				

- ITE CALCULATIONS
  - Restaurant
    - Zero parking demand overnight when Apartments and Hotel peak.
    - Peak Parking Projection = 12:00 noon
    - Modal reduction: 10%
    - Supply Cushion: 10%
    - Land Use 932: HTSD Restaurant 85th percentile = 17.4 spaces per 1,000 SF (gfa) demand
      - 17.4 / 1,000 *4,000 * 90% / 90% = 70 spaces
  - Apartments
    - Modal reduction: 10%
    - Supply Cushion: 5%
    - Land Use 221: Mid-Rise (no nearby rail transit) 85th percentile = 1.47 spaces per unit demand
      - 1.47 * 252 units * 90% / 95% = 351 spaces
    - Land Use 221: Mid-Rise (no nearby rail transit) 85th percentile = 0.87 spaces per bedroom demand
      - 0.87 * 270 bedrooms * 90% / 95% = 223 spaces
  - Hotel
    - Modal reduction: 10%
    - Supply Cushion: 10%
    - Land Use 312: Business Hotel 85th percentile = 0.83 spaces per unit demand
      - 0.83 * 133 units * 90% / 90% = 111 spaces

- Shared Parking
  - Based on the temporal distributions of the individual land uses, the combination of maximum parking needs (during the overnight hours) for the apartments and hotel set the site requirements.
  - The calculations render the parking requirements for the restaurant moot.
  - Site Parking Supply Projection
    - Based on Apartment Units and Hotel Rooms = **462 stalls**
    - Based on Apartment Bedroom Count and Hotel Rooms = **334 stalls**

- LOCAL DATA
  - Clayton on the Park Counts
    - Counted June 2014
    - 206 Apartment Units with 186 Units Confirmed Occupied
    - 222 Occupied stalls (demand) at 6:00 a.m.
    - 1.20 Occupied stalls (demand) per unit
  - Any Local Data Available for Hotel Uses?
  - Local Count Applied to Proposed Apartments
    - Modal reduction: 0% (already reflected in the counted numbers)
    - Supply Cushion: 5%
    - Occupied stalls (demand) per unit
      - 1.20 * 252 units * 100% / 95% = 319 spaces
    - Site Parking Supply Projection
      - Combines Local Supply Projection for Apartments and ITE Calculation for Hotel = **430 stalls**

- Developers' Stated Needs (per business model)
  - Apartments
    - 1.0 spaces per unit demand
      - 1.0 * 252 units = 252 stalls
  - Hotel
    - 0.70 spaces per unit demand
      - 0.70 * 133 units = 94 stalls
  - Site Total
    - **346 stalls needed**

- SITE PLAN
  - **410 stalls** proposed on current site plan
    - 97 stalls, or 19.13% lower than City Code requirement (507 stalls)
    - 52 stalls lower than ITE calculations with apartments based on units (462 stalls)
    - 20 stalls lower than combined ITE calculations for hotel and local data project for apartments based on units (430 stalls)
    - 64 stalls higher than developers' stated needs (346 stalls)
    - 76 stalls higher than ITE calculations with apartments based on bedrooms (334 stalls)

- CBB's CONCLUSION
  - **406 or more stalls** (a 20% reduction from the City code) appears to be a comfortable number of stalls for the proposed development considering the ITE and local data ranges.

Department of Public Works
6 801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

STAFF REPORT

MEETING DATE: September 9, 2020
APPLICANT: Jeanne Clark-Wilkinson and George Singleton
Location: 78th and Wayne Avenue
Request: 4 Way Stop Sign intersection
Attachments: TC Request Form

Existing Conditions:

78th and Wayne Avenue - Stop sign location

Currently there are no stop signs on 78th or Wayne at this intersection, there are two yeld signs one southbound on 78th and once north bound on 78th.

According to the Manual on Uniform Traffic Control Device MUTCD, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; the conditions to consider are: Accident history, visibility conditions, vehicular and pedestrian conflicts, unusual conditions and unique geometrics.

Request:
Make the intersection a "4 Way -Stop"

Conclusion/Recommendation:
We will discuss the police findings of accident data prior to making a recommendation for the 4-way stop. The amount of traffic that travels through the area will have to be evaluated with the deployment of the speed monitor trailer which will also help determine the need for stop signs. The intersection is not unusual in its geometry and there are no unusual conditions that exist.

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:
78th + Wayne and 78th + Milan

STATE THE NATURE OF YOUR REQUEST:

Many accidents over the years the yields signs are ignored. There were stop signs on 78th but removed Drivers go to fast - Ind 500

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? 4WAY STOP SIGNS

At times I've found car parts on my yard (Wayne) bumper, headlights etc from accidents, afraid my garage may be damaged!

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? Peace of mind + safety

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: MRS. JEANNE CLARK-WILKINSON
ADDRESS: 1501 78th ST
PHONE (HOME): 314-862-7653 PHONE (WORK):
Email: WJEANOZ1@GMAIL.COM
Date: 7/22/2020

Please return the completed form to the Public Works and Parks Department, 3rd floor of the City Hall, attention Errol Tate, Public Works Liaison of the Traffic Commission, via email at etate@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)

Neighborhood to the World
University City

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:
FOUR-WAY TRAFFIC STOP SIGNS AT THE INTERSECTIONS OF 78TH ST AND WAYNE AVE.

STATE THE NATURE OF YOUR REQUEST:
INSTALL STOP SIGNS AT THE ABOVE INTERSECTION THERE HAVE BEEN THREE (3) MAJOR ACCIDENTS AT THIS INTERSECTION IN THE LAST FOUR YEARS, MOST RECENTLY, JUNE 2020. EXCESSIVE SPEEDING AND LACK OF YIELDING OCCURS DAILY.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? HAVE THE TRAFFIC SIGNS INSTALLED AS SOON AS POSSIPLE AT THE REQUEST OF COUNCILMAN SMOTHERSON.

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? THIS ACTION WILL HELP IN SAFE GUARDING THE RESIDENTS FROM BEING HIT BY SPEEDING CARS, AND HELP BRING AN AWARENESS OF THE DANGER BROUGHT ON BY LACK OF YIELDING AND EXCESSIVE RACING OF CARS UP AND DOWN WAYNE AVE.

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: GEORGE J SINGLETON JR
ADDRESS: 1471 78TH ST
PHONE (HOME): 314-550-8550 PHONE (WORK):
Email: GEORGESNGLTN@YAHOO.COM
Date: 7-27-2020

Please return the completed form to the Public Works and Parks Department, 3rd floor of the City Hall, attention Errol Tate, Public Works Liaison of the Traffic Commission, via email at etate@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)

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

STAFF REPORT

MEETING DATE: September 9, 2020
APPLICANT: Christine Mosley – 1154 Pennsylvania
Location: Plymouth at Pennsylvania
Request: Create no through traffic
Attachments: Traffic Request Form

Existing Conditions:

Plymouth and Pennsylvania Avenue

Currently there are no restrictions for through traffic in the 1000 Block of Purcell Ave.

Request:

The resident requests to block off the east side of Plymouth at the end of the 6900 Block as it approaches Pennsylvania to help prevent the speeding of cars through the area. The resident states that the rate if speed the cars are traveling is unsafe.

Conclusion/Recommendation:

Prior to making a formal request we will ask the Police Department to place a speed monitor trailer in the area as well as increase the patrol presence. Blocking a street is a huge undertaking for the community, as there is a lot of essential parts that must come together, on major item is the emergency vehicles, the entire neighborhood, and the school district. There are several speed deterrent initiatives that can be implemented rather than blocking the road.

City of University City

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

TRAFFIC REQUEST FORM

LOCATION OF REQUEST:
Block Plymouth at the corner of Plymouth on the east side of Pennsylvania Ave.

STATE THE NATURE OF YOUR REQUEST:

Block Plymouth at the corners of that are east of Pennsylvania Ave. This location is adjacent to 1154 Pennsylvania. This will prevent the excessive speeding cars from exiting and entering Plymouth at Pennsylvania Ave.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? Place street blocks on Plymouth east of Pennsylvania Ave. The cars that drive east of West Centering and exiting at Pennsylvania, drive at speeds that are not safe for residents.

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? Emergency vehicles such as Fire Truck and Police Cars can't enter Plymouth at Partridge. This will prevent traffic from entering and exitings Plymouth from Pennsylvania Ave.

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: Christine Mosley
ADDRESS: 1154 Pennsylvania Ave
PHONE (HOME) 3147260242 PHONE (~~WORK~~) cell 314 379 8101
Email: mosley.christine@sbcglobal.net
Date: 8-17-2020

Please return the completed form to the Public Works and Parks Department, 3rd floor of City Hall, attention Errol Tate, Public Works Liaison of the Traffic Commission, via email at etate@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)