



## Traffic Commission

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

### TRAFFICCOMMISSION MEETING VIA VIDEOCONFERENCE WEDNESDAY, November 11, 2020 – 6:30 PM

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

#### **Traffic Commission will Meet Electronically on November 11 , 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 November 11, 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](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](mailto: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

November 11, 2020 at 6:30 p.m.  
Via Zoom

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
  - A. October 14, 2020
5. Agenda items
  - A. Balson Avenue Traffic Concerns
  - B. Musick Neighborhood Speeding
  - C. 6669 Washington – New Multi-Family Building
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](mailto: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](mailto: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.*

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## Department of Public Works

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

### STAFF REPORT

MEETING DATE: November 11, 2020  
APPLICANT: Michael Costello – 8231 Balson Avenue  
Request: Speed Reduction Action  
Attachments: Letter to the City

#### Existing Conditions:

##### 81-8200 Balson Avenue Speeding Problem



Currently there is a speeding issue in the 8100-8200 Block of Balson Avenue Old Bonhomme to Gay Ave.

#### **Request:**

Speed reduction options for the neighborhood. Additionally the requester asks if closing of East-West traffic on Balson at either side of Swarthmore is permissible.

#### **Conclusion/Recommendation:**

From the attached letter of concerns staff is recommending that the Police Department increase presence in the area. Additionally the city would be open to ideas from the neighborhood on options they would be comfortable with financing for the speed reduction measures.

## Neighborhood Request for Discussion

Of

### Slowing excessive speed on Balson between Gay Avenue and Old Bonhomme

Sinan Alpaslan  
Director of Public Works

cc: John Gates- Streets Superintendent  
Gregory Rose – City Manager  
Terry Crow - Mayor

Dear Sirs: The residents of Balson Avenue between Gay Avenue and Old Bonhomme are concerned about the excessive rate of speed of traffic on Balson Avenue. There are a large number of young children living on these two blocks and there are no sidewalks. While the residents have posted signs encouraging drivers to slow and be attentive to children playing, persons walking and persons walking with dogs. Drivers appear to have ignored the signs and continue to drive at a high rate of speed on a residential street and many not even stopping for the stop sign at the intersection of Swarthmore.

You will note that Gay Avenue, Swarthmore and Old Bonhomme are each thoroughfares with sidewalks on both sides of these streets.

Our residents are interested in having a discussion about the steps the city can take to slow traffic, obey stop signs and add protection before a young child, adult or animal is killed or injured. We would be interested to know if with the poor condition of Balson there is an opportunity to improve the street and safety, such as:

- Inserting a traffic circle at the intersection of Balson and Swarthmore,
- Narrowing the street during repaving and adding sidewalks,
- Blocking Eastbound traffic at the intersection of Balson and Swarthmore,
- Traffic obstacles for separation of walkers and children from traffic,
- Speedbumps
- Other

We would appreciate it if you would make a time and day to meet on Balson to talk about possible improvements that would increase safety. If so, please contact:

Michael Costello  
8231 Balson Avenue  
Telephone: (314) 369-0232  
costellom@umsl.edu

We love our neighborhood and want to find an appropriate means to protect the safety of our children and neighbors. Supporting signatures of the residents of Balson Avenue are attached hereto.



**Residents in Support of Improving Pedestrian and Children Safety on Balson Avenue**

Column1	Column2	Column3	Column4
Name:	Address:		Signature
Michael Costello	8231 Balson		MJC
LINDA CASTELLO	8231 Balson		Linda Castello
Don W. Barrett	8243 Balson Ave		Don W. Barrett
Alex Fedlas	8237 Balson Ave		Alex Fedlas
Renee C. Lawrence	8236 Balson Ave		Renee C. Lawrence
Carolyn M. Thomas	8224 Balson Ave.		Carolyn M. Thomas
Nancy S. Kline	8221 Balson Ave		Nancy S. Kline
Michelle M. Pechter	8227 Balson Ave		Michelle M. Pechter
Elisha Roisman	8215 Balson Ave		Elisha Roisman
Mari Sobrin	8201 Balson Ave		Mari Sobrin
Tali Taha Schuss	8130 Balson Ave		Tali Schuss
LEILA REDLICH + STARBIEL	8146 Balson Ave.		Leila Redlich
I am in favor of a discussion exploring the options			
Mohi Zaman	8110 Balson		Mohi Zaman
Husain Lateef	8100 Balson		Husain Lateef
Alana Rosenfeld	8121 Balson		Alana Rosenfeld
Tzvi Perlman	8139 Balson		Tzvi Perlman
Renee Greengart	8145 Balson		Renee Greengart
Zipporah Jaroslawicz	8160 Balson		Zipporah Jaroslawicz
Sara Botuck	8170 Balson		Sara Botuck
Christine Johnson	8214 Balson		Christine B. Johnson
Laurence D Mass	8131 Balson		Laurence D. Mass
Rebecca Lieberman	8100 Balson		Rebecca Lieberman
Hanni Ruder	8201 Balson		Hanni Ruder



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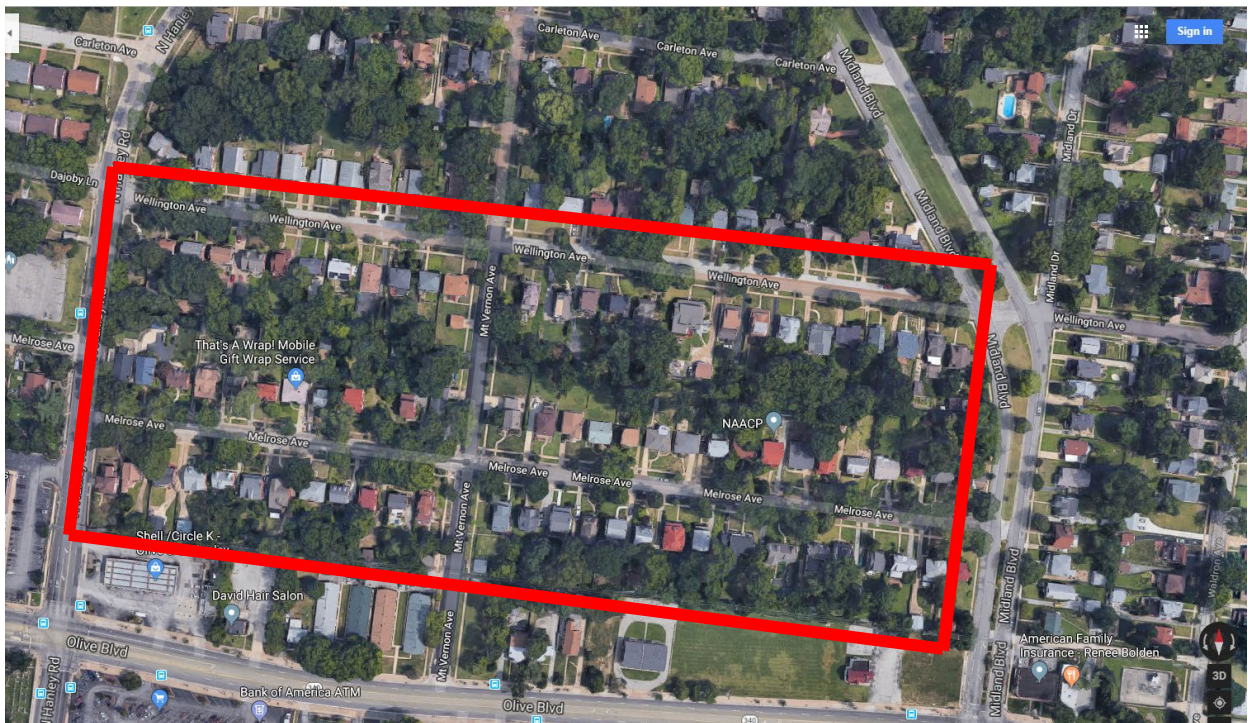
### STAFF REPORT

MEETING DATE: November 11, 2020  
Requestor : Councilman Clay  
Request: Speed Reduction Action  
Attachments: N/A

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#### Existing Conditions:

Musick Neighborhood – Speeding Problem



Currently there is a speeding issue in the Musick Neighborhood

#### **Request:**

Speed reduction options on the streets that are in the Music Neighborhood. Also the implementation of stop signs in the Music Neighborhood.

#### **Conclusion/Recommendation:**

Staff recommends the Traffic Commission review the Traffic Engineer's Scope for a study and implementation of traffic calming measures in the neighborhood.





March 13, 2020

Mr. Errol Tate  
City of University City  
Public Works Department  
6801 Delmar Boulevard  
University City, MO 63130

RE: Musik Neighborhood Traffic Calming  
518-0107-0TE

### **Description**

The City has received traffic request forms from residents in the Musik neighborhood concerning speeding and cut-thru traffic along Melrose, Wellington and Mt. Vernon Avenues. They would like to see traffic calming countermeasures installed, and have proposed speed bumps, new stop signs and conversion of two-way to one-way streets in the area.

Under the traffic engineering on-call agreement with the City, Lochmueller Group would observe traffic conditions, review the residents' proposed traffic calming treatments, evaluate these and other traffic calming countermeasures, and make recommendations for the city with the goal of calming traffic in the neighborhood.

### **Scope of Services**

- 1) Perform observations on the study roads in the Musik Neighborhood (Melrose, Wellington and Mt. Vernon Avenues) on one (1) day from 7AM – 9AM and 2PM – 6PM to watch the morning, school and afternoon peak periods. Observations would be conducted on a "typical" day when school is in session and weather is favorable. We would observe existing traffic conditions (traffic patterns, speeding, compliance of stop signs, parking, misc). The goal of these observations would be to document all existing conditions in order to make informed, context-sensitive recommendations.
- 2) Review traffic calming countermeasures proposed by the public (i.e. Options 1 and 2, one-way streets and new stop signs).
- 3) Review other traffic calming countermeasures that would be applicable and beneficial to the neighborhood.
- 4) Identify and recommend traffic calming options for the study area. Traffic calming solutions can be one or a combination of countermeasures. We will provide the list with options (as determined from the study) for the City to consider implementing.
- 5) Prepare a short memo summarizing our findings and recommendations. A draft memo would be provided to you for your review prior to finalization.

**Fees**

The services described above would be performed on an hourly time & materials basis under the current traffic engineering on-call. It is estimated that this scope would involve 34 hours of work and cost \$5,000. We will strive to do this work as efficient as possible knowing that any hours and fees saved can be used for future assignments on the on-call agreement.

This estimated fee would be subject to increase if any tasks in addition to those specifically listed above, including but not limited to the analysis of additional roadways, time periods, issues, study locations, or scenarios if requested, and response to agency comments.

**Exclusions**

This scope of services does not include costs for meeting time; preparing traffic models; design services; or construction administration or staking. If needed, these and any other supplemental services would be performed as extras on a time and materials basis using the attached rates unless they are addressed by a separate proposal. However, no additional work would be performed without your direction or permission.





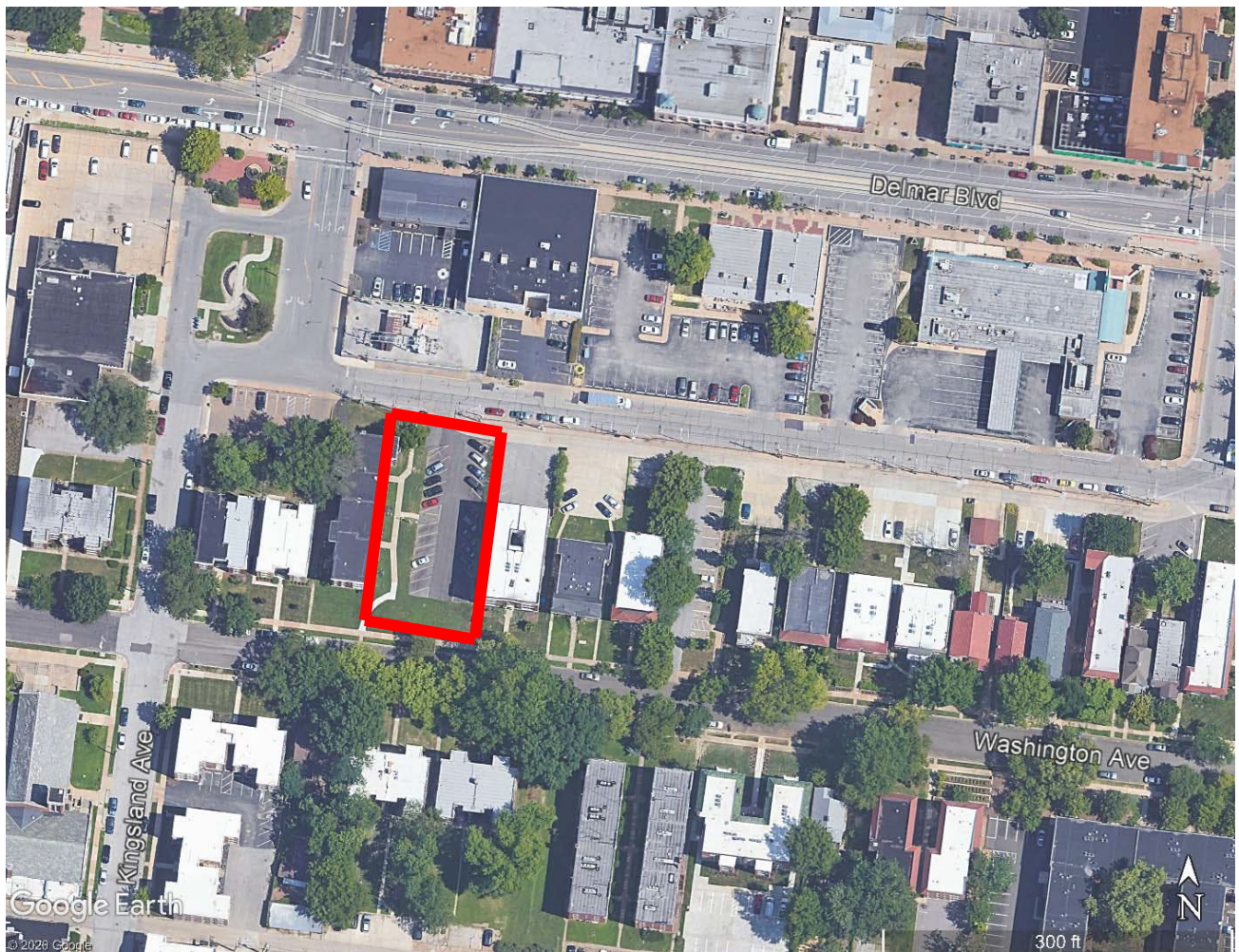
## Department of Public Works

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

### STAFF REPORT

MEETING DATE: November 11, 2020  
APPLICANT: Lochmueller/TriStar Companies  
Location: 6669 Washington Ave  
Request: Review Traffic Impact Assessment Study – Proposed New Multi-Family Building  
Attachments: Report

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**Request:** The Traffic commission has been asked to review the Traffic Impact Assessment

**Details:**

A multifamily development project is proposed at 6669 Washington Ave. The parcel is currently developed as a surface parking lot closed to use. There are approximately 20 marked parking spaces on the lot.

The project proposes to develop 9 living units. The proposer of the project is Mr. Daniel Slavin representing Big Lou Properties, LLC. After a proposal review with the Public Works department of his project, Mr. Slavin has commissioned a traffic impact assessment including a parking requirement analysis. A report of this assessment completed by CBB Transportation Engineers and Planners was submitted on September 15, 2020. The Public Works department hired Lochmueller Group to complete a peer-review of the report submitted by CBB and a report of the peer-review was completed and submitted to the department on November 4, 2020. Both documents are attached for review.

### **Conclusion/Recommendation**

The traffic impact study and its related documentation show that an impact to the surrounding transportation infrastructure from the proposed development project is minimal and doesn't require any additional improvements for the maintenance of existing levels of service. Access requirements as for vehicular egress from the proposed parking lot will incorporate a right-turn only movement into the alley above Loop South and this requirement can effectively be built into subsequent plan approvals of the proposed project.

The parking requirements, as evidenced in the attached engineering reports, both as for the University City Code and Institute of Transportation Engineers (ITE) standards are satisfied for the project as proposed.

Staff recommends approval of the traffic impact study with an evaluation of the parking requirements on the proposed multifamily development project proposed at 6669 Washington Ave. by Big Lou Properties, LLC c/o Mr. Daniel Slavin with the stipulation that any substantial revisions as determined by staff in the proposal up to the issuance of building permit and completion of construction will require a reexamination by this Commission.

Attached:

CBB TIS Peer Review

Peer Review of CBB TIA

September 15, 2020

ATTN: Mr. Daniel Slavin  
Big Lou Properties, LLC  
8000 Bonhomme Avenue, Suite 221  
St. Louis, Missouri 63105

RE: Traffic Impact Assessment  
Proposed Multi-Family Apartment Development  
6669 Washington Avenue  
University City, Missouri  
CBB Job No. 58-2020

Dear Mr. Slavin:

As requested, CBB has completed a traffic impact assessment pertaining to the proposed multi-family development at 6669 Washington Avenue east of Kingsland Avenue in University City, Missouri. It is our understanding that the development would consist of nine apartment units and a parking area to serve those units. Primary vehicular access to the site is proposed via one full-access driveway on the eastbound alley immediately south of Loop South. The existing site is occupied by a surface parking lot currently being leased for use by Double D Investments, which would be removed as part of the proposed redevelopment.

The site location is shown in **Figure 1**. Loop South, the alley and the site itself are all under the jurisdiction of the City of University City.

The purpose of this traffic impact assessment was to estimate the number of trips that would be generated by the proposed development of nine apartment units, evaluate the impact of the additional trips on current operating conditions in the immediate vicinity of the site (or lack thereof), and determine the ability of motorists to safely enter and exit the site. As necessary, roadway improvements (lane additions and/or traffic control modifications) were considered where needed to mitigate the impact of the proposed redevelopment. As typically required for residential projects, the focus of our analysis was the weekday AM and PM commuter peak hours.





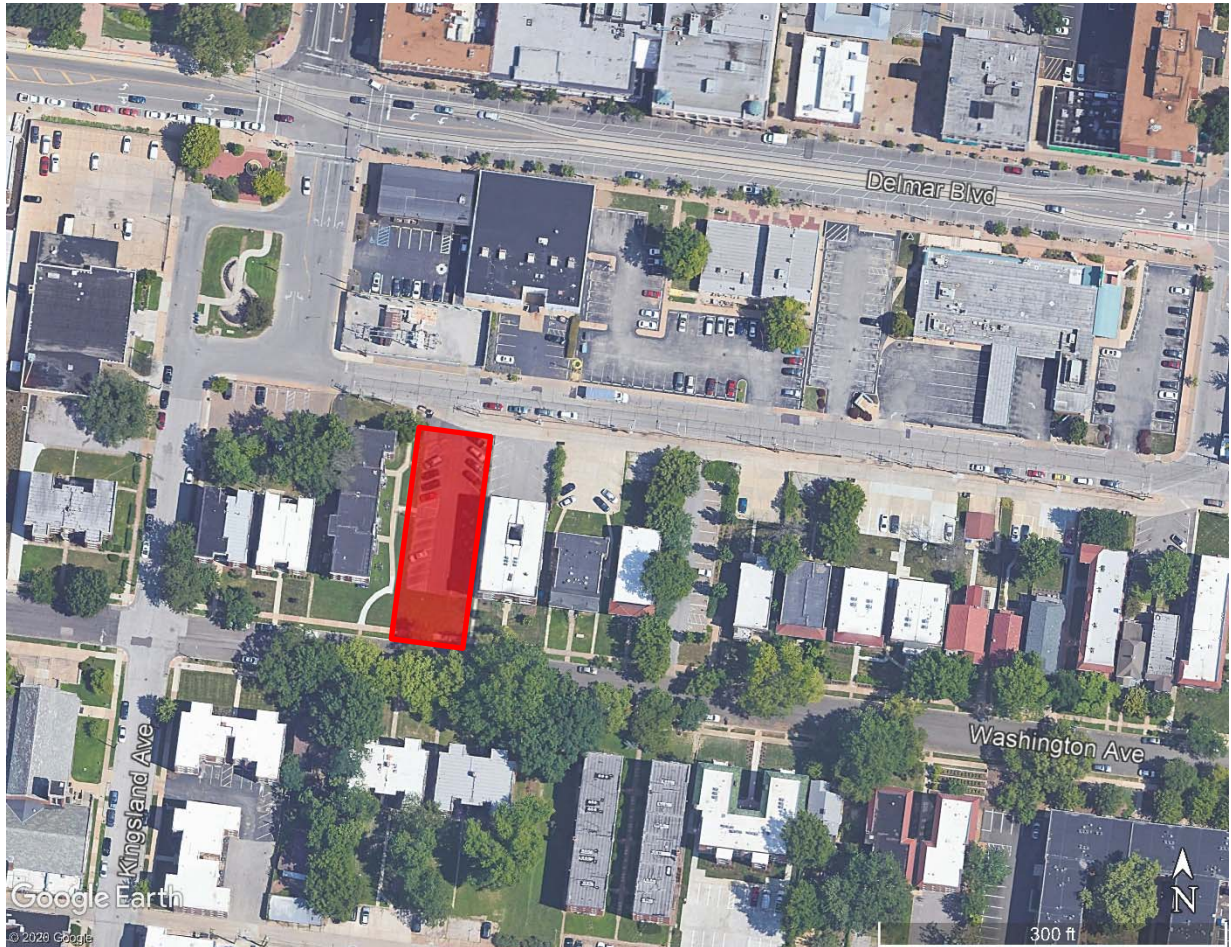


Figure 1 – Site Location Map

Since traffic levels are currently reduced due to the COVID-19 crisis, CBB did not rely on traffic counts or observations at the site. Due to the extremely small number of units proposed, a traffic impact study is not warranted. It is unlikely that the number of additional trips would be noticed from a volume/capacity perspective, as described in more detail below.

The number of trips expected were forecast, and CBB identified the likely access patterns to and from the site. CBB evaluated that access and considered issues that may need attention.

### EXISTING CONDITIONS

Washington Avenue is a local, two-lane street which allows on-street parking on both sides. Most current land uses along Washington Avenue in the project area appear to be multi-family residential.



Loop South is also a local, two-lane street, but on-street parking is only allowed on the south side. On the north side, there are connections to the commercial properties fronting Delmar Boulevard.

The one-way alley south of Loop South is one-way only eastbound and provides access to the properties along the south side of Loop South which are higher in elevation than Loop South itself.

## **PROPOSED DEVELOPMENT**

Based upon the site plan (provided by others), nine (9) apartment units with twenty (20) parking stalls are proposed on the site. The existing site is used as a surface parking lot serving Double D Investments by lease which will be removed and no longer leased to them. It is our understanding that Double D Investments uses the parking for convenience, and those parked cars would be relocated to a completely different location, outside of this neighborhood.

Vehicular access to the site is proposed via one full-access driveway on the one-way alley immediately south of Loop South (generally in the same location as the existing access), see attached site plan – **Figure 2**. Trips to the site will enter the alley adjacent to the site, while trips exiting the site will be required to flow east on the alley and re-enter Loop South near LeLand Avenue.

Careful consideration should be given to sight distance obstructions when planning any aesthetics enhancements on the north end of the site such as berms, fencing, signage and landscaping for the proposed redevelopment to ensure that these improvements do not obstruct the view of entering and exiting traffic at the entrance. It is generally recommended that all improvements higher than 3.5 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

Forecasts were prepared to estimate the amount of traffic that the nine apartments would generate during the AM and PM peak hours. Traffic forecasts for the proposed site were developed using standard land uses listed in the *Trip Generation Manual*, Tenth Edition, published by the Institute of Transportation Engineers (ITE). The ITE manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the trip generation characteristics of various land uses. Specifically, ITE Code 220 (Multifamily Housing – Low-Rise) was used for the trip generation forecast, see **Table 1**.

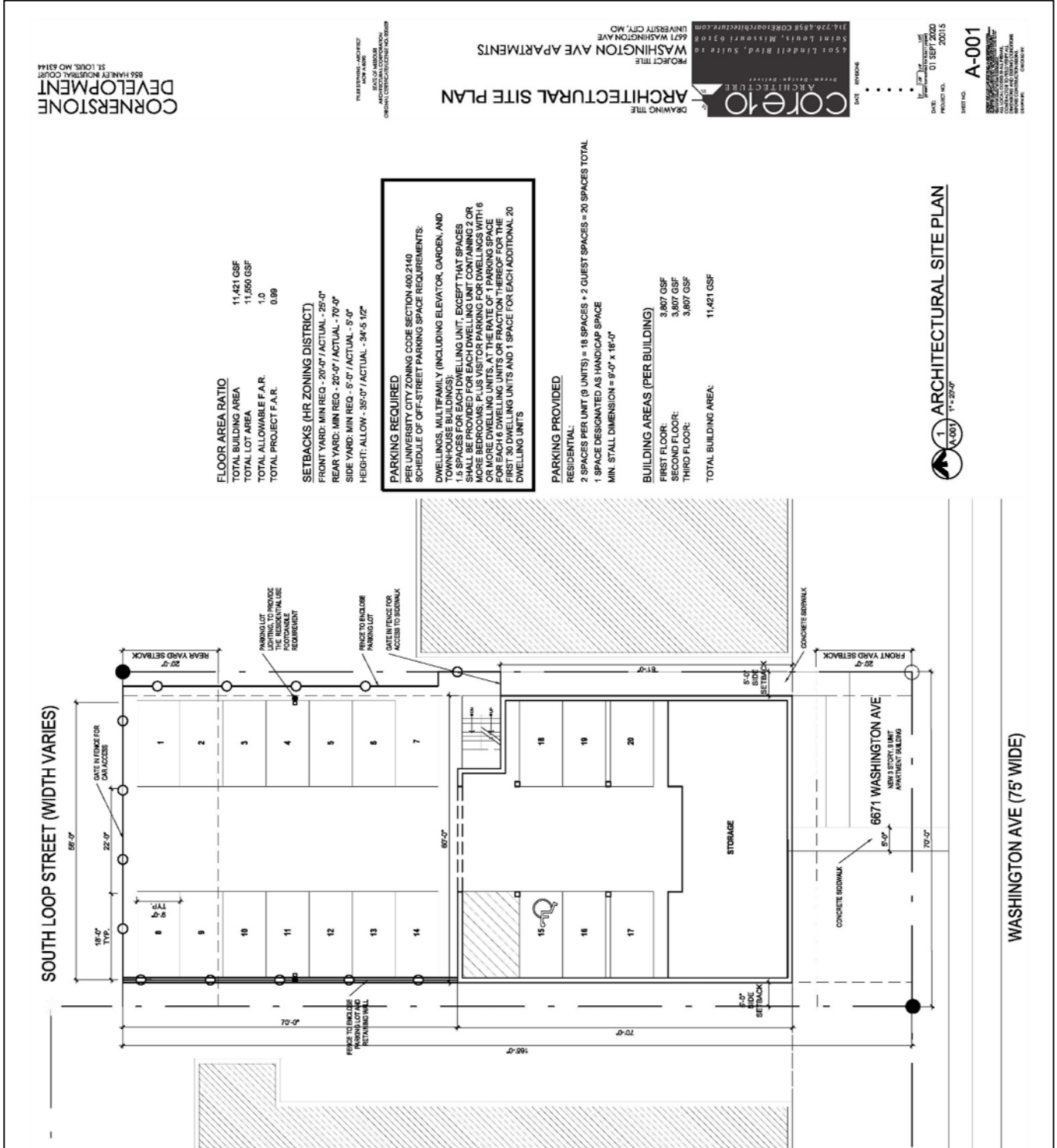


FIGURE 2 – SITE PLAN (BY OTHERS)





**Table 1: Trip Generation Estimate – Proposed Apartments**

ITE Code	Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
220	Multi-family Housing – Low-Rise	9 units	1	4	5	4	3	7

As can be seen, the number of trips expected to and from the site, even during the peak hours of activity, are expected to be very low. With 5 to 7 trips per hour, the level of traffic is one trip (in or out) every 8 to 12 minutes on average. The very low trip generation increases attributed to this site would not be expected to be noticed on the adjacent streets.

While resident and visitor parking will be accommodated on the site to meet City of University City parking code requirements, some residents and visitors may enter the building at the formal building entrance which faces Washington Avenue. There is an existing sidewalk on the north side of Washington Avenue across the entire frontage of the subject site. CBB recommends that an accessible path be provided between the existing sidewalk and the front door to the proposed building in accordance with ADA/PROWAG guidelines.

**ASSESSMENT**

- Due to the very low number of units proposed, the number of trips generated by the proposed site will be very low, even during the peak hours. With 5 to 7 trips per hour, the level of traffic is one trip (in or out) every 8 to 12 minutes on average.
- No off-site improvements are warranted due to the redevelopment of this site.
- Vehicles should not be allowed to exit the site directly onto Loop South. Additional signage is recommended for the site access driveway on the one-way alley to reinforce the eastbound only designation.
- CBB recommends that an accessible path be provided between the existing sidewalk on Washington Avenue and the front door to the proposed building in accordance with ADA/PROWAG guidelines.
- CBB reviewed the parking calculations provided by the site planner as shown on the site plan. It appears that the calculations for parking are correct, and the site plan provides the twenty (20) required stalls:
  - 2 resident spaces per multi-bedroom apartment unit x 9 units = 18 stalls
  - plus 1 visitor space per 6 units x 9 units = 2 stalls
  - 20 total stalls shown on site plan = 20 total stalls required



- Since parking for the new apartments will be accommodated on the subject site, fully meeting the City code requirements, this development would not be expected to adversely impact the on-street parking situation on the adjacent local streets.

We trust you will find this information useful. Should you have any questions or comments concerning this material, please contact me via email at [Lcannon@cbbtraffic.com](mailto:Lcannon@cbbtraffic.com) or by phone (314) 308-6547 in our St. Louis office.

Sincerely,

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



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

RE: Peer Review of CBB TIA for Proposed Multi-Family Apartment Development at 6669 Washington Avenue  
University City, Missouri  
Lochmueller Group Project No. 520-0110

Dear Mr. Alpaslan,

In accordance with your request, Lochmueller Group (LochGroup) has completed a peer review of the traffic impact assessment for the proposed multi-family apartment development at 6669 Washington Avenue in University City, Missouri. The original assessment was completed by CBB and dated September 15, 2020.

The purpose of the original study was to “estimate the number of trips that would be generated by the proposed development of nine apartment units, evaluate the impact of the additional trips on current conditions in the immediate vicinity of the site (or lack thereof), and determine the ability of motorists to safely enter and exit the site”. The purpose of this review is to evaluate the methodology, assessments, and conclusions of the original assessment while commenting on any relevant omissions or exclusions.

A site development plan for the residential was provided within the September 2020 CBB assessment and indicates that a total of nine units would be provided. The site plan nor the assessment itself do not specifically identify the number of bedrooms anticipated within each unit. Therefore, for the purposes of this peer review it was conservatively assumed two bedrooms per unit. Access is provided via a gated fence from the eastbound only alley adjacent to Loop South. A total of 20 parking spaces are to be provided; 14 of which appear to be within a surface lot immediately north of the proposed building and the additional six spaces would be covered and located on Floor One of the proposed building. The existing surface parking lot would be removed in conjunction with the proposed development.

## **Study Methodology**

The methodology and assumptions applied to the traffic analysis by CBB are generally acceptable and appropriate. The time periods used in the trip and parking analysis are reasonable as CBB correctly identified and focused on weekday AM and PM commuter peak hours. It should be noted that traffic counts were not taken due to the unreliable traffic conditions caused by COVID-19, but it is reasonable to assume the peak hours used are representative of the proposed development and surrounding area.

CBB asserts a traffic impact study is not warranted due to the nominal amount of traffic generated by the proposed development. This is a reasonable assumption as traffic impact *studies* are generally warranted for developments generating over 100 trips, and the proposed 9-unit development would generate far below that threshold. While a traffic impact study was not warranted, CBB still forecasted the number of expected trips and identified access patterns for the site which is in accordance with an assessment level of effort.

To calculate the number of generated trips, CBB used the Trip Generation Manual, Tenth Edition, published by the Institute of Transportation Engineers (ITE) as is the industry standard. ITE Code 220 (Multifamily Housing – Low Rise) was used to evaluate trip generation. It should be noted the Trip Generation Manual defines Code 220 as residential multifamily housing with 1 to 2 stories. The site plan provided in CBB’s report shows the proposed development will have 3 stories. However, considering the first story of the proposed development appears to be

**411 North 10th Street, Suite 200  
St. Louis, Missouri 63101**

PHONE: 314.621.3395



for parking and storage, it was reasonable to use Code 220 as there are only 2 stories allotted to residential use. CBB calculated 5 total trips for the AM peak hour (4 outgoing and 1 inbound) and 7 total trips for the PM peak hour (3 outgoing and 4 inbound). Lochmueller group was able to recreate and verify CBB's trip generation values for both the AM and PM peak hours using Code 220 of the Trip Generation Manual for suburban/urban settings. Furthermore, CBB utilized the fitted curve equation method for calculating the trip generation, which was appropriate given the  $R^2$  value was greater than 0.85 and that this method yielded the most conservative trip estimate.

### **CBB's Traffic Assessment Conclusions**

As shown, the site proposes vehicular access via a driveway on the alley just south of Loop South which would allow for incoming trips to enter and exit. Given that the alley is one way eastbound, outgoing trips would have to exit right and travel to the east and re-enter Loop South near Leland Avenue. Additional signage to prevent residents of the proposed development from "cheating" and exiting directly onto South Loop was recommended. LochGroup agrees with this recommendation. The geometry of the alley and the proposed access point prevents safe and effective exit from the proposed development directly onto Loop South. The proposed access plan seems reasonable for the site, is consistent with the land uses to the east and does not require modification of the adjacent alley and access point beyond the recommended signage. CBB also correctly points out that consideration for sight distance should be a priority on the north end of the site. There is a drop in roadway elevation from the adjacent alley to South Loop which could foster sight distance problems if obstructions are built near the access point.

CBB also recommends the implementation of an accessible path between the existing sidewalk and the Washington Avenue front door in order to allow for residents to enter from the Washington Avenue entrance. This should be built in accordance with ADA/PROWAG standards to provide an accessible entrance to the building. LochGroup concurs with this recommendation.

### **Parking Evaluation**

CBB notes within the traffic assessment that the parking calculations were provided by a site planner and shown on the site plan. It was CBB's conclusion that the parking data provided was correct. However, as requested by the City, as part of the peer review conducted by LochGroup, the parking requirements for the proposed residential development based upon the City's ordinance were reviewed. In addition, national data was consulted to ensure that the peak parking demand would be accommodated by the proposed supply of 20 parking spaces.

Section 400.2140 of the University City Municipal Code states that the minimum parking requirements for multi-family dwellings are "1.5 spaces for each dwelling unit, except that 2 spaces shall be provided for each dwelling unit containing 2 or more bedrooms; plus visitor parking for dwellings with 6 or more dwelling units, at the rate of 1 parking space for each 6 dwelling units or fraction thereof for the first 30 dwelling units and 1 space for each additional 20 dwelling units".

As previously mentioned, the site plan nor the assessment state how many bedrooms are to be provided within each unit. Therefore, in an effort to be conservative, it was assumed that two bedrooms would be provided in each unit. Under this assumption, a total of 2 spaces should be provided for each unit, in addition to two additional spaces overall to accommodate the visitor parking requirement. Consequently, 20 parking spaces would be required for the proposed development. Given that 20 spaces are shown on the plan provided within the assessment, it appears that the proposed development would be compliant.

An estimation of the parking demand is an essential exercise to ensure that adequate parking is provided on site without resulting in an “over parked” situation. ITE’s Parking Generation Manual, 5th Edition, was employed to verify the adequacy of the parking supply. Using Land Use Code 220 (Multifamily Housing – Low Rise) for a suburban/urban setting, it was calculated that a peak of 14 parked vehicles would occur during a typical weekday and 16 would occur on a Saturday. Thus, the proposed 20 parking spaces proposed for the site plan would adequately accommodate the anticipated peak parking demands and spillover onto the on-street parking along Washington Avenue is not anticipated. It should be noted that these calculations were based upon number of units rather than bedrooms since that variable was not provided. When known, both unit count and bedroom count are used to complete the calculations and the more conservative method is compared to the proposed supply.

Lastly, the CBB Assessment states that the pre-existing parking demand that previously relied upon the surface lot on the subject property has been relocated “to a completely different location, outside of the neighborhood”. The assessment does not state who the users were other than it was leased to Double D Investments and whether they were associated with the tenants of the adjacent multifamily development at 6675 Washington Avenue. Without understanding who the previous users were, LochGroup can not offer an opinion as to the impacts associated with their relocation. It was confirmed via a field visit in October 2020 that the surface lot had been closed via the use of concrete barriers and that there were not any vehicles currently using the lot.

I trust that the City of University City will find the above peer review useful in evaluating the traffic and parking implications associated with the proposed development located at 6669 Washington Avenue. As always, please do not hesitate to contact our offices should you have any further questions or a need for clarification.

Sincerely,

Lochmueller Group

A handwritten signature in black ink that reads "Julie Nolfo". The signature is written in a cursive, flowing style.

Julie M. Nolfo, PE, PTOE  
Project Liaison

cc: Nick Sokolis