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

TRAFFIC COMMISSION MEETING
HEMAN PARK COMMUNITY CENTER
975 PENNSYLVANIA
WEDNESDAY, March 8, 2023
6:30 PM

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of Minutes:**

   - February 8, 2023

5. **Agenda items:**

   A. Request restricted parking 7000, 7100 Southside of Forsyth. Requested by Chana R. Novak 7018 Forsyth Blvd.

   B. Request to allow the school district to close the eastbound lane of Balson Ave., from Hanley Road to Jackson Ave., Monday through Friday, 2:45pm-3:15pm during the school year.

   C. Request to allow the school district to place a parking restriction on both sides of Pershing Ave. from Rossi Drive to the west, Monday through Friday 8:15am-9:00 am and 3:15pm-4:00pm during the school; year, August-June

   D. Discussion item: Washington University Traffic Impact Study, 2-24-23

6. **Council Liaison Report**
7. **Miscellaneous Business**
8. **Adjournment**

Prior to the meeting, we recommend that you visit the site(s). Please e-mail dgirdler@ucitymo.org to confirm your attendance.

TRAFFIC COMMISSION MEETING
Heman Park Community Center
975 Pennsylvania Avenue, University City MO 63130

Date: 2/8/23

1. Call to Order At 6:30 P.M. by Chairman Stewart

2. Roll Call

Bart Stewart	Commissioner & Chair - Excused
Dennis Fuller	Commissioner - Present
Craig Hughes	Commissioner - Present
Cirri Moran	Commissioner & Acting Chair-Present
Jane Schaefer	Commissioner - Present
Jerold Tiers	Commissioner – Present
Larry Zelenovich	Commissioner – Present
Darin Girdler	PWP Director – Present
Mirela Celaj	PWP Asst. Dir.- Present
Eugene Kuelker	PWP Staff – Present
Shawn Whitley	Police Liaison - Present
John Mulligan	City Attorney - Present

3. Approval of Agenda
Motion by Commissioner Schaefer to approve the agenda and motion 2nd by Commissioner Tiers. Motion approved by a unanimous voice vote of the Commission.

4. Approval of Minutes of: 1/11/23
Motion by Commissioner Schaefer to approve the minutes of Hughes and motion 2nd by Commissioner Hughes. Motion approved by a unanimous voice vote of the Commission.

5. Agenda items
A. Request to remove parking restrictions on the 7600 block of Gannon.
(1) Requested by Alan Simpson, President U. City Shul, 700 North and South Road.
(2) Attorney Mark Jacob, a member of U. City Shul was present at the meeting and spoke with Mr. Simpson and on behalf U. City Shul.

a. Mr. Jacob and Mr. Simpson resented a petition of 150 members of the congregation and 13 Business owners supporting the request to remove parking restrictions on the 7600 block of Gannon.

b. Mr. Jacob reminded the Commission that the girl school had initiated this request in 2010 after the initial restriction was placed.

c. Mr. Jacob cited city code 355 and argued that the 7600 block of Gannon should not qualify as restricted status. He cited that city code 355 section A-2 notes that the traffic count has to exceed 2000 per day therefore this block does not qualify. To support the statement Mr. Jacobs submitted to the commission, a traffic volume map conducted by the Missouri Department of Transportation.

d. Mr. Jacob concluded that this is just the right thing to do.

(3) Resident Jeff Glogower, 7617 Gannon Ave, was present and addressed the Commission.

a. Mr. Glogower was in opposition to this request and cited city code section 355.030, dealing with nonresident parking and residential neighborhoods. A copy of Mr. Glogower's letter was presented to all Commission members in their packet.

b. Mr. Glogower pointed out that the Commission had addressed this during the 11-9-2022 Traffic Commission meeting and at that time noted the city attorney stated the procedure for requesting resident parking restrictions was to obtain more than 75% signatures of the residents of the affected block in question. Mr. Glogower notes in his letter to the traffic Commission that the signatures obtained by Mr. Jacob are not residents of the Gannon neighborhood but rather members of the synagogue who reside in University City as well as business owners in the north and South business district who are also not residents of the 7600 block of Gannon. Mr. Glogower provided all members of the Commission his letter of opposition.

(4) Commission discussion.

a. Commissioner Tiers noted the history of parking restriction on the 7600 block of Gannon beginning back in 2010.

b. Commissioner Fuller noted the discussion of this restriction from the Traffic Commission meeting of 11-9-22 which the city attorney sighted that only residents can lift a parking restriction.

c. Commission Chair Moran polled commission members as to how they wished to proceed with the request.
d. Commissioner Tiers suggested that the current property owners of the 7600 block of Gannon have to be polled and greater than 75% of them have to agree to lift the restriction.

(5**) MOTION** by Commissioner Zelenovich to reject the request to lift the parking restriction in the 7600 block of Gannon in the absence of a petition in excess of 75% of the existing residents signatures to lift the restriction.
The motion was seconded by Commissioner Schaefer.
The motion passed by a unanimous voice vote of the Commission.

B. Request restricted parking 7000, 7100, South side Forsyth Blvd.
(1) Requested by China R. Novak 7018 Forsyth Blvd.
(2) Initial request made and presented 4-13-22. As initial request did not include a resident petition, the request was tabled until Ms. Novak obtained a petition of more than 75% of the resident owners of the 7000 and 7100 Blocks of Forsyth Blvd.
(3) Resident Novak returns this date a list of electronic signatures of the owners of record for each of the parcels of real estate in excess of seventy-five % of the parcels of real estate adjacent to the block of the public street involved.
(4) Commission Discussion
a. Commission Chair Moran asked how the signatures were obtained. Resident Novak responded that they were obtained electronically and there were no actual signatures but a listing of the residents or parcel owners who electronically signed the petition.
b. City attorney Mulligan agrees with electronic signatures but stated resident Novak needs to document the verification process.
c. Resident Novak indicated that she was instructed to do it this way by the former PWP Director.
d. After a brief discussion between the City Attorney Mulligan, PWP Director Girdler and Commission chair Moran, it was agreed resident Novak will bring the e-signature process verification to the City Attorney Mulligan and PWP Director Girdler before the next meeting.
(5) Request for restricted parking 7000, 7100, South side Forsyth Blvd. tabled to March Commission meeting.

C. Speed bumps / Humps.
(1) Requested by Carrie McGuire & Devan Mason
(2) PWP Director Girdler stated that it is not city policy to erect any type of speed bumps or speed pumps on city streets. the public works office well contact residents McGuire and Mason 2 discuss this request and possibly just other traffic calming suggestions.
(3) No further action will be taken by the Commission at this time.

6. Council Liaison Report, Council Liaison Not present, No report.

7. Miscellaneous Business
A. Commission Chair Moran introduced and welcomed PWP Director Darin Girdler and PWP Assistant Director Mirela Celaj.

8. Adjournment.
No further business appearing, Commissioner Tiers made a motion to Adjourn, Motion 2nd by Commissioner Schaefer, the motion passed by a unanimous voice vote of the Commission.

Meeting Adjourned at 8:41 PM

Respectfully submitted,
Dennis Fuller, Commissioner

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

RESIDENTIAL PARKING PERMIT PETITION

TO: UNIVERSITY CITY- TRAFFIC COMMISSION

PROBLEMS CAUSED BY NON-RESIDENT PARKING (PROBLEMS SHOULD BE CHRONIC AND WELL DOCUMENTED). USE ADDITIONAL PAGE IF NECESSARY
Residents can't park because spots are used by WashU students and staff during the day.

SPECIFIC AREA REQUESTED TO BE RESTRICTED:
7000, 7100 South Side Forsyth Blvd.

REQUESTED RESTRICTED TIME PERIOD (SHALL NOT EXCEED 12 HOURS DAILY)
9AM - 5PM Monday - Friday

NOTE:
THIS PETITION SHOULD BE SIGNED BY AT LEAST SEVENTY-FIVE (75%) PERCENT OF THE PROPERTY OWNERS ADJACENT TO THE BLOCK OF THE PUBLIC STREET INVOLVED.

The Public Works Department staff will review this petition 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: Chana R. Novack

ADDRESS: 7018 Forsyth Blvd.

PHONE (HOME): 314 359 0085 PHONE (WORK): _____

Date: 12/13/2022

Please return completed to Sinan Alpaslan, at the Public Works Department, 3rd floor of the City Hall, located at 6801 Delmar Blvd, University City, MO 63130. Phone: (314) 505-8560 Fax: (314) 862-0694

Petition for Permit Parking on the 7000, 7100 Blocks of Forsyth (South Side)

Municipal Code Section 355.030.C (Residential Parking Permit Plan) governs that and states: "Residential permit parking areas must be initiated by petition. The petition must state the problems caused by non-resident parking; the specific area requested to be restricted; the requested restricted time period; and be signed by at least one (1) owner of record for each of the parcels of real estate constituting in excess of seventy-five percent (75%) of the parcels of real estate adjacent to the block of the public street involved."

TO: UNIVERSITY CITY - TRAFFIC COMMISSION

We, the owners of record, request that the traffic commission implement a permit parking system on these blocks.

Thank you,

(To sign this scroll down)

PROBLEMS CAUSED BY NON-RESIDENT PARKING (PROBLEMS SHOULD BE CHRONIC AND WELL DOCUMENTED). USE ADDITIONAL PAGE IF NECESSARY

Numerous non-residents park on the south side of Forsyth during the week. Frequently, non-resident drivers park on our block and walk to Washington University in order to avoid the on-campus parking fees.

Since non-resident cars are consistently parked along the south side of Forsyth, it is virtually impossible for residents to have a parking spot available for ourselves or for our guests and service workers in front of our homes. The University City code sited above and all of the other blocks adjacent to the western border of the Danforth Campus have already completed the process of requesting resident only parking. This petition will bring the south side of Forsyth in line with all of the adjacent blocks to WashU.

The non-resident parking problems on the south side of Forsyth should also be corrected since such problems require a lot of time, expense and effort on the part of University City. The non-residents parking on the south side frequently ignore "no parking" notices for city leaf collection, thereby resulting in the University City Public Works Department having to post repeated notices and make several visits to our blocks to attempt to vacuum up the leaves, ultimately having to give up its attempts due to the cars continually parked on the street.

SPECIFIC AREA REQUESTED TO BE RESTRICTED:

South side of Forsyth Blvd. from 7008 Forsyth going west until the 2 hour only parking zone in front of 7148. Resident Only Parking.

REQUESTED RESTRICTED TIME PERIOD (SHALL NOT EXCEED 12 HOURS DAILY):
From 9:00 AM - 5:00 PM on Monday - Friday. (WashU currently allows free parking on campus on weekends therefore non residents would not have a reason to park on Forsyth.)

NOTE:

Owner of record for each of the parcels of real estate constituting in excess of seventy-five percent (75%) of the parcels of real estate adjacent to the block of the public street involved must sign this petition.

Parcels on this adjacent block are:

5 S Big Bend Blvd.

7008 Forsyth Blvd.

7012 Forsyth Blvd. (6 LOTS)

7018 Forsyth Blvd.

7020 Forsyth Blvd.

7024 Forsyth Blvd. (4 LOTS)

7026 Forsyth Blvd.

7032 Forsyth Blvd.

7036 Forsyth Blvd.

7042 Forsyth Blvd.

7046 Forsyth Blvd.

7050 Forsyth Blvd.

7052 Forsyth Blvd.

7056 Forsyth Blvd.

7060 Forsyth Blvd.

7100 Forsyth Blvd.

7104 Forsyth Blvd.

7106 Forsyth Blvd.

7110 Forsyth Blvd.

7116 Forsyth Blvd.

7120 Forsyth Blvd.

7124 Forsyth Blvd.

7128 Forsyth Blvd.

7130 Forsyth Blvd.

7136 Forsyth Blvd.

7138 Forsyth Blvd.

7148 Forsyth Blvd.

1. Name of Owner on Record

_____

Untitled Section

2. Parcel Number (address, or address and unit)

_____

_____

_____

_____

_____

3. Email

_____

4. Phone number

_____

5. I support this petition listed above which will be submitted to University City.

Check all that apply.

- ☐ YES
- ☐ NO
- ☐ Please contact me with more information.

Parcel Address	Number	Verbal Agreement	Owners	Signed by:	On Behalf of	Email Address	Mobile Phone	Agreement for Petition
5 S Big Bend Blvd.		YES		Wesley Law - On beha	5 S Big Bend Bl	5sbigbend@gma	314.266.9059	YES
7008 Forsyth Blvd.		YES		James Shepherd Revo	7008 Forsyth - 6	robertsrealty@g	314-568-8917	YES
7012 Forsyth Blvd. (6 LOTS)	1E	YES		Donald Foshage	7012 Forsyth (ur	duff.foshage@ya	3142762605	YES
	1W							
	2E	YES		Donald U Foshage	7012 Forsyth un	duff.foshage@ya	3142762605	YES
	2W	YES		G.E. Bloom	7012 Apt 2W	Gant@Universit	4242354268	YES
	3E	YES		Donald U Foshage	7012 Forsyth un	duff.foshage@ya	3142762605	YES
	3W	YES		NRich Holding LLC	7012 Forsyth Bo	Jnmusgrave@sb	3144889571	YES
7018 Forsyth Blvd.		YES		Friends of Chabad/ Ch	7018 Forsyth	chana@chabad	314-359-0085	YES
7020 Forsyth Blvd.		Yes		Davis Rae	7020 Forsyth blv	d.rae@wustl.edu	7138249405	YES
7024 Forsyth Blvd. (4 LOTS)		YES		Evan Kuhn	7024 Forsyth	evan.kuhn@gmail.com		YES
		YES		Evan Kuhn	7024 Forsyth	evan.kuhn@gmail.com		YES
		YES		Evan Kuhn	7024 Forsyth	evan.kuhn@gmail.com		YES
		YES		Evan Kuhn	7024 Forsyth	evan.kuhn@gmail.com		YES
7026 Forsyth Blvd.		YES	Paul Watson					
7032 Forsyth Blvd.		YES	Harkey					
7036 Forsyth Blvd.		YES		Sean Rosenthal, Lond	7036 Forsyth	sean@londonpr	314-608-2692	YES
7042 Forsyth Blvd.			Fernandez/Rosario					
7046 Forsyth Blvd.		YES		Bay Window Properties	7046 Forsyth	bwplic@hotmail.	314-889-8000	YES
7050 Forsyth Blvd.			Fernandez/Rosario					
7052 Forsyth Blvd.		YES		David Guller as owner	7052 forsyth	gullsd@yahoo.c	314-496-8731	YES
7056 Forsyth Blvd.		YES	Stevens, Edna					
7060 Forsyth Blvd.			High Forest					
7100 Forsyth Blvd.		YES	Smith Shawn D					
7104 Forsyth Blvd.		YES		David Guller as manag	7104 forsyth	gullsd@yahoo.c	314-496-8731	YES
7106 Forsyth Blvd.		YES		Mark and Barbara Post	7106 Forsyth Bl	postalm@sbcglo	3144062864	YES
7110 Forsyth Blvd.		YES		7110 Forsyth LLC	7110 Forsyth	info@croninprop	314-862-5119	YES
7116 Forsyth Blvd.		YES		George Voges	7116 Forsyth	gdavidvoges@a	13149730719	YES
7120 Forsyth Blvd.		YES		Contance Hyken Stran	7120 Forsyth	connie.stranquis	3143780660	YES
7124 Forsyth Blvd.		YES		Carol B Garr	7124 FORSYTH	louisjgarrjr@msr	314 479 2122	YES
7128 Forsyth Blvd.		YES		Our Lady of Lourdes C	7148 Forsyth	msgrrichard@uc	314 726 6200	YES
7130 Forsyth Blvd.		YES		Our Lady of Lourdes C	7148 Forsyth	msgrrichard@uc	314 726 6200	YES
7136 Forsyth Blvd.		YES		Our Lady of Lourdes C	7148 Forsyth	msgrrichard@uc	314 726 6200	YES
7138 Forsyth Blvd.		YES		Our Lady of Lourdes C	7148 Forsyth	msgrrichard@uc	314 726 6200	YES
7148 Forsyth Blvd.		YES		Our Lady of Lourdes C	7148 Forsyth	msgrrichard@uc	314 726 6200	YES

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

STAFF REPORT

MEETING DATE:	April 13, 2022
Requestor :	Chana R. Novack – 7018 Forsyth Blvd.
Request:	Establish Residential Parking Permit zone in 7000-7100 blocks of Forsyth Blvd.
Attachments:	1) Layout of Forsyth Blvd. with residential parking permit zones 2) Copy of University City Traffic Code Section 355.030

Existing Conditions:

Please see attached sketch (red line marked sections are current residential parking permit zones and yellow line shows the requested zone).

Request:

To designate the south side of Forsyth Blvd in the 7000 and 7100 blocks as a residential permit parking area from 9 a.m. to 5 p.m. on weekdays, Monday through Friday.

There were previous requests for allowing inclusion in the current 7100 block Forsyth Blvd. residential parking permit system of employees of Chabad House (4 ea.) at 7018 Forsyth Blvd. and changing the parking restrictions to allow open parking on Fridays after 5 p.m. The Commission considered this request at its October 2021 meeting and moved to recommend approval of both requests subject to petition-process required rate of approval (75%) by the property owners.

Conclusion/Recommendation:

The request is in accordance with the applicable University City Traffic Code (Section 355.030) as the street is within two (2) blocks of Washington University and the problems caused by non-resident parking on the block are chronic and well documented.

A petition is recommended to be initiated by the requestor to encompass the entire adjacent private property parcels of real estate on the south side of the 7000 and 7100 blocks of Forsyth Blvd. and be signed by at least one (1) owner of record for each of the parcels.

The discussion of this item is intended to produce a recommendation and vote from the Traffic Commission to consider allowing the requestor to begin the petition process for their request as outlined above.

Chapter 355. Stopping, Standing or Parking Prohibited in Specified Places

Section 355.030. Residential Parking Permit Plan.

[R.O. 2011 §10.40.030; Ord. No. 6840 §1, 1-10-2011; Ord. No. 6881 §1, 1-23-2012; Ord. No. 6894 §2, 9-10-2012]

A. Parking on public streets within residential neighborhoods may be restricted to the residents along not more than three (3) blocks of a street pursuant to this Section if:

1. The residential block contains a traffic ingress and egress to or from a commercial area comprising multiple retail businesses;

2. The daily traffic count exceeds two thousand five hundred (2,500) cars on any part of the block containing the traffic ingress and/or egress referred to in Subsection **(A)(1)** of this Section; and

3. The problems caused by non-resident parking on the block referred to in Subsection **(A)(1)** of this Section are chronic and well documented.

B. Parking on public streets within residential neighborhoods may be restricted to the residents along not more than three (3) blocks of a street pursuant to this Section if:

1. The street is within two (2) blocks of Washington University or another municipality's boundary; and

2. The problems caused by non-resident parking on the block are chronic and well documented.

C. Residential permit parking areas must be initiated by petition. The petition must state the problems caused by non-resident parking; the specific area requested to be restricted; the requested restricted time period; and be signed by at least one (1) owner of record for each of the parcels of real estate constituting in excess of seventy-five percent (75%) of the parcels of real estate adjacent to the block of the public street involved.

D. The petition shall be addressed to the Traffic Commission for its review. The Traffic Commission shall make an investigation and submit its recommendation to the City Council, which may thereafter take whatever action it deems appropriate, including establishing a residential parking permit area with conditions that are consistent with this Section.

E. Restricted hours shall not exceed twelve (12) hours daily to be specifically recommended by the Traffic Commission after consideration of legitimate business and residential needs.

F. Individual permits for residents of the restricted area shall be obtained by application to an officer designated by the City Manager.

G. Unless exempt, applicants for individual permits must possess a valid University City occupancy permit for an address on the designated block(s), and a current and lawful State motor vehicle registration certificate for each permit requested. The motor vehicle must be registered or leased to an individual listed on the occupancy permit. The number of permits shall not exceed the number of vehicles owned by the resident.

H. A maximum of two (2) transferable visitor permits shall be made available to each residence regardless of whether the resident owns an automobile.

I. No permit issued under this Section shall guarantee or reserve to the holder a particular parking space within the restricted area, but shall allow to the holders of permits general parking in said area during the restricted hours specified by this Section and so posted.

J. This Section shall not apply to corporations or individuals who are performing commercial services, repairs, or emergency assistance for any resident living in the specified area.

K. It is unlawful for any owner or operator to park any vehicle on any street designated to be a residential parking permit area, during the restricted hours, without having a current and lawful residential permit displayed on the vehicle, unless exempt as provided in Subsection (J) of this Section.

L. Residential permit parking areas may be established from time to time; and when established, the provisions of this Section shall apply to them.

[1] *Cross Reference — As to residential permit parking areas, see sch. III, table III-D of this code.*

Gmail

Chana R. Novack <chana@chabadwashu.org>

7000-7100 blocks Residential Parking Permit

Sinan Alpaslan <salpaslan@ucitymo.org> Thu, May 5, 2022 at 11:32 AM
To: "Chana R. Novack" <chana@chabadwashu.org>

Ms. Novack – the list of parcels (27 ea.) for this petition is the following:

5 S Big Bend Blvd.

7008 Forsyth Blvd.

7012 Forsyth Blvd.

7018 Forsyth Blvd.

7020 Forsyth Blvd.

7024 Forsyth Blvd.

7026 Forsyth Blvd.

7032 Forsyth Blvd.

7036 Forsyth Blvd.

7042 Forsyth Blvd.

7046 Forsyth Blvd.

7050 Forsyth Blvd.

7052 Forsyth Blvd.

7056 Forsyth Blvd.

7060 Forsyth Blvd.

7100 Forsyth Blvd.

7104 Forsyth Blvd.

7106 Forsyth Blvd.

7110 Forsyth Blvd.

7116 Forsyth Blvd.

7120 Forsyth Blvd.

7124 Forsyth Blvd.

7128 Forsyth Blvd.

7130 Forsyth Blvd.

7136 Forsyth Blvd.

7138 Forsyth Blvd.

7148 Forsyth Blvd.

For property owner information for the parcels, I would refer you to St. Louis County Land Information Services (314-615-3786). That office will have the accurate parcel-owners' contact information but probably no phone numbers. It would probably be best to make in-person contact for the ability to obtain signatures.

You can alternatively access the St. Louis County Open Government website to obtain the property owner data electronically and that website is https://data-stlcogis.opendata.arcgis.com/ (Go to "Interactive Maps" and "Property Information" on the screens that will come up and then select "Property Lookup" on the Apps List, which will bring up a GIS map of the properties in St. Louis County and you can move the location on the map to the section of Forsyth Blvd. for the petition and click on all the above-listed properties to get property owner information). Contacting St. Louis County office will help with any parcels ownership that may be multiple since there are several multi-unit properties in the area. In that case, we need to make sure that whoever is signing for that parcel is the authorized owner or if there are multiple owners, then all of them are accounted for in the petition.

As for the petition procedure, Municipal Code Section 355.030.C (Residential Parking Permit Plan) governs that and states: "Residential permit parking areas must be initiated by petition. The petition must state the problems caused by non-resident parking; the specific area requested to be restricted; the requested restricted time period; and be signed by at least one (1) owner of record for each of the parcels of real estate constituting in excess of seventy-five percent (75%) of the parcels of real estate adjacent to the block of the public street involved."

In your case at hand, I would strongly recommend ensuring the petition language states that the specific area requested to be restricted is "the south side of Forsyth Blvd. from Big Bend Blvd. to Asbury Ave." per the discussion and agreement at the April Traffic Commission meeting.

Please let me know if you have any questions, need any clarification.

Sinan Alpaslan, P.E.

Director of Public Works

City of University City

6801 Delmar Boulevard

University City, MO 63130

P: 314.505.8572 | www.ucitymo.org

[Quoted text hidden]

Gmail

Chana R. Novack <chana@chabadwashu.org>

7000-7100 blocks Residential Parking Permit

Sinan Alpaslan <salpaslan@ucitymo.org> Thu, May 5, 2022 at 12:01 PM
To: "Chana R. Novack" <chana@chabadwashu.org>

No, each parcel owner needs to sign. If the parcel has more than one owner, at least one owner must sign. But that is for one parcel being owned by multiple entities and not several parcels counting for one building. Simply, all parcels have to be accounted for by at least one owner of record, for our purposes.

To the best of my recollection, we didn't discuss the Church as an exclusion at our Traffic Commission meeting, so I would suggest including them in the zone. They would only constitute one vote out, even if not signed.

Yes, electronic signatures are fine. If you can provide a contact number/email accompanying any electronic signatures, that would be great, in case there was a question to check the validity of their signature.

Sinan Alpaslan, P.E.

Director of Public Works

City of University City

6801 Delmar Boulevard

University City, MO 63130

P: 314.505.8572 | www.ucitymo.org

From: Chana R. Novack <chana@chabadwashu.org>
Sent: Thursday, May 5, 2022 11:55 AM
To: Sinan Alpaslan <salpaslan@ucitymo.org>
Subject: Re: 7000-7100 blocks Residential Parking Permit

TRAFFIC COMMISSION MEETING
Virtual Zoom Meeting
University City MO 63130

IMPROTANT NOTICE REGARDING PUBLIC ACCESS TO THE TRAFFIC COMMISSION MEETING & PARTICIPATION: 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 4/123/2022 meeting was conducted via videoconference.

Date: 4/13/22

1. Call to Order At 6:30 P.M. by Chairman Stewart

2. Roll Call

Bart Stewart	Commissioner & Chair - Present
Dennis Fuller	Commissioner - Present
Craig Hughes	Commissioner - Present at 6:40
Cirri Moran	Commissioner - Present
Jane Schaefer	Commissioner - Present
Jerold Tiers	Commissioner – Present
Larry Zelenovich	Commissioner – Present
Sinan Alpaslan	PWP Director - Present
Tim Cusick	Council liaison – Present at 6.35
Shawn Whitley	Police Liaison - Present
John Mulligan	City Attorney - Present

3. Approval of Agenda
Motion by Commissioner Schaefer to approve the agenda and motion 2nd by Commissioner Tiers. Motion approved by a unanimous voice vote of the Commission.

4. Approval of Minutes of 3-9-2022
Corrections:
   A. Page 1 correct spelling of commissioner Schaefer.
   B. Page 2, line 10, change norther to northern.
   C. Page 3, line one of Council Liaison report, change "every port" to "a report."

Motion by Commissioner Moran to approve the minutes of 3-9-2022 and corrected and 2nd by Commissioner Tiers. Motion approved by a unanimous voice vote of the Commission.

5. Agenda items

A. 7000-7100 blocks of Forsyth Blvd. (South side) Residential Parking Permit Petition.

B. Requestor: Chana R. Novack – 7018 Forsyth Blvd.

C. Request: Establish Residential Parking Permit zone in 7000-7100 blocks of Forsyth Blvd. Attachments:

1) Layout of Forsyth Blvd. with residential parking permit zones

2) Request: To designate the south side of Forsyth Blvd in the 7000 and 7100 blocks as a residential permit parking area from 9 a.m. to 5 p.m. on weekdays, Monday through Friday. There were previous requests for allowing inclusion in the current 7100 block Forsyth Blvd. residential parking permit system of employees of Chabad House (4 ea.) at 7018 Forsyth Blvd. and changing the parking restrictions to allow open parking on Fridays after 5 p.m. The

3) Commission considered this request at its October 2021 meeting and moved to recommend approval of both requests subject to petition-process required rate of approval (75%) by the property owners.

`4) Conclusion/Recommendation: The request is in accordance with the applicable University City Traffic Code (Section 355.030) as the street is within two (2) blocks of Washington University and the problems caused by non-resident parking on the block are chronic and well documented. A petition is recommended to be initiated by the requestor to encompass the entire adjacent private property parcels of real estate on the south side of the 7000 and 7100 blocks of Forsyth Blvd. and be signed by at least one (1) owner of record for each of the parcels. The discussion of this item is intended to produce a recommendation and vote from the Traffic Commission to consider allowing the requestor to begin the petition process for their request as outlined above.

D. Discussion: Chana R. Novack – 7018 Forsyth Blvd. and Resident Thomas Jennings – 7055 Forsyth Blvd. were present on line for discussion.

1) Miss Novak is owner of 7018 Forsyth and is requesting residential parking permit for the synagogue and wants to start a petition. She notes that the first floor of this address has been used as a synagogue and second floor has two apartments.
2) Commissioner Moran clarified the 75% petition to read 75% plus.
3) Resident Thomas Jennings, 7055 Forsyth, indicates he has two residential parking permits and has two guest passes. This has not been working and states the system has to be adjusted.
4) Resident Novak stated she is trying to fit within the code, but permit does not allow parking in front of one's residence.

5) City attorney Mulligan thinks the petition needs to state the problem. In this case, we have a multifamily dwelling. The code allows a permit for each resident on the occupancy permit.
6) Commissioner Moran indicates the residential parking permit system needs to be revamped and asked if a Lochmueller study would be in order to make this adjustment.
7) After no further discussion, Commission chairman Stewart called for a motion.

[redacted]

6. Council Liaison Tim Cusick Report
   A. The markets olive project is proceeding.
   B. The Delmar Harvard project is also proceeding.
   C. City Council will begin meeting live the month of May.
   D. U city in Bloom plant sale will be April 29th.
   E. Proposition F did not pass at the March election, the mayor and city manager are looking at alternative recommendations.

7. Miscellaneous Business: No Items presented.

8. Adjournment. Adjournment. No further business appearing,
Commissioner Fuller made a motion to Adjourn, Motion was 2nd by Commissioner Schaefer
Meeting Adjourned at 8:00 PM

Respectfully Submitted,
Dennis Fuller, Commissioner

Forsyth 7000, 7100 South Side P

Questions Responses 24 Settings

Name of Owner on Record

Wesley Law - On behalf of Law Living Trust

Untitled Section

Parcel Number (address, or address and unit)

5 S Big Bend Blvd

Email

5sbigbend@gmail.com

Phone number

314.266.9059

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 9/7/22, 11:31 PM

Name of Owner on Record

James Shepherd Revocable Trust - Roberts Realty Agent for owner

Untitled Section

Parcel Number (address, or address and unit)

7008 Forsyth - 6 units

Email

robertsrealty@gmail.com

Phone number

314-568-8917

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 10/26/22, 11:14 AM

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

Donald Foshage

Untitled Section

Parcel Number (address, or address and unit)

7012 Forsyth (unit 1E)

Email

duff.foshage@yahoo.com

Phone number

3142762605

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 9/6/22, 9:26 AM

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

Donald U Foshage

Untitled Section

Parcel Number (address, or address and unit)

7012 Forsyth unit 2E

Email

duff.foshage@yahoo.com

Phone number

3142762605

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

Donald U Foshage

Untitled Section

Parcel Number (address, or address and unit)

7012 Forsyth unit 3E

Email

duff.foshage@yahoo.com

Phone number

3142762605

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 9/6/22, 9:27 AM

Forsyth 7000, 7100 South Side P

Questions Responses 24 Settings

Name of Owner on Record

G.E. Bloom

Untitled Section

Parcel Number (address, or address and unit)

7012 Apt 2W

Email

Gant@University-Leasing.com

Phone number

4242354268

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO

Please contact me with more information.

Submitted 9/6/22, 10:17 AM

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

NRich Holding LLC

Untitled Section

Parcel Number (address, or address and unit)

7012 Forsyth Boulevard, Apt. 3W, University City, MO 63105

Email

Jnmusgrave@sbcglobal.net

Phone number

3144889571

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 9/6/22, 9:39 AM

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

Friends of Chabad/ Chana R. Novack

Untitled Section

Parcel Number (address, or address and unit)

7018 Forsyth

Email

chana@chabadwashu.org

Phone number

314-359-0085

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 8/31/22, 4:08 PM

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

Davis Rae

Untitled Section

Parcel Number (address, or address and unit)

7020 Forsyth blvd

Email

d.rae@wustl.edu

Phone number

7138249405

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 11/9/22, 7:05 PM

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

Evan Kuhn

Untitled Section

Parcel Number (address, or address and unit)

7024 Forsyth

Email

Phone number

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 8/31/22, 2:43 PM

Name of Owner on Record

Susan Hughes & Paul Watson Trust

Untitled Section

Parcel Number (address, or address and unit)

7026 Forsyth Blvd.

Email

Watsonpd@yahoo.com

Phone number

314.378.4612

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 1/15/23, 5:57 AM

1. Name of Owner on Record

SEAN ROSENTHAL, MANAGER LONDON PROPERTIES, LLC

Untitled Section

2. Parcel Number (address, or address and unit)

7036 FORSYTH

3. Email

Sean@LondonPropertiesUSA.com

4. Phone number

314-608-2692

5. I support this petition listed above which will be submitted to University City.

Check all that apply.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Forsyth 7000, 7100 South Side P

Questions Responses 24 Settings

Name of Owner on Record

Bay Window Properties LLC/Christopher Erker, Sole Member

Untitled Section

Parcel Number (address, or address and unit)

7046

Email

bwpllc@hotmail.com

Phone number

314-889-8000

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 9/2/22, 3:10 PM

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

David Guller as owner

Untitled Section

Parcel Number (address, or address and unit)

7052 forsyth

Email

gullsd@yahoo.com

Phone number

314-496-8731

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

David Guller as manager

Untitled Section

Parcel Number (address, or address and unit)

7104 forsyth

Email

gullsd@yahoo.com

Phone number

314-496-8731

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 11/30/22, 2:45 PM

Forsyth 7000, 7100 South Side P

Questions Responses 24 Settings

Name of Owner on Record

Mark and Barbara Postal

Untitled Section

Parcel Number (address, or address and unit)

7106 Forsyth Blvd

Email

postalm@sbcglobal.net

Phone number

3144062864

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 10/23/22, 8:40 PM

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

7110 Forsyth LLC

Untitled Section

Parcel Number (address, or address and unit)

7110 Forsyth

Email

info@croninproperties.com

Phone number

314-862-5119

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 11/14/22, 12:48 PM

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

George Voges

Untitled Section

Parcel Number (address, or address and unit)

7116 Forsyth

Email

gdavidvoges@aol.com

Phone number

13149730719

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 10/20/22, 1:00 PM

1. Name of Owner on Record

Constance Hyken Stranquist

Untitled Section

2. Parcel Number (address, or address and unit)

7120 Forsyth Blvd

3. Email

Connie.stranquist@gmail.com

4. Phone number

314 378 0660

5. I support this petition listed above which will be submitted to University City.

Check all that apply.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Constance Stranquist

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Name of Owner on Record

Carol B Garr

Untitled Section

Parcel Number (address, or address and unit)

7124 FORSYTH

Email

louisjgarrjr@msn.com

Phone number

314 479 2122

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO
- [ ] Please contact me with more information.

Submitted 10/29/22, 2:00 PM

Gmail Chana R. Novack <chana@chabadwashu.org>

WE need him to sign on behalf of all of these!

Rabbi Hershey Novack <rabbi@chabadwashu.org> Wed, Aug 31, 2022 at 3:26 P
To: "Msgr. Richard Hanneke" <msgrrichard@ucitylourdes.org>
Cc: "Chana R. Novack" <chana@chabadwashu.org>

Thank you!

H

On Wed, Aug 31, 2022 at 3:26 PM Msgr. Richard Hanneke <msgrrichard@ucitylourdes.org> wrote:

> Yes, I approve. Msgr Richard E. Hanneke, Pastor, Our Lady of Lourdes Catholic Church
>
> On Wed, Aug 31, 2022 at 3:16 PM Rabbi Hershey Novack <rabbi@chabadwashu.org> wrote:
>>
>> Sir,
>>
>> May I please understand that you are on board with this petition on
>> behalf of all the parcels listed below?
>>
>> Thank you,
>>
>> H
>>
>> ---------- Forwarded message ---------
>> From: Chana R. Novack <chana@chabadwashu.org>
>> Date: Wed, Aug 31, 2022 at 3:12 PM
>> Subject: WE need him to sign on behalf of all of these!
>> To: Rabbi Hershey Novack <rabbi@chabadwashu.org>
>>
>>
>> 7128 Forsyth Blvd.
>> St Louis County Catholic Church Real
>> 7130 Forsyth Blvd.
>> St Louis County Catholic Church Real
>> 7136 Forsyth Blvd.
>> St Louis County Catholic Church Real
>> 7138 Forsyth Blvd.
>> St Louis County Catholic Church Real
>> 7148 Forsyth Blvd.
>> St Louis County Catholic Church Real Est
>
>
>
> –
>
> Reverend Monsignor Richard E. Hanneke
> Pastor
> Our Lady of Lourdes
> 7148 Forsyth Blvd.
> St Louis MO 63105
> Phone: 314-726-6200
> msgrrichard@ucitylourdes.org

Forsyth 7000, 7100 South Side P.

Questions Responses 24 Settings

Email *

msgrrichard@ucitylourdes.org

Name of Owner on Record

Our Lady of Lourdes Catholic Church

Untitled Section

Parcel Number (address, or address and unit)

7148 Forsyth

Email

msgrrichard@ucitylourdes.org

Phone number

314 726 6200

I support this petition listed above which will be submitted to University City.

- [x] YES
- [ ] NO

Section 355.030. Residential Parking Permit Plan.[1] [R.O. 2011 §10.40.030; Ord. No. 6840 §1, 1-10-2011; Ord. No. 6881 §1, 1-23-2012; Ord. No. 6894 §2, 9-10-2012]

A. Parking on public streets within residential neighborhoods may be restricted to the residents along not more than three (3) blocks of a street pursuant to this Section if:

1. The residential block contains a traffic ingress and egress to or from a commercial area comprising multiple retail businesses;

2. The daily traffic count exceeds two thousand five hundred (2,500) cars on any part of the block containing the traffic ingress and/or egress referred to in Subsection (A)(1) of this Section; and

3. The problems caused by non-resident parking on the block referred to in Subsection (A)(1) of this Section are chronic and well documented.

B. Parking on public streets within residential neighborhoods may be restricted to the residents along not more than three (3) blocks of a street pursuant to this Section if:

1. The street is within two (2) blocks of Washington University or another municipality's boundary; and

2. The problems caused by non-resident parking on the block are chronic and well documented.

C. Residential permit parking areas must be initiated by petition. The petition must state the problems caused by non-resident parking; the specific area requested to be restricted; the requested restricted time period; and be signed by at least one (1) owner of record for each of the parcels of real estate constituting in excess of seventy-five percent (75%) of the parcels of real estate adjacent to the block of the public street involved.

D. The petition shall be addressed to the Traffic Commission for its review. The Traffic Commission shall make an investigation and submit its recommendation to the City Council, which may thereafter take whatever action it deems appropriate, including establishing a residential parking permit area with conditions that are consistent with this Section.

E. Restricted hours shall not exceed twelve (12) hours daily to be specifically recommended by the Traffic Commission after consideration of legitimate business and residential needs.

F. Individual permits for residents of the restricted area shall be obtained by application to an officer designated by the City Manager.

G. Unless exempt, applicants for individual permits must possess a valid University City occupancy permit for an address on the designated block(s), and a current and lawful State motor vehicle registration certificate for each permit requested. The motor vehicle must be registered or leased to an individual listed on the occupancy

---

1. Cross Reference — As to residential permit parking areas, see sch. III, table III-D of this code.

permit. The number of permits shall not exceed the number of vehicles owned by the resident.

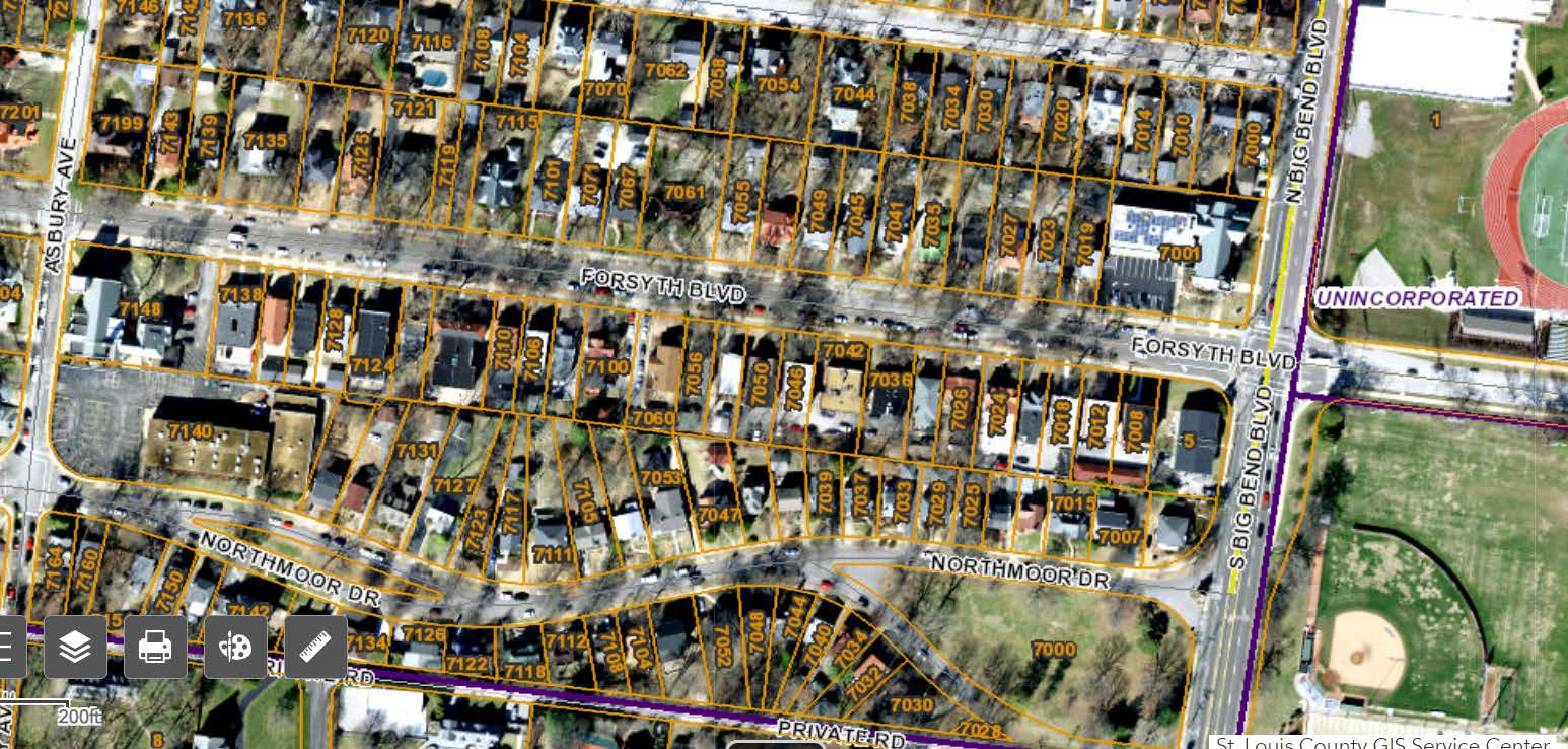
H. A maximum of two (2) transferable visitor permits shall be made available to each residence regardless of whether the resident owns an automobile.

I. No permit issued under this Section shall guarantee or reserve to the holder a particular parking space within the restricted area, but shall allow to the holders of permits general parking in said area during the restricted hours specified by this Section and so posted.

J. This Section shall not apply to corporations or individuals who are performing commercial services, repairs, or emergency assistance for any resident living in the specified area.

K. It is unlawful for any owner or operator to park any vehicle on any street designated to be a residential parking permit area, during the restricted hours, without having a current and lawful residential permit displayed on the vehicle, unless exempt as provided in Subsection (J) of this Section.

L. Residential permit parking areas may be established from time to time; and when established, the provisions of this Section shall apply to them.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PRIVATE RD
200ft
8
St. Louis County GIS Service Center

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:
Intersection of Hanley Road and Balson Ave.

STATE THE NATURE OF YOUR REQUEST:
The School District of University City is having challenges at dismissal time with vehicles entering the eastbound lanes of Balson Ave., Creating traffic congestion and hazardous crosswalk conditions for staff and students while buses, staff, and students are trying to leave the school and parking areas.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? Allow the school district to close the eastbound lane of Balson Ave., from Hanley Road to Jackson Ave., Monday through Friday, 2:45pm-3:15pm during the school year.

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? There are no residences on this city block. Parcels of property on both sides of the street are owned by the School District of University City. Any vehicles wishing to go eastbound from Hanley Road would either need to use Shaftebury Ave. or Amherst 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: Karl Scheidt- School District of University City
ADDRESS: 7700 Olive Blvd, University City, MO 63130
PHONE (HOME): 314-290-4009 PHONE (WORK): 314-290-4009
Email: kscheidt@ucityschools.org
Date: 1/18/2023

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


CHAMBERLAIN AVE
1021
1019
997
7401
N HANLEY RD
MOREHOUSE LN
N JACKSON AVE
970
7357
7331
7302
950
7356
DORSET
BALSON AVE
7358
7316
7400
7305
DARTMOUTH AVE
TULANE AVE
7518
7543
7535
829
7491
7481
1052

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:
Intersection of Pershing Ave. and Rossi Dr. adjacent to the tennis courts at Flynn Park

STATE THE NATURE OF YOUR REQUEST:
The School District of University City is requesting parking restrictions on Pershing Ave. west of Rossi Dr. during school dismissal and arrival. We are experiencing difficulty with our buses turning onto Pershing ave. with cars parked on both sides of Pershing Ave.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? The School District is requesting a parking restriction be placed on both sides of Pershing Ave. from Rossi Dr. to the west Monday through Friday 8:15 AM - 9:00 AM AND 3:15 PM - 4:00 PM During the school year, August-June.

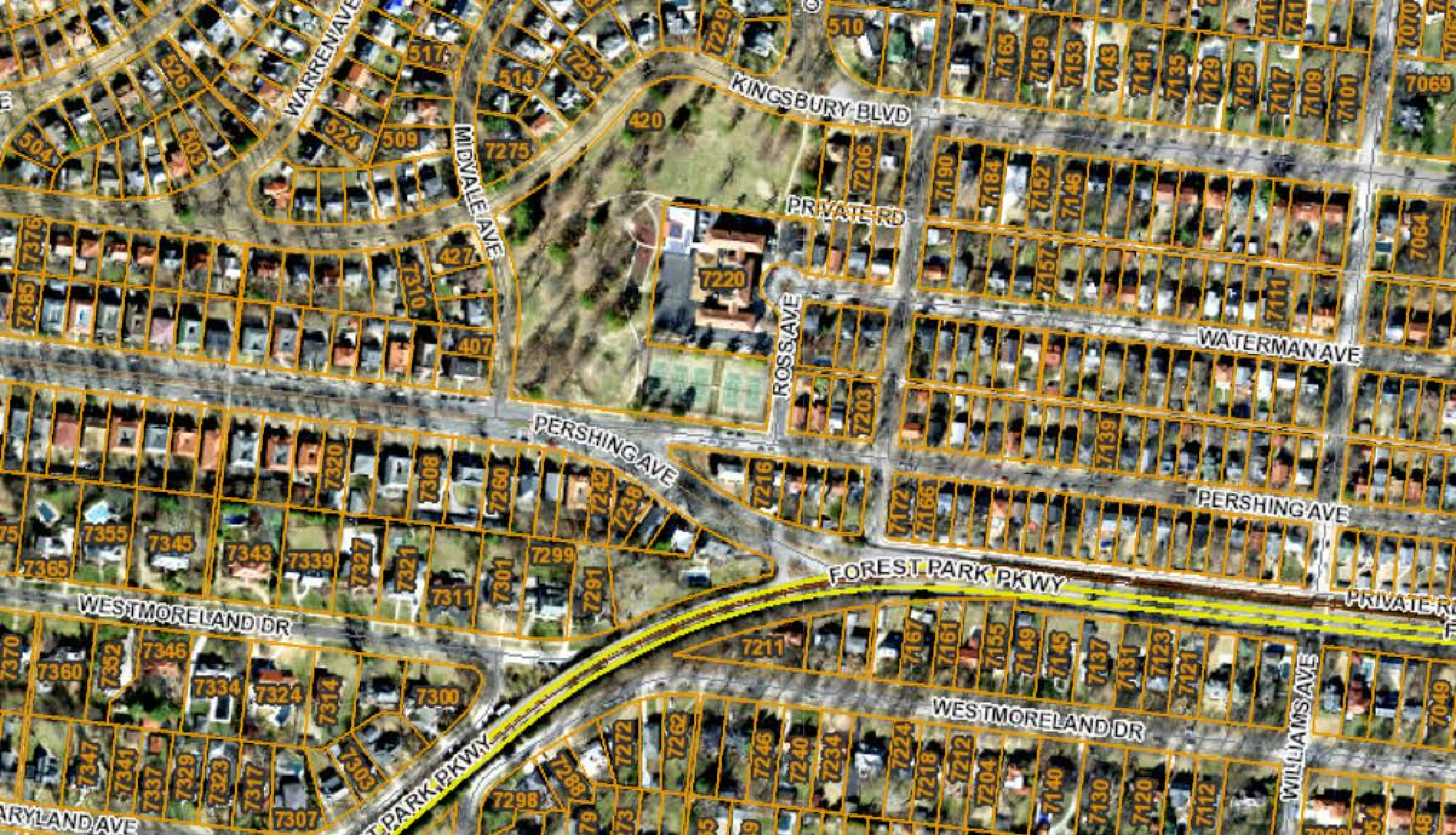
WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? The parking restriction would limit residential parking at arrival and dismissal times, Monday-Friday, during the school year.

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: Karl Scheidt- School District of University City
ADDRESS: 7700 Olive Blvd, University City, MO 63130
PHONE (HOME): 314-290-4009 PHONE (WORK): 314-290-4009
Email: kscheidt@ucityschools.org
Date: 1/18/2023

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



WARREN AVE
MIDVALE AVE
KINGSBURY BLVD
PRIVATE RD
ROSS AVE
WATERMAN AVE
PERSHING AVE
PERSHING AVE
FOREST PARK PKWY
PRIVATE R
WESTMORELAND DR
WESTMORELAND DR
WILLIAMS AVE
FOREST PARK PKWY
MARYLAND AVE
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7212
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7140
7130
7120
7112
7347
7341
7337
7329
7323
7317
7307
7298

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

Traffic Commission – Staff Report

MEETING DATE: March 8, 2023

COUNCIL DISTRICT: 1

Applicant: Washington University – St. Louis

Request: Review of Traffic Study and recommendation of modified traffic circulation pattern, including location of parking spaces.

The Applicant is proposing to purchase the buildings at 6900 Delmar Boulevard and 6901 Washington Avenue in order to house one of the academic departments currently on the main campus of the University. To make this happen, alterations to the site plan of 560 Trinity Avenue (560 Music Building) would be required. This site is currently owned by Washington University. This proposal will be reviewed by the Historic Preservation Commission on March 15, 2023 and the Plan Commission on March 22, 2023.

The Applicant has provided a number of items for the Commission's review:

1. A Project Narrative summarizing their proposal;
2. A Traffic Study;
3. A map of the project location and the surrounding area;
4. An aerial photo of the existing conditions; and
5. A series of proposed site plans showing the possible location of the required parking spaces and the traffic circulation pattern of each scenario.

The Traffic Study is detailed and outlines the anticipated daily traffic patterns associated with the proposal. Staff agrees with the recommendations as outlined on page 13 of the Traffic Study. The Commission may consider any of the proposed Scenarios. Two (2) provide 37 parking spaces and one (1) provides 48 on the 560 Trinity Avenue lot. Please note that any proposed site plan would need to be approved by the Historic Preservation Commission on March 15th and the Plan Commission on March 22nd.

There are a number of issues to consider with this proposal, not the least of which is parking. Parking for not only the 6900 and 6901 buildings, but the approved parking arrangements for the 560 Trinity site, COCA as well as the Castlereagh Apartments located immediately east of the 560 building on Delmar Boulevard. COCA, 560 Music Building and the apartments have parking spaces allocated in the parking garage located behind the apartments and east of the 560 site. These spaces and the use of the parking garage have been approved through approval of a number of Conditional Use Permits (C.U.Ps) in the last few years.

It is important that the reuse of the two (2) structures at 6900 Delmar Boulevard and 6901 Washington Avenue, if the Applicant acquires them, be adequately parked according to the Zoning Ordinance. It is equally important to ensure that the 560 Music Building, COCA and the Castlereagh Apartments stay adequately parked if this proposal becomes reality.

The proposed reuse of the two buildings at 6900 Delmar Boulevard and 6901 Washington Avenue are situated on a site which currently has 15 parking spaces. In addition to utilizing these existing spaces, the applicants propose (or 63) to build a new parking lot with 37 (or 48) parking spaces on the 560 Music Center site, directly across Trinity Ave from the site. The total of 52 (or 63) parking spaces are sufficient to support the uses of classrooms and faculty offices.

The parking requirements set for in 400.2140 of the zoning ordinance do not perfectly translate to the new uses. The most applicable use category for parking requirements is "schools, business, professional, or technical schools" requires 1 space for every 3 students based on program capacity. With a maximum of 99 students utilizing the proposed classrooms, 33 parking spaces are required. The code does not require additional parking spaces for faculty. However, assuming the 15 full-time faculty and staff planned for the site require one parking space, an additional 15 spaces would be needed. Between faculty, staff, and students, the proposed uses would need 48 parking spaces. With 52 (or 63) spaces proposed, the site plan exceeds the parking demand for the proposed uses.

There have been a number of concerns regarding parking when events are held at the 560 Music Center and COCA. Below is a summary of the current parking situation between the 560 Music Center and COCA.

- ✓ In 2005, University City approved a conditional use permit to allow the building at 560 Trinity Ave to be used for private school purposes. Since then, it has been referred to as the 560 Building, or 560 Music Center.

- ✓ In 2017, University City approved a site plan allowing for the construction of the parking garage on the same site as the 560 Music Center. The garage was planned to accommodate parking for events at the music center, and in the future, accommodate parking for events held at COCA. The garage provides 204 parking spaces.

- ✓ In 2018, University City approved a conditional use permit for COCA to satisfy a portion of its parking requirements at the new parking garage. A shared parking agreement was signed between Washington University and COCA to allow the garage to be used by both sites.

- ✓ Garage Capacity. The garage, which was completed in 2018, has 204 parking spaces. Of these, 128 are dedicated for COCA's use, 54 are dedicated to the 560 Music Center, and 6 are dedicated to the Castelreagh Apartments, directly to the north of the garage.

Parking Requirements for Existing Uses. Below are the number of parking spaces required per the zoning ordinance for the existing uses:

<u>COCA – Catherine B. Berges Theatre</u>:

- 454 seats in theater

- 117 parking spaces required per code (1 space per 3.5 seats = 130 x 10% reduction for proximity to transit = 117)

- 128 parking spaces provided

- Exceeds parking requirements by 11 spaces

560 Music Center

- E. Desmond Lee Concert Hall: 1092 seats
- Pillsbury Theater: 300 person capacity (3,266 square-feet)
- Recital Hall: 50-person capacity (775 square feet)
- 354 parking spaces required per code (based on 1 space per 3.5 fixed seats, 1 space per 50 square feet for spaces without fixed seating)
- 54 parking spaces provided
- Deficit of 300 parking spaces assuming all three event spaces are being used at full capacity. This is a highly unlikely scenario.

Given the above analysis, it appears that the 560 Music Center is underparked. The degree of underparking is exaggerated by the "worst case scenario", which is highly unlikely – that all three event spaces are being utilized at full capacity simultaneously.

It is staff's opinion that the parking issues with the 560 Music Center will not be made worse by the proposed reuse of the buildings at 6900 Delmar and 6901 Washington for classrooms and faculty offices. The parking proposed for these buildings exceeds the needs of the proposed uses. Furthermore, the classrooms and faculty offices will be most utilized during the weekday mornings and afternoons, not during the evening and on weekends, when the majority of events are held at the 560 Music Center and COCA. When students and faculty leave the offices/classrooms, it will free up additional space for event attendees at the 560 Music Center and COCA, helping to satisfy some of the demand for parking during events.

Staff believes that the proposed Conditional Use Permit that will be before the Plan Commission on March 22, 2023, is appropriate as its uses will be sufficiently parked.

March 8th, 2023

Introduction

Re: Traffic Commission Review for Properties at 6900 Delmar & 6901 Washington

Description of Proposed Project:

Washington University in St. Louis is considering purchasing the two referenced properties. The University was approached by the University United Methodist Church congregation (located at 6901 Washington) after their decision to consolidate and merge with another parish. UUMC knew the University would be good stewards of their building and respect the legacy of its history.

With the adjacent 6900 Delmar property currently on the market, the University recognized the opportunity to purchase both properties and locate an academic department within them. Since being first approach by UUMC, the University has been assessing the condition of each property and test-fitting options for potential adaptive reuse. While the project is essentially in a master planning phase and design work has not begun, a direction for the project has been established:

- Demolition will not be sought.
- Significant building expansions / additions are not being sought.
- The University seeks to preserve and enhance the defining features and historic character of each property, extending their life for decades to come.
- The University is considering relocating a single academic department to these buildings. The identified academic department is not pursuing growth and will benefit from the quality of space provided within these buildings.
- Spaces within the buildings would primarily include offices and seminar-style classrooms of approximately 20 students. A large auditorium, rental spaces, or assembly spaces are not being considered for either property.

Traffic / Parking Considerations:

- The properties, particularly 6901 Washington, are currently under-parked and operating under conditions that have been grandfathered in for some time. Any entity considering purchase of either building will be required to comply with more contemporary parking requirements.
- Due to the proposed change in use of the properties, parking requirements for the site have been discussed at length with University City.
- Through a series of conversations with University City Staff, beginning in February 2022, a parking requirement of 46 parking spaces was established for the proposed project. Per University City Zoning Code, the parking requirement is based on the proposed area of office space and the total program capacity of the proposed department.
- Due to the dense urban lot sizes of these properties, code-required parking cannot be fully accommodated within the existing 6900 & 6901 sites. Constraints imposed by Zoning Code significantly limit the potential locations for parking that serves these buildings.
- Since the neighboring property, 560 Trinity Ave., is also owned by the University, Zoning Code allows for off-site parking to be accommodated on this parcel.

- A surface parking lot has been proposed immediately to the west of the 560 Music Building. The surface parking lot will sufficiently accommodate required parking and meet the tenants of University City Zoning Code.
- The surface parking lot replaces an existing drive lane to the west of 560, and will largely maintain the existing curb cuts along Washington and Trinity.
- A Traffic Impact Study has been obtained for the proposed project, with the Traffic Engineer providing input on the development of three site options (contained in the following pages).

The University has been meeting with University City for over a year and held several sessions with the surrounding neighborhood to discuss the potential project and gather feedback. The schemes on the following pages are high-level in nature and intended to demonstrate a range of directions for approaching parking on the site. The University is impartial as to which scheme is pursued; rather the University would like to pursue whichever scheme is preferred by the Community and will be supported and approved by the City.

FEBRUARY 24, 2023

Washington University Traffic Impact Study

University City, Missouri

Prepared for:

Christner Architects

621 N. Skinker Boulevard, Suite 220

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Prepared by:

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Project Number 522-0146

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Executive Summary

Lochmueller Group has completed the following traffic study pertaining to the proposed occupancy of 6900 Delmar Boulevard and 6901 Washington Avenue by a Washington University academic department. The intent of this traffic impact study is to forecast the amount of traffic that would be generated by the proposed development, evaluate the impact of the additional trips on the study area road system, and determine if any street or traffic improvements would be needed to mitigate the development's impacts. The following intersections were included in the analysis:

- Delmar Boulevard and Trinity Avenue (roundabout)
- Delmar Boulevard and Kingsland Avenue (signalized)
- Trinity Avenue and Washington Avenue (unsignalized)
- Kingsland Avenue and Washington Avenue (unsignalized)

Given the planned educational use, this study evaluated the weekday morning peak period (6:30 AM to 9:00 AM) and the weekday afternoon peak period (2:30 PM to 6:00 PM). These periods represent peak times for faculty and student arrivals and departures. Existing traffic operating conditions within the study area are favorable with each study intersection operating at LOS B or better during the peak hours. This indicates that the study area not only operates effectively with existing traffic but also has available capacity for growth.

Washington University proposes to occupy two existing buildings located at 6900 Delmar Boulevard and 6901 Washington Avenue. These buildings will be converted from their existing uses to provide office and educational spaces for a relocated academic department. The site will accommodate 15 full-time equivalent staff and faculty members as well as a total of 99 students throughout the day. Of these 99 students, 29 are expected to be pursuing a major or minor in the department and are assumed to be using the buildings for extended periods of time throughout the day. The remaining 70 students will be enrolled in a single elective class and will be on site infrequently. Due to staggered class times, all 99 students will not be on site at the same time.

University students are less likely to have a car and more likely to use other modes of transportation. The university also provides a shuttle service for staff and students, which connects the Danforth Campus to surrounding areas, including the Delmar Loop and the proposed site. Given the prevalence of alternate modes of transportation, it was assumed that only 20 percent of students would drive. All faculty members were assumed to drive. Based on this information, the site is expected to generate approximately 56 total trips during each peak hour. It should be emphasized that this represents a conservative, worst-case traffic generation scenario based on overlapping classes and would not be expected on a daily basis.

The vehicular trips generated by the proposed development were assigned to the study area streets in accordance with a directional distribution that reflects prevailing traffic patterns and the anticipated residence locations for students and commuter routes for faculty driving to the site. Note that there is no ability to access Big Bend Boulevard or Forest Park Parkway via the neighborhood to the south of the site. Therefore, the entirety of the site's traffic generation would enter from the north and exit to the north via Delmar Boulevard or Kingsland Avenue.

The following recommendations and conclusions are offered to assist in the refinement of the site plan for additional parking and to otherwise promote safe and efficient access to the proposed site and circulation along Trinity Avenue:

- The proposed sites (6900 Delmar Boulevard and 6901 Washington Avenue) are served by a single surface parking lot, which provides 15 parking spaces. This parking lot has a single access driveway onto Trinity Avenue. No changes to this parking lot or access driveway are proposed.
- Additional parking is required for the proposed occupancy, and a new parking lot is proposed on the east side of Trinity Avenue adjacent to the 560 Music Building. Two access driveways should be provided for the new lot: one on Trinity Avenue opposite the access for the site's 15-space parking lot and one on Washington Avenue.
- Complete closure of this orphaned leg of Trinity Avenue at Delmar Boulevard and conversion to green space is recommended to reduce turning conflicts on this stretch of Trinity Avenue and simplify traffic flow.
- The existing Washington University shuttle stop should be relocated from the 560 Music Center drop-off driveway to Trinity Avenue to accommodate the new parking lot.
- A mid-block pedestrian crossing should be provided on Trinity Avenue to connect the proposed site with the new parking lot/shuttle stop on the east side of Trinity Avenue.

With the addition of the site-generated traffic, the study intersections would continue to operate efficiently at favorable levels of service. Overall, the proposed development is anticipated to have a negligible impact upon traffic in the study area. The existing roadway network has ample capacity to accommodate the additional trips without adversely impacting traffic operations.

The following report outlines in detail the methodology and analysis that supports the above conclusions.

Introduction

Lochmueller Group has prepared the following traffic impact study to evaluate the proposed occupancy of two buildings in University City, Missouri by Washington University. The buildings are located on two parcels along the west side of Trinity Avenue between Delmar Boulevard and Washington Avenue. The sites are located just west of the current Washington University 560 Music Center. 6900 Delmar Boulevard is a former Greek Orthodox church that has been converted to office spaces. 6901 Washington Avenue is a former Methodist Church. It is our understanding that these buildings will accommodate faculty offices and educational spaces for a relocated Washington University academic department, and significant changes to the buildings will not be made. Classrooms will be small with capacity for approximately 20 students. **Figure 1** depicts an overview of the study area.

Figure 1. Site Area

The intent of this traffic impact study is to forecast the amount of traffic that would be generated by the proposed development, evaluate the impact of the additional trips on the study area road system, and determine if any roadway or traffic improvements would be needed to mitigate the development's impacts. The following scenarios were evaluated:

- Baseline Conditions (2023)
- 2023 Forecasted Conditions with the Proposed Occupancy

Given the planned educational use, this study evaluated the weekday morning peak period (6:30 AM to 9:00 AM) and the weekday afternoon peak period (2:30 PM to 6:00 PM). These periods represent peak times for faculty and student arrivals and departures. The following intersections were included:

- Delmar Boulevard and Trinity Avenue (roundabout)
- Delmar Boulevard and Kingsland Avenue (signalized)
- Trinity Avenue and Washington Avenue (unsignalized)
- Kingsland Avenue and Washington Avenue (unsignalized)

2023 Baseline Conditions

Before analyzing the impacts of the proposed development, it was first necessary to establish baseline traffic conditions on the adjacent streets as they exist today.

Existing Roadway Network

Delmar Boulevard is a minor arterial roadway. West of the study area, Delmar Boulevard has a posted speed limit of 35 miles per hour (mph) and two lanes each direction. East of the roundabout intersection with Trinity Avenue, Delmar Boulevard narrows to one lane each direction with a speed limit of 20 mph as the Delmar Loop begins. Within the study area, Delmar Boulevard is comprised of one eastbound and one westbound lane, with a striped median and left turn lanes provided at each intersection. Delmar Boulevard intersects Trinity Avenue as a single-lane roundabout and intersects Kingsland Avenue with a traffic signal. Metered street parking is provided on the south side of Delmar Boulevard between Trinity Avenue and Kingsland Avenue, and on both the north and south sides of Delmar Boulevard east of Kingsland Avenue. The parking stalls are striped and protected by bump outs.

Trinity Avenue is classified as a local road. It connects mostly residential areas to the north and south to Delmar Boulevard and has one lane in each direction. At the intersection of Delmar Boulevard, Trinity Avenue shifts to the east to align with the roundabout. The original roadway remains for on-street parking but is blocked off at Delmar Boulevard and does not allow thru traffic. Two driveways are located on Trinity Avenue between Delmar Boulevard and Washington Avenue. One on the west side provides access to a 15-space parking lot located between 6900 Delmar Boulevard and 6901 Washington Avenue. On the east side of the street is the exit to a one-way drop off lane for the 560 Music Center. Parking is permitted on both sides of Trinity Avenue, with designated ADA parking on the west side in front of 6901 Washington Avenue. ADA parking is also provided within the drop off lane for the 560 Music Center.

Kingsland Avenue is classified as a major collector north of Delmar Boulevard with a speed limit of 30 mph, and a local road south of Delmar Boulevard with a speed limit of 25 mph. South of Delmar Boulevard, Kingsland Avenue intersects Loop South and jogs to the west, where it continues south to Washington Avenue and beyond. At the signalized intersection of Delmar Boulevard and Kingsland Avenue, both the northbound and southbound approaches have designated left-turn, through, and right-turn lanes. The eastbound and westbound approaches each have a left-turn lane and a shared through/right-turn lane. Parking is not permitted on Kingsland Avenue between Delmar Boulevard and Loop South. Metered parking is permitted on both sides of the street between Loop South and Washington Avenue.

Washington Avenue is classified as a local road. Between Trinity Avenue and Kingsland Avenue, street parking is permitted on both sides of the street. On the north side of the street is the entrance to the one-way drop off lane for the 560 Music Center. The Center of Creative Arts (COCA) is located on the south

side of Washington Avenue. COCA has a designated drop-off lane separate from Washington Avenue. A midblock pedestrian crosswalk is provided between Trinity Avenue and Kingsland Avenue that primarily connects the parking garage on the north side of the street to COCA.

The existing lane configuration and traffic control method at each intersection included in the study area are depicted in **Figure 2.**

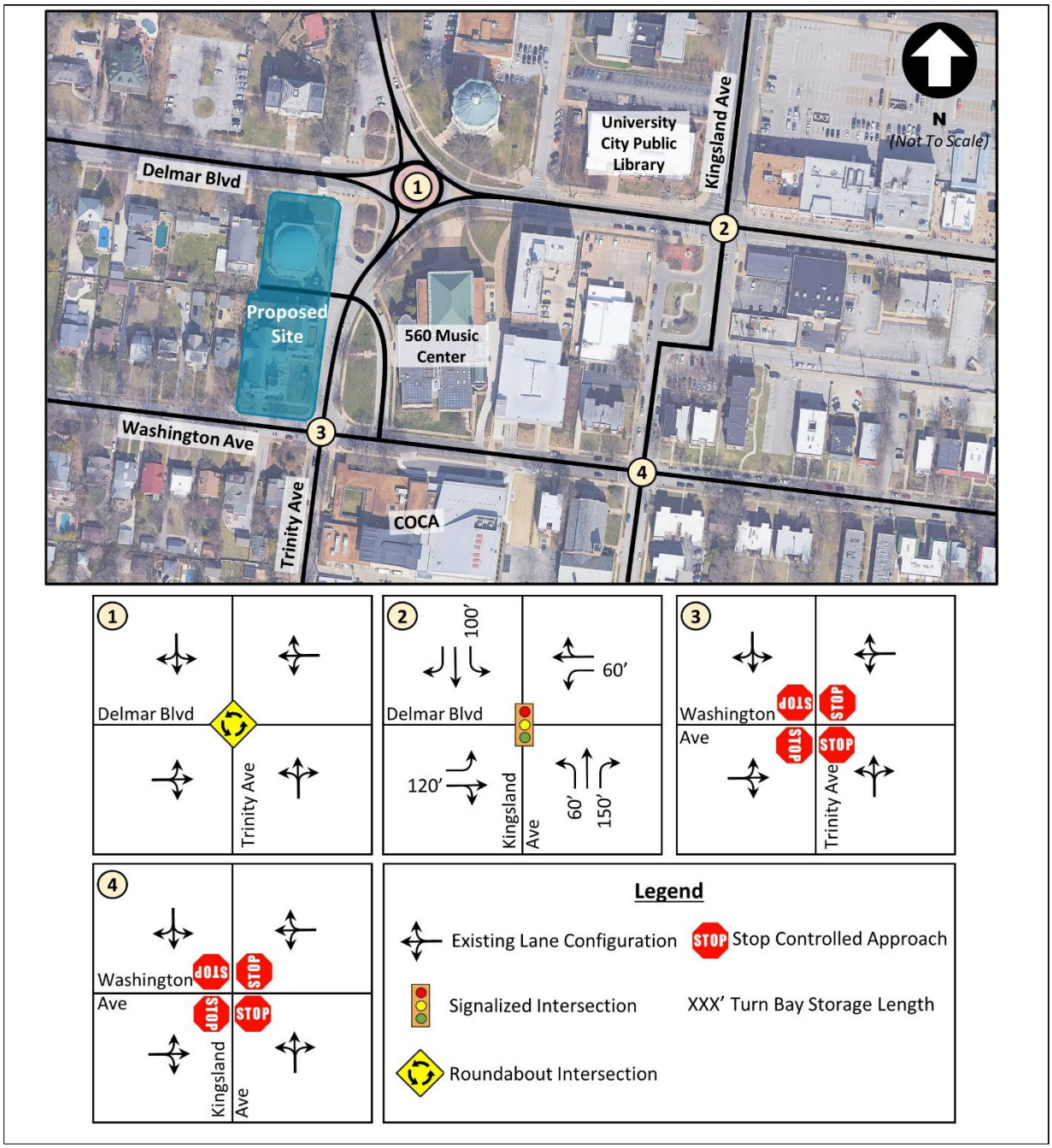


Figure 2. Existing Lane Configuration and Traffic Control

Existing Multimodal Accommodations

Each street within the study area has sidewalks on both sides. Curb ramps and crosswalks are present across all legs of each study intersection. Truncated dome curb ramps are also provided at each study intersection, with the exception of Trinity Avenue and Washington Avenue. The sidewalks and curb ramps appear to be in good condition. The intersection of Delmar Boulevard and Kingsland Avenue has pedestrian signal indicators for all crosswalks. Two blocks east of the development site, the Centennial Greenway runs north to south along Melville Avenue. The Greenway connects Forest Park, the Washington University Danforth Campus, the Delmar Loop, and neighborhoods to the north. Because the greenway includes a bridge over Forest Park Parkway, it is highly used by university students walking or biking to the Danforth Campus.

There are no bike lanes within the study area. Given modest traffic volumes on local streets such as Washington Avenue, bicyclists would typically be comfortable biking with traffic. These streets represent a safer alternative to major roads with heavier traffic such as Delmar Boulevard. The study area has ample connections to public transit. The #97 Delmar MetroBus route operates along Delmar Boulevard and has two stops within the study area. The #5 Green MetroBus route has two stops on Washington Avenue. Within 1-mile of the site are two MetroLink Blue Line stations: University City – Big Bend and Skinker.

Table 1. MetroBus Stops Within Study Area

#97 Delmar	
Delmar @ Sgt Mike King EB	Stop ID 2092
Delmar @ Kingsland WB	Stop ID 2037
#5 Green	
Washington @ Trinity EB	Stop ID 15656
Washington @ Kingsland EB	Stop ID 15644

Washington University provides a shuttle service for students and staff. A stop is provided in the drop-off lane for the 560 Music Center. Service is provided every 10 minutes from 7:00 AM to 11:00 PM on weekdays during the academic year (**Figure 3**).

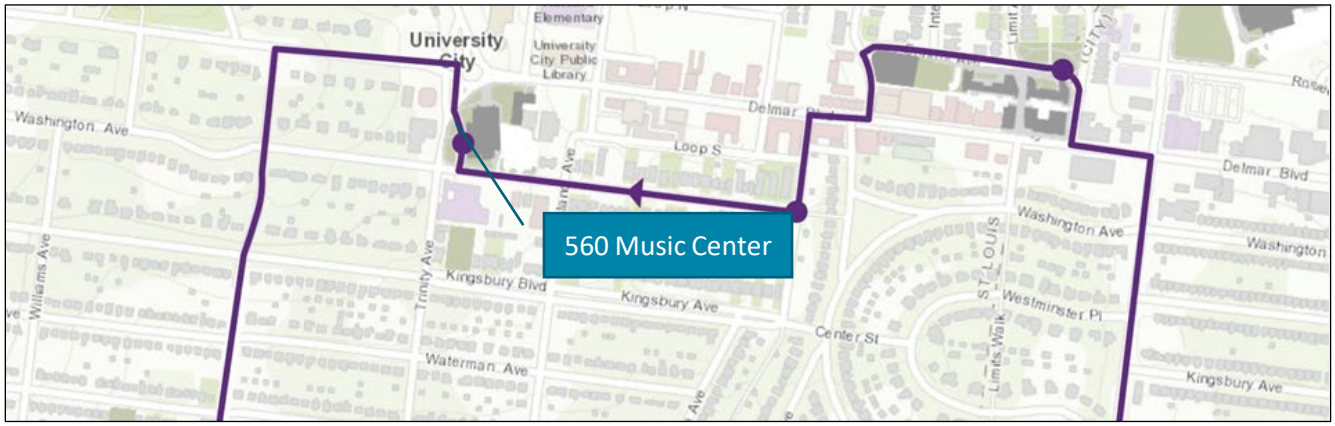


Figure 3. Washington University Shuttle Route

2023 Baseline Traffic Conditions

To quantify baseline traffic conditions, traffic counts were obtained in February 2023 at the four study intersections. The counts were collected from 6:30 – 9:00 AM and 2:30 – 6:00 PM on a weekday while both Washington University and COCA were in full session. Field observations performed over multiple weekdays confirmed consistency of travel patterns with the field data collected. From the data, the peak hours of traffic occurred from 8:00 AM to 9:00 AM in the morning and from 5:00 PM to 6:00 PM in the afternoon. The resulting 2023 baseline traffic volumes are summarized in **Figure 4.**

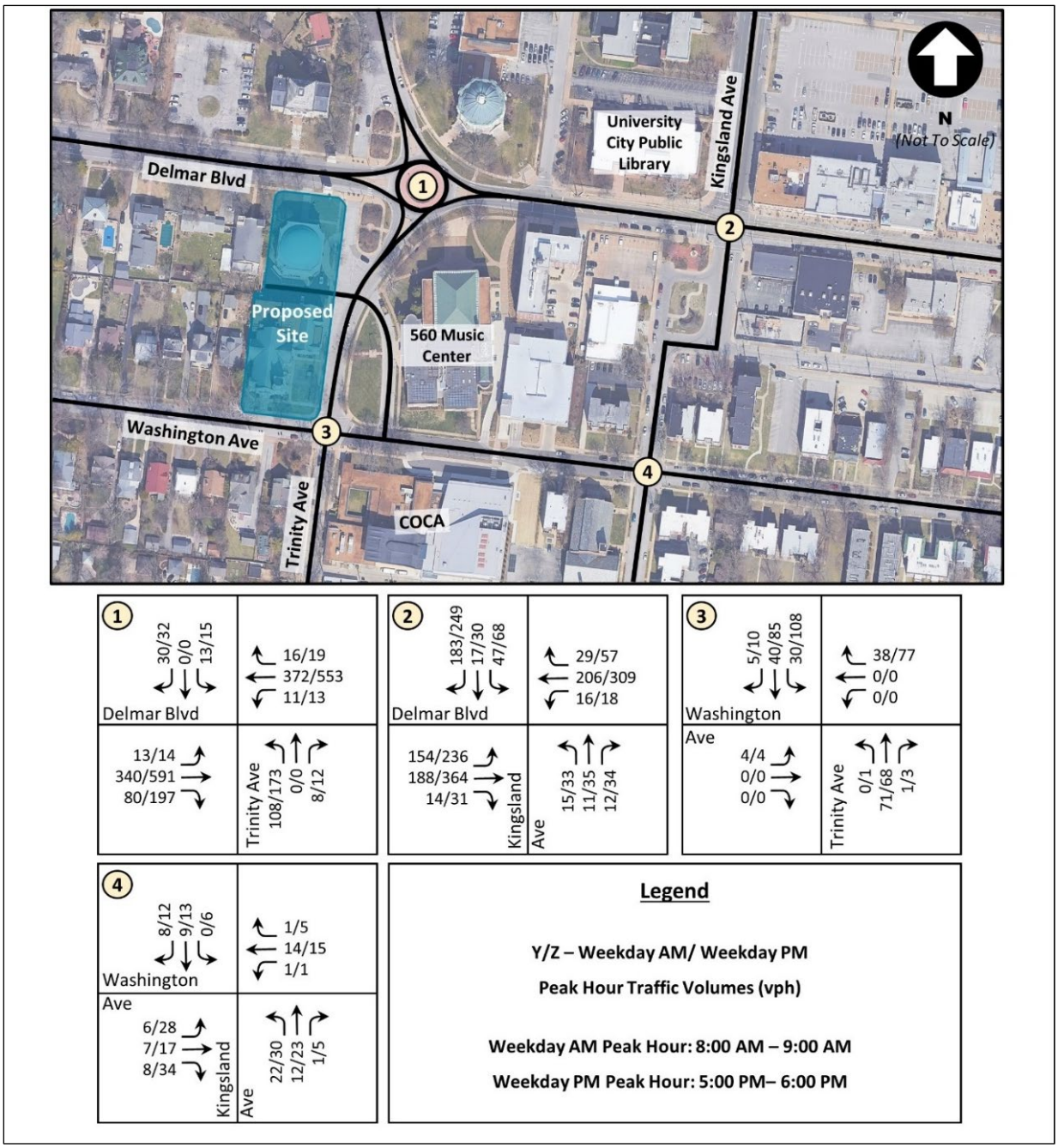


Figure 4. 2023 Baseline Traffic Volumes

As shown, traffic volumes along Delmar Boulevard are relatively balanced eastbound versus westbound during both peak hours. The overall magnitude of traffic on Delmar Boulevard is slightly higher in the afternoon peak hour compared to the morning peak hour. Traffic on Kingsland Avenue and Trinity Avenue is heavier northbound in the morning peak hour and southbound in the afternoon peak hour, in accordance with traffic departing the neighborhood in the morning and returning to the neighborhood in the afternoon. It should be noted that at the time of traffic counts, the proposed site was occupied by the University City Public Library as its temporary location while the original building is being renovated. To be conservative, no reductions to the traffic counts were made to account for trips to the library location that will not be present when the proposed university occupancy is in place.

2023 Baseline Operating Conditions

Intersection performance or traffic operations are quantified by six Levels of Service (LOS), which range from LOS A ("Free Flow") to LOS F ("Fully Saturated"). LOS C is normally used for design purposes and represents a roadway with volumes ranging from 70% to 80% of its capacity. LOS D is generally considered acceptable for peak period conditions in urban and suburban areas and would be an appropriate benchmark of acceptable traffic for the study area road system.

Levels of service for intersections are determined based on the average delay experienced by motorists. Signalized intersections reflect higher delay tolerances as compared to unsignalized and roundabout locations because motorists are accustomed to and accepting of longer delays at signals. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and then aggregated for each approach and the intersection as a whole. For intersections with partial (side-street) stop control, the delay is calculated for the minor movements only (side-street approaches and major road left-turns) since through traffic on the major road is not required to stop.

The thresholds for each level of service vary based upon the type of control to reflect different driver expectations. Signalized intersections are designed to carry higher traffic volumes, and therefore motorists accept heavier delays as compared to unsignalized intersections. **Table 2** summarizes the criterion for both signalized and unsignalized intersections, as defined by the HCM.

Table 2. Intersection Level of Service Thresholds

Level of Service	Control Delay per Vehicle (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Operating conditions at the study intersections were evaluated using Synchro 11, which is a traffic flow model based on the Highway Capacity Manual (HCM) 6th Edition, last updated in 2016 by the Transportation Research Board. The Level of Service (LOS) and delay for unsignalized intersections are

reported based upon the HCM 6th Edition methodology rather than the Synchro methodology. The baseline operating conditions at the study intersections are summarized in **Table 3.**

As shown, operating conditions within the study area are generally favorable. The roundabout intersection of Delmar Boulevard and Trinity Avenue operates with low delays during both morning and afternoon peak hour, and its longest 95th percentile queue is 125 feet (ft), which equates to approximately five vehicles. The intersection has relatively balanced operations for each approach, especially considering that the eastbound and westbound approaches have significantly higher volumes than the northbound and southbound approaches, as shown in **Figure 5**. The unsignalized intersections at Washington Avenue and Trinity Avenue and at Washington Avenue and Kingsland Avenue also operate favorably, with all approaches operating at LOS A and queues typically one vehicle length or less.

Table 3. 2023 Baseline Traffic Operating Conditions

Intersection & Movements	LOS (Delay, sec) [95th % Queues, ft] <Volume-to-Capacity>	
	AM Peak Hour	PM Peak Hour
1. Delmar Blvd & Trinity Ave (roundabout)		
Overall Intersection	**A (6.5)**	**B (11.0)**
Eastbound Approach	A (6.5) [50] <0.40>	B (11.1) [125] <0.66>
Westbound Approach	A (6.7) [50] <0.37>	B (11.5) [100] <0.61>
Northbound Approach	A (5.8) [25] <0.16>	B (10.1) [50] <0.36>
Southbound Approach	A (5.5) [<25] <0.08>	A (7.9) [<25] <0.13>
2. Delmar Blvd & Kingsland Ave (signalized)		
Overall Intersection	**B (14.3)**	**B (12.9)**
Eastbound Approach	B (14.5) [115] <0.37>	A (6.6) [166] <0.40>
Westbound Approach	C (20.0) [101] <0.40>	B (14.8) [248] <0.37>
Northbound Approach	B (14.4) [<25] <0.05>	C (24.2) [45] <0.24>
Southbound Approach	A (8.7) [47] <0.29>	B (18.4) [78] <0.59>
3. Trinity Ave & Washington Ave (unsignalized, all-way STOP)		
Overall Intersection	**A (7.5)**	**A (8.5)**
Eastbound Approach	A (7.6) [<25] <0.01>	A (8.0) [<25] <0.01>
Westbound Approach	A (6.9) [<25] <0.05>	A (7.5) [<25] <0.10>
Northbound Approach	A (7.6) [<25] <0.11>	A (7.9) [<25] <0.10>
Southbound Approach	A (7.6) [<25] <0.10>	A (9.0) [30] <0.29>
4. Kingsland Ave & Washington Ave (unsignalized, all-way STOP)		
Overall Intersection	**A (7.2)**	**A (7.6)**
Eastbound Approach	A (7.0) [<25] <0.03>	A (7.6) [<25] <0.12>
Westbound Approach	A (7.2) [<25] <0.03>	A (7.3) [<25] <0.03>
Northbound Approach	A (7.4) [<25] <0.06>	A (7.8) [<25] <0.10>
Southbound Approach	A (6.9) [<25] <0.02>	A (7.3) [<25] <0.04>

Delay presented in seconds per vehicle

The signalized intersection of Delmar Boulevard and Kingsland Avenue operates at LOS B overall during both peak hours. Northbound and southbound 95th percentile queues are minimal and do not extend outside the designated turn lanes provided. Eastbound and westbound, as the primary directions of traffic

flow, have longer queues, with the worst occurring in the afternoon peak hour. Neither approach has queues extending to adjacent intersections or driveways, so the queues do not impact the operations of the larger corridor.

All study intersections and approaches show volume to capacity, or v/c, ratios far below the recommended maximum of 0.85. This indicates that the study area not only operates effectively with existing traffic but also has available capacity for growth. The existing conditions analysis results were validated by multiple days of field observations.

Proposed Development

Trip Generation

In determining the proposed development's traffic impacts, it was necessary to forecast the site's trip generation, as any impacts to the study area road system would be driven by the net increase in traffic.

Trip generation is commonly forecasted using the Trip Generation Manual published by the Institute of Transportation Engineers. However, the ITE data for LUC 550 (University/College) only provides for seven studies for the morning peak hour and nine studies for the afternoon peak hour. Local data is recommended when fewer than 20 studies are provided by ITE. Washington University provided data on the number of students and faculty expected to use the 6900 Delmar Boulevard and 6901 Washington Avenue buildings. Given the availability of this information, it was determined that using local data would provide for a more accurate and site-specific trip generation.

Washington University anticipates 15 full-time equivalent (FTE) employees, including department faculty and staff. The FTE employees are expected to arrive during the morning peak hour and leave during the afternoon peak hour on weekdays. The relocated academic department is expected to have capacity for 99 students. Of these 99 students, 29 are expected to be pursuing a major or minor in the department and are assumed to be using the buildings for extended periods of time throughout the day. The remaining 70 students will be enrolled in a single elective class and will be on site infrequently. While the building has capacity for 99 students, it should be emphasized that all 99 students would not be in the building at the same time, as class times would be staggered throughout the day. **Table 4** details the occupants of the proposed development.

Table 4. Anticipated Daily Site Occupants

Major/Minor Students	29
Elective Students	70
Total Students	**99**
Full-Time Employees (FTE)	15
Total Student and FTE Population	**114**

University students are less likely to have a car and more likely to use other modes of transportation. Washington University policy does not allow first year undergraduate students to have a car on campus, and the university estimates that of the remaining students, only 50 percent have a car. In total, this

amounts to approximately one-third of the student population having a car. The university also provides a shuttle service for staff and students, which connects the Danforth Campus to surrounding areas, including the Delmar Loop and the proposed site. The majority of students are expected to utilize the shuttle or public transit for transportation to/from the proposed site. A shuttle stop is already in place at the 560 Music Center, located across the street, with shuttle service provided every 10 minutes, and public transit is nearby. The development site is also located two blocks west of the Centennial Greenway, which provides a pedestrian/bicycle connection to the Danforth Campus.

Given the prevalence of alternate modes of transportation, it was assumed that of the 99 students, 70 percent would use the university shuttle service or public transit, 10 percent would walk or bike, and the remaining 20 percent would drive. All faculty members were assumed to drive. **Table 5** details the transportation mode types assumed for students and faculty accessing the proposed development.

Table 5. Transportation Mode Split for Students & Faculty

Mode of Transportation	Percentage
Percent of Students Assumed to use Shuttle/Public Transit	70%
Percent of Students Assumed to Walk/Bike	10%
Percent of Students Assumed to Drive	20%
Percent of Faculty Assumed to Drive	100%

Based on the preceding information provided by Washington University, the number of staff and students expected to arrive and depart during each peak hour was forecasted and summarized in **Table 6**. As mentioned previously, employees were assumed to arrive during the morning peak hour and leave during the afternoon peak hour. Students' arrival and departure will be more dependent on class times, which are undefined and can vary in start times and durations throughout the day. In fact, academic classes and schedules frequently do not align with traditional commuter peak periods. That said, the 29 students pursuing a major or minor in the program were assumed to stay on site for most of the day, and were assumed to arrive in the morning peak hour and depart in the afternoon peak hour, to be conservative.

The remaining students are expected to take only one class on site per day. Given the 20-student classroom capacity, it was assumed that students arriving and departing for specific classes would occur in multiples of 20. A maximum of three courses were assumed to occur at once, resulting in a worst-case scenario of 60 students on site at any one time. This worst-case scenario overstates the number of students expected on site at one time and would not be expected on a daily basis. However, for purposes of this study, the traffic impact analysis was performed based on a peak occupancy of 60 students.

To be conservative, the 60 students total were assumed to arrive during the morning peak hour. However, only 31 students were assumed to depart during the same peak hour, as the 29 students majoring or minoring in the program were assumed to remain on site. In the afternoon peak hour, the opposite was assumed with 31 elective students arriving for courses and 60 total students departing. The total student arrivals and departures were then factored by the proportion of students assumed to drive to the site using the percentages summarized in **Table 5**.

The university shuttle service runs every 10 minutes, with a total of 6 shuttles serving the study area per hour. Despite the shuttle being active when existing counts were taken, the shuttles were added to the forecasted trip generation. A miscellaneous 10 vehicular trips were added to each peak hour to account for potential visitors, service vehicles, etc. **Table 6** summarizes the forecasted trip generation for the proposed development. As shown, the site is expected to generate approximately 56 total trips during each peak hour. It should be reiterated that this represents a conservative, worst-case scenario with respect to the site's peak hour traffic generation.

Table 6. Proposed Development Vehicular Trip Generation Forecast

	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Employees	15	-	15	-	15	15
Students	12	7	19	7	12	19
Shuttles	6	6	12	6	6	12
Misc.	5	5	10	5	5	10
Total	**38**	**18**	**56**	**18**	**38**	**56**

Directional Distribution

The vehicular trips generated by the proposed development were assigned to the study area roads in accordance with a directional distribution that reflects prevailing traffic patterns and the anticipated residence locations for students and commuter routes for faculty driving to the site. Note that there is no ability to access Big Bend Boulevard or Forest Park Parkway via the neighborhood to the south of the site. Therefore, the entirety of the site's traffic generation would enter from the north and exit to the north. Hence, no site-generated trips were assigned to the south on Trinity Avenue or to Washington Avenue. The directional distribution percentages for the site-generated trips are presented in **Table 7** and illustrated in **Figure 5.** Consequently, the site-generated traffic was assigned to the adjoining road system based upon the preceding trip generation forecast and direction distribution percentages, as shown in **Figure 6.**

Table 7. Directional Distribution Percentages

	Percentage
Delmar Boulevard to/from West	**40%**
Delmar Boulevard to/from East	**50%**
Kingsland Avenue to/from North	**10%**

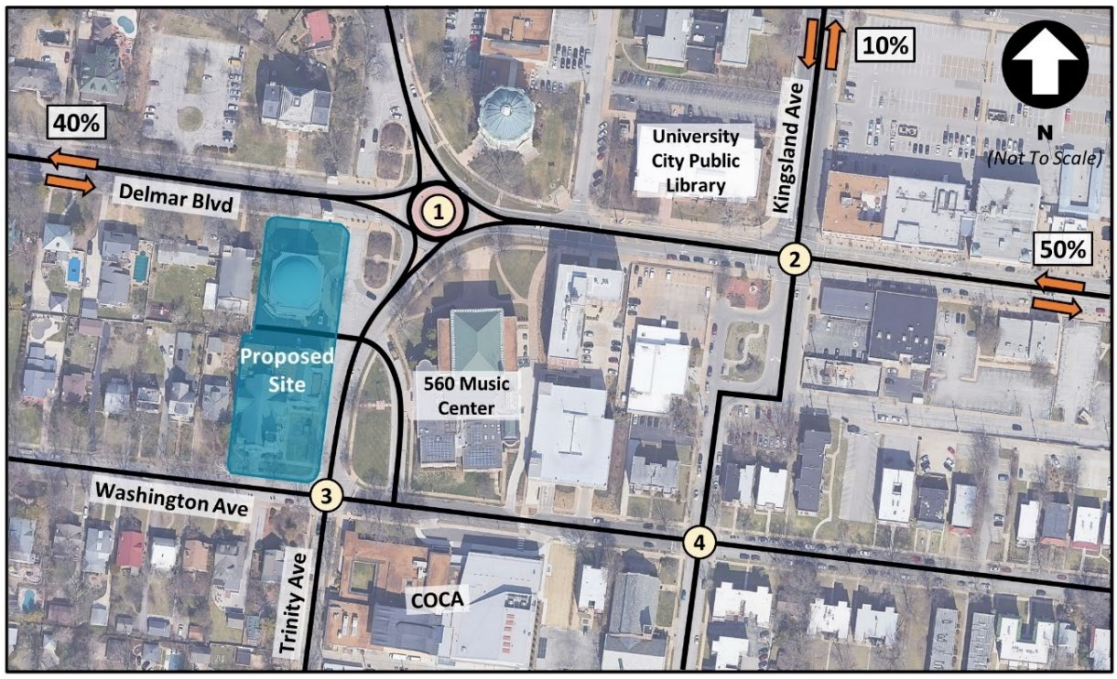


Figure 5. Directional Distribution for Site-Generated Trips

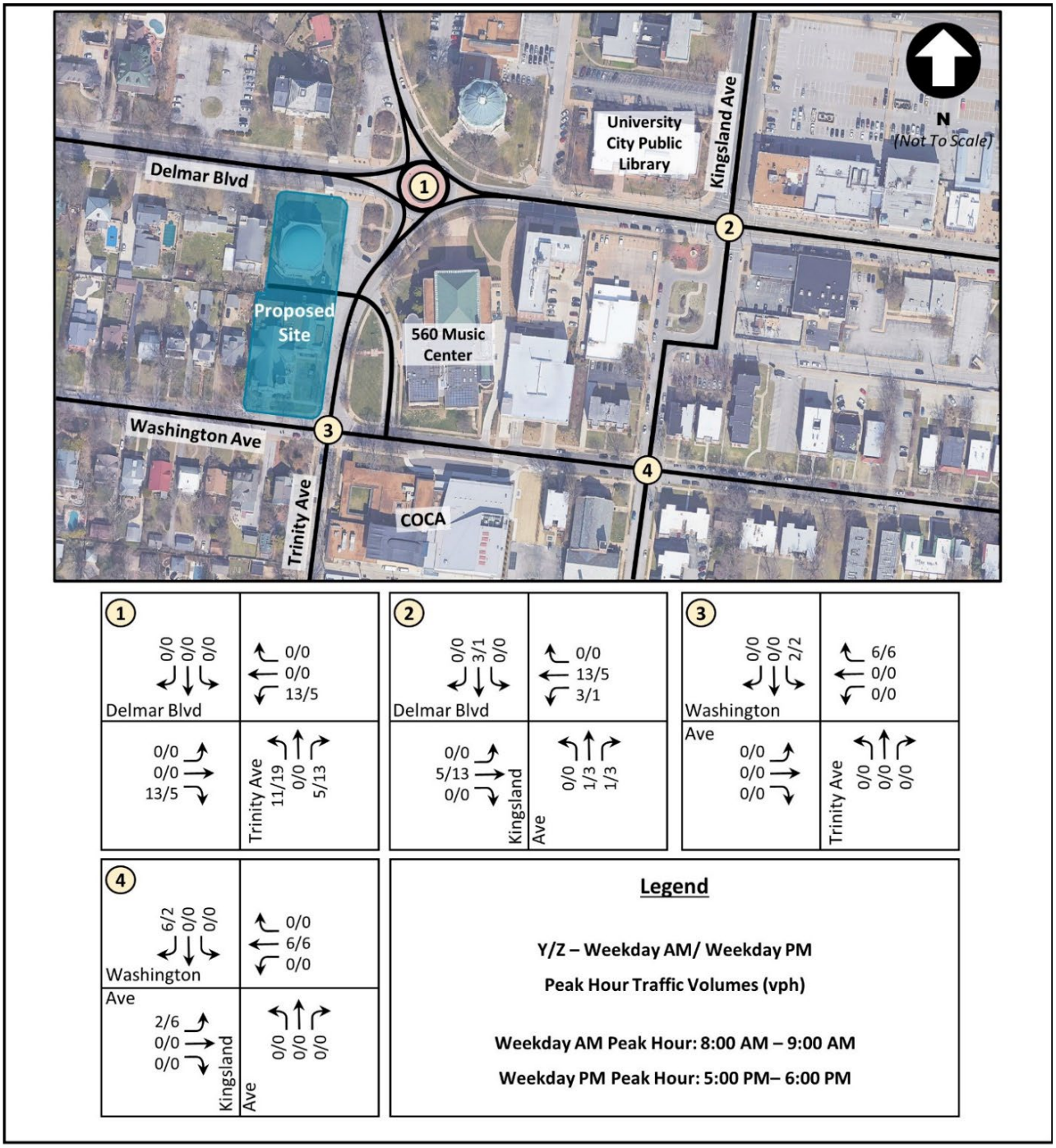


Figure 6. Proposed Development Site-Generated Trips

Site Access and Internal Circulation Recommendations

The proposed sites (6900 Delmar Boulevard and 6901 Washington Avenue) are served by a single surface parking lot, which provides 15 parking spaces. This parking lot has a single access driveway onto Trinity Avenue. No changes to this parking lot or access driveway are proposed. However, additional parking is required for the proposed occupancy, and a new parking lot is proposed on the east side of Trinity Avenue adjacent to the 560 Music Building. Various concepts for this additional parking are currently under consideration. The following recommendations are offered to assist in the refinement of the site plan for additional parking and to otherwise promote safe and efficient access to the proposed site and circulation along Trinity Avenue:

- Provide two access points to the new parking lot on east side of Trinity Avenue to facilitate circulation within the lot. One access driveway should be on Trinity Avenue and one on Washington Avenue. The Trinity Avenue access driveway should align opposite the access driveway for the site's 15-space parking lot. In addition, two-way traffic should be accommodated within the new parking lot's main aisle.
- Consider removing the former Trinity Avenue approach to Delmar Boulevard. This section of the street remains for on-street parking, but with it being closed at Delmar Boulevard, only one way in and out is provided. This requires a multi-point U-turn maneuver for those that enter and don't find parking. Furthermore, the opening at Trinity Avenue is large and directly adjacent to access driveways for the site's 15-space parking lot and the driveway for the 560 Music Building. Complete closure of this orphaned leg and conversion to green space is recommended to reduce turning conflicts on this stretch of Trinity Avenue and simplify traffic flow. However, the closure would result in fewer on-street parking spaces that may need to be offset with additional spaces in the new lot. The removal of pavement would also eliminate symmetry on the north and south sides of Delmar Boulevard. Given the historic character of the area, these changes may require additional regulatory approvals.
- Relocate the existing Washington University shuttle stop to Trinity Avenue. The conversion of the existing drop-off driveway for the 560 Music Center to a parking lot would displace the curb space for the shuttle stop. To accommodate the shuttle stop on Trinity Avenue, street parking would need to be restricted to provide curb space for the shuttle to pull to the side of the street. Raised bump-outs could also be considered to protect the shuttle stop and define the space. To avoid impacts to the existing shuttle route, shuttles could continue to travel northbound on Trinity Avenue, which would result in a shuttle stop along the east side of Trinity Avenue between Washington Avenue and the parking lot access driveways. The shuttle is expected to make a stop every ten minutes. Given the short period of time the shuttle would be stopped and that a dedicated space is recommended for the shuttle stop, the shuttle would not degrade traffic conditions along Trinity Avenue.
- Add a mid-block pedestrian crossing on Trinity Avenue. Existing crosswalks are located at the Delmar Avenue roundabout and at the Washington Avenue intersection. Given the new parking planned for the opposite side of Trinity Avenue, coupled with the potential for a northbound shuttle stop also on the east side of Trinity Avenue, a mid-block marked crosswalk is recommended to accommodate pedestrians crossing between the proposed site and the parking lot/shuttle stop. This crosswalk

should incorporate curb bump-outs to narrow the effective crossing distance and enhance safety. The crosswalk should be located south of the shuttle stop.

These recommendations are noted in **Figure 7**.

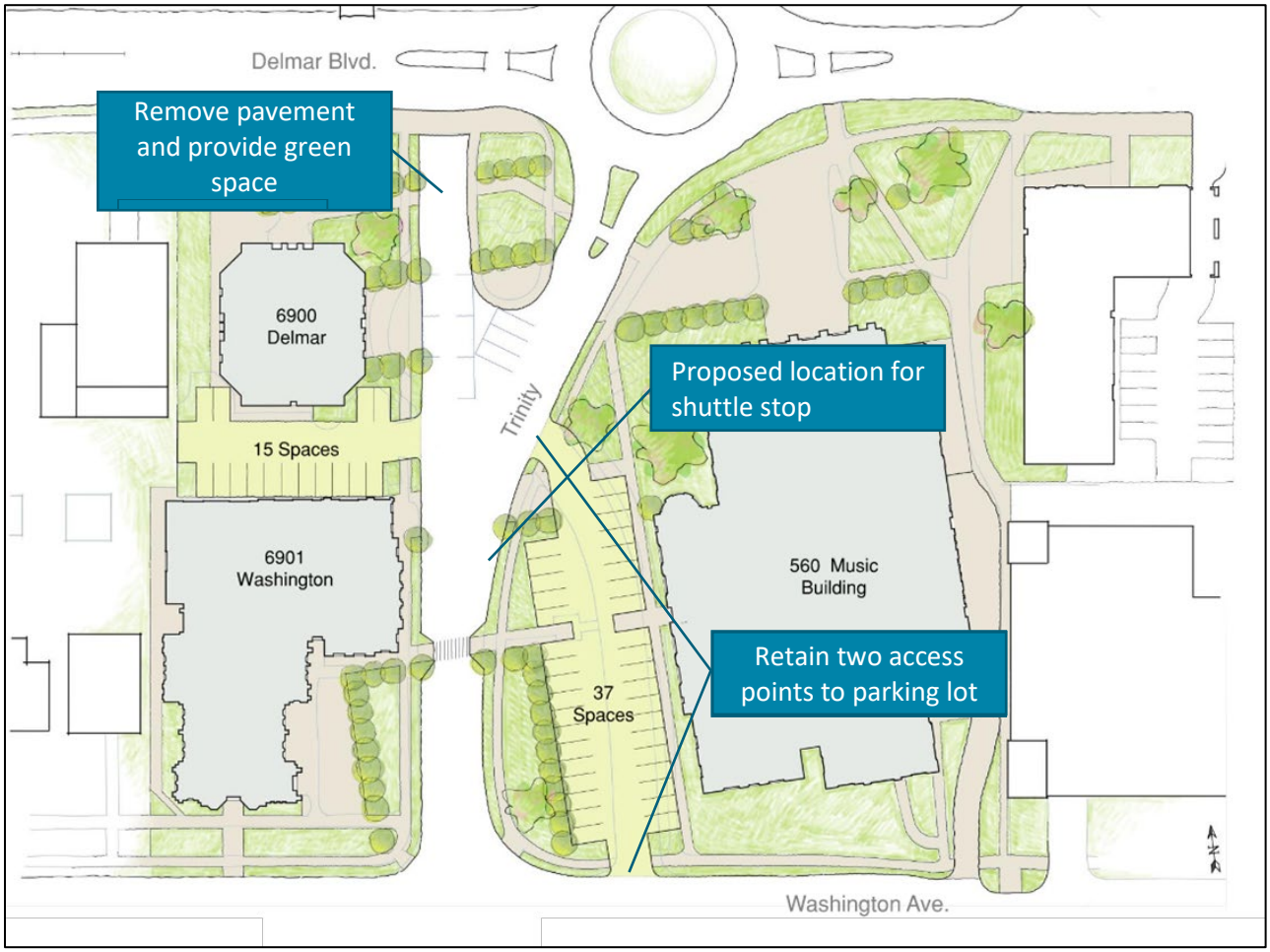


Figure 7. Recommended Improvements

2023 Forecasted Conditions

Forecasted Traffic Volumes

The 2023 forecasted operating conditions with the proposed occupancy were evaluated to determine the impact of the proposed development compared to baseline conditions. The site-generated trips illustrated in **Figure 6** were added to the 2023 baseline traffic reflected in **Figure 4** to produce 2023 forecasted traffic volumes with the proposed development as shown in **Figure 8**.

Forecasted Operating Conditions

The results of the forecasted capacity analysis are summarized in **Table 8**. Forecasted operating conditions were evaluated using the same methodology applied to the baseline conditions. As shown, forecasted operating conditions would be nominally different than baseline.

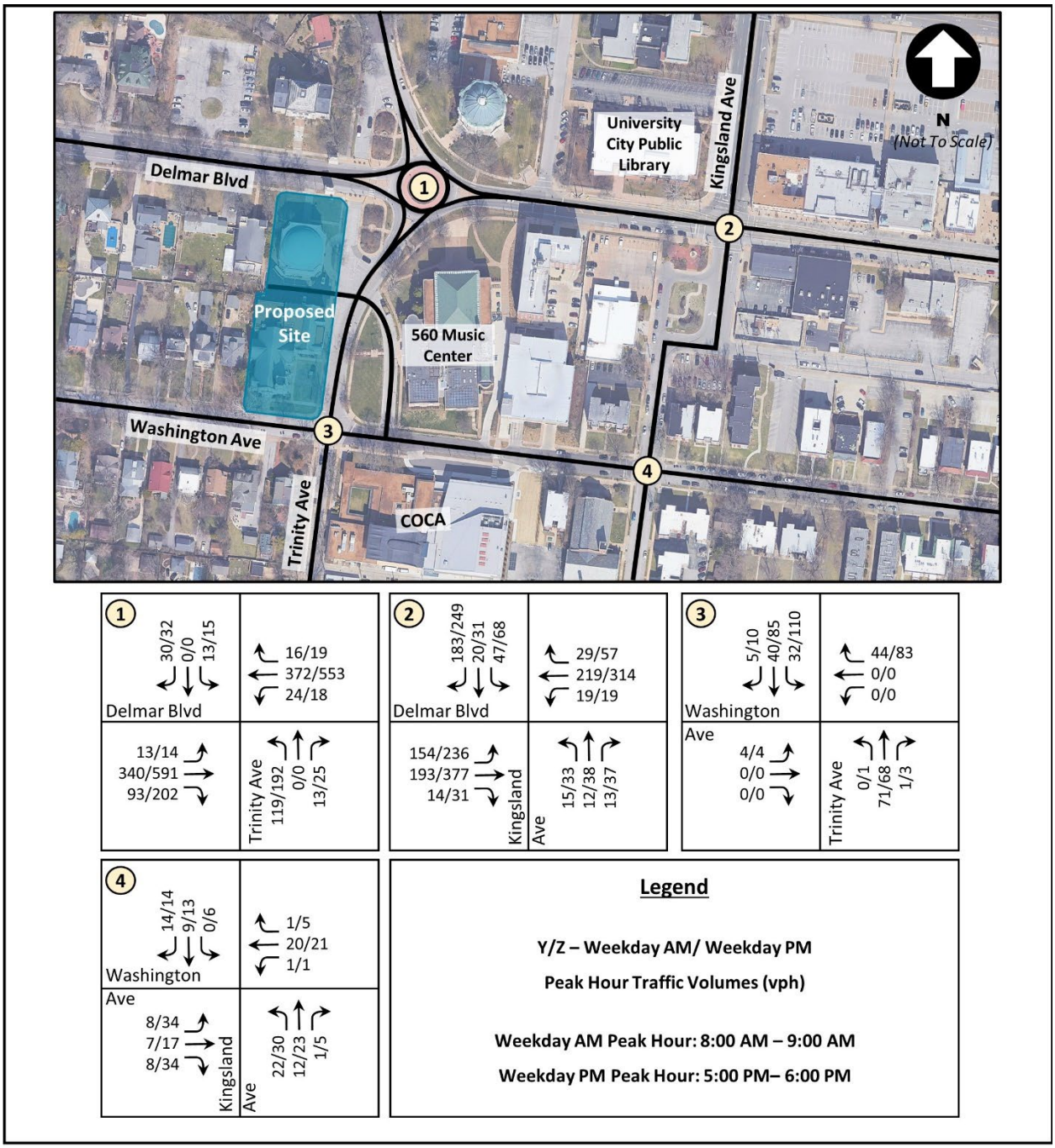


Figure 8. 2023 Forecasted Traffic Volumes (with the Proposed Development)

The roundabout intersection of Delmar Boulevard and Trinity Avenue is expected to continue to operate with minimal delays during both peak hours. The longest anticipated 95th percentile queue approaching the roundabout would be 125 ft, which equates to approximately five vehicles. This intersection had the largest increase in traffic delay out of the study intersections. However, the maximum delay increase would be only 1.2 seconds, which would be imperceptible to motorists. The signalized intersection of Delmar Boulevard and Kingsland Avenue is expected to operate at LOS B overall during both peak hours.

Northbound and southbound 95th percentile queues would remain minimal and would not extend outside the designated turn lanes provided.

The unsignalized intersections at Washington Avenue and Trinity Avenue and at Washington Avenue and Kingsland Avenue would continue to operate favorably, with all approaches operating at LOS A and queues at one vehicle length or less during both peak hours. The proposed development would not create a tangible impact at either of these intersections on Washington Avenue.

Overall, the proposed development is anticipated to have a negligible impact upon traffic in the study area. The existing roadway network has ample capacity to accommodate the additional trips without adversely impacting traffic operations.

Table 8. 2023 Forecasted Traffic Operating Conditions

Intersection & Movements	LOS (Delay, sec) [95th % Queues, ft] <Volume-to-Capacity>	
	AM Peak Hour	PM Peak Hour
1. Delmar Blvd & Trinity Ave (roundabout)		
Overall Intersection	**A (6.8)**	**B (11.6)**
Eastbound Approach	A (6.8) [50] <0.42>	B (11.4) [125] <0.66>
Westbound Approach	A (7.0) [50] <0.39>	B (12.3) [125] <0.63>
Northbound Approach	A (6.1) [25] <0.18>	B (11.3) [50] <0.42>
Southbound Approach	A (5.7) [<25] <0.09>	A (8.2) [<25] <0.13>
2. Delmar Blvd & Kingsland Ave (signalized)		
Overall Intersection	**B (14.7)**	**B (13.0)**
Eastbound Approach	B (14.7) [118] <0.38>	A (6.7) [175] <0.40>
Westbound Approach	C (20.7) [111] <0.42>	B (14.9) [252] <0.38>
Northbound Approach	B (14.2) [<25] <0.05>	C (24.0) [47] <0.24>
Southbound Approach	A (9.0) [47] <0.29>	B (18.4) [78] <0.59>
3. Trinity Ave & Washington Ave (unsignalized, all-way STOP)		
Overall Intersection	**A (7.5)**	**A (8.5)**
Eastbound Approach	A (7.6) [<25] <0.01>	A (8.0) [<25] <0.01>
Westbound Approach	A (6.9) [<25] <0.05>	A (7.6) [<25] <0.10>
Northbound Approach	A (7.6) [<25] <0.11>	A (7.9) [<25] <0.10>
Southbound Approach	A (7.7) [<25] <0.11>	A (9.1) [30] <0.30>
4. Kingsland Ave & Washington Ave (unsignalized, all-way STOP)		
Overall Intersection	**A (7.2)**	**A (7.6)**
Eastbound Approach	A (7.1) [<25] <0.03>	A (7.7) [<25] <0.13>
Westbound Approach	A (7.3) [<25] <0.05>	A (7.4) [<25] <0.04>
Northbound Approach	A (7.5) [<25] <0.06>	A (7.8) [<25] <0.10>
Southbound Approach	A (6.9) [<25] <0.03>	A (7.3) [<25] <0.05>

Delay reported in seconds per vehicle

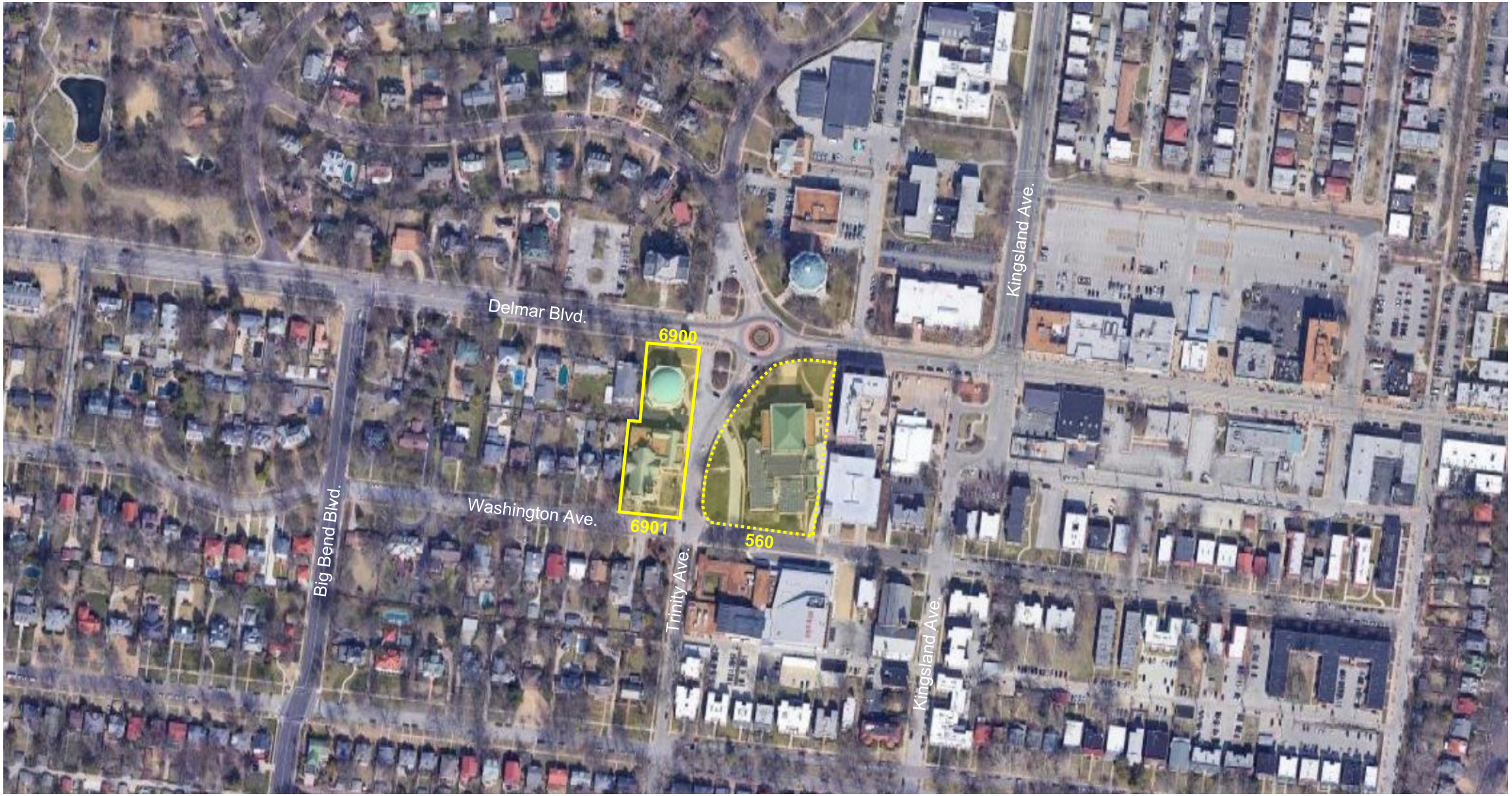
Conclusions

Based on the preceding analysis, the following may be concluded regarding the proposed occupation of two buildings by a Washington University academic department in University City, Missouri:

- Existing traffic operating conditions within the study area are favorable with each study intersection operating at LOS B or better during the peak hours. This indicates that the study area not only operates effectively with existing traffic but also has available capacity for growth.
- Washington University proposes to occupy two existing buildings located at 6900 Delmar Boulevard and 6901 Washington Avenue. These buildings will be converted from their existing uses to provide office and educational spaces for a relocated academic department.
- The site will accommodate 15 full time equivalent staff and faculty members as well as a total of 99 students throughout the day. The site is expected to generate approximately 56 total trips during each of the morning and afternoon peak hours on a weekday.
- Given the prevalence of alternate modes of transportation, it was assumed that only 20 percent of students would drive with the remainder taking the shuttle, public transit, biking or walking. With no ability to access Big Bend Boulevard or Forest Park Parkway via the neighborhood to the south of the site, the entirety of the site's traffic generation would enter from the north and exit to the north via Delmar Boulevard or Kingsland Avenue.
- The proposed sites (6900 Delmar Boulevard and 6901 Washington Avenue) are served by a single surface parking lot, which provides 15 parking spaces. This parking lot has a single access driveway onto Trinity Avenue. No changes to this parking lot or access driveway are proposed.
- Additional parking is required for the proposed occupancy, and a new parking lot is proposed on the east side of Trinity Avenue adjacent to the 560 Music Building. Two access driveways should be provided for the new lot: one on Trinity Avenue opposite the access for the site's 15-space parking lot and one on Washington Avenue.
- Complete closure of this orphaned leg of Trinity Avenue at Delmar Boulevard and conversion to green space is recommended to reduce turning conflicts on this stretch of Trinity Avenue and simplify traffic flow.
- The existing Washington University shuttle stop should be relocated from the 560 Music Center drop-off driveway to Trinity Avenue to accommodate the new parking lot.
- A mid-block pedestrian crossing should be provided on Trinity Avenue to connect the proposed site with the new parking lot/shuttle stop on the east side of Trinity Avenue.
- With the addition of the site-generated traffic, the study intersections would continue to operate efficiently at favorable levels of service.

Overall, the proposed development is anticipated to have a negligible impact upon traffic in the study area. The existing roadway network has ample capacity to accommodate the additional trips without adversely impacting traffic operations. We trust the preceding traffic impact study any concerns regarding the proposed Washington University development. Should there be any questions or comments concerning this report, please do not hesitate to contact our office at (314) 621-3395 at your convenience.

Project Location



Parking Location Requirements

Per University City Municipal Code, Section 400.2010, locations for off-site parking must meet the following requirements:

- All off-site parking must be within 500’ from the nearest primary entrance to the principal building being served
- Off-site parking shall not be located so as to cause persons to cross an arterial street (Delmar is defined explicitly as such).
- The route to off-site parking must ensure ADA parking spaces are provided an ADA compliant route to the nearest ADA entrance.

These requirements result in extremely limited options for parking for these buildings. Due to this, the project intends to reuse the shared parking lot between the two buildings and construct a new surface parking lot immediately to the west of the 5560 Music Building. This approach is allowable because all parcels have the same owner.

Per Zoning Code, the total parking requirement	= 46 Spaces

Currently, 6900 & 6901 have a shared parking lot with a total of 15 parking spaces. An additional 31 parking spaces must be found within the limits of off-site parking per University City Zoning Code.

Single Family Residential District 500’ Radius Arterial Street

Site Plan – Existing Conditions

Existing shared parking lot to remain (15 spaces).

Proposed location for additional surface parking.

Site Plan – Proposed (Preliminary Scenario - A)

Disclaimer:

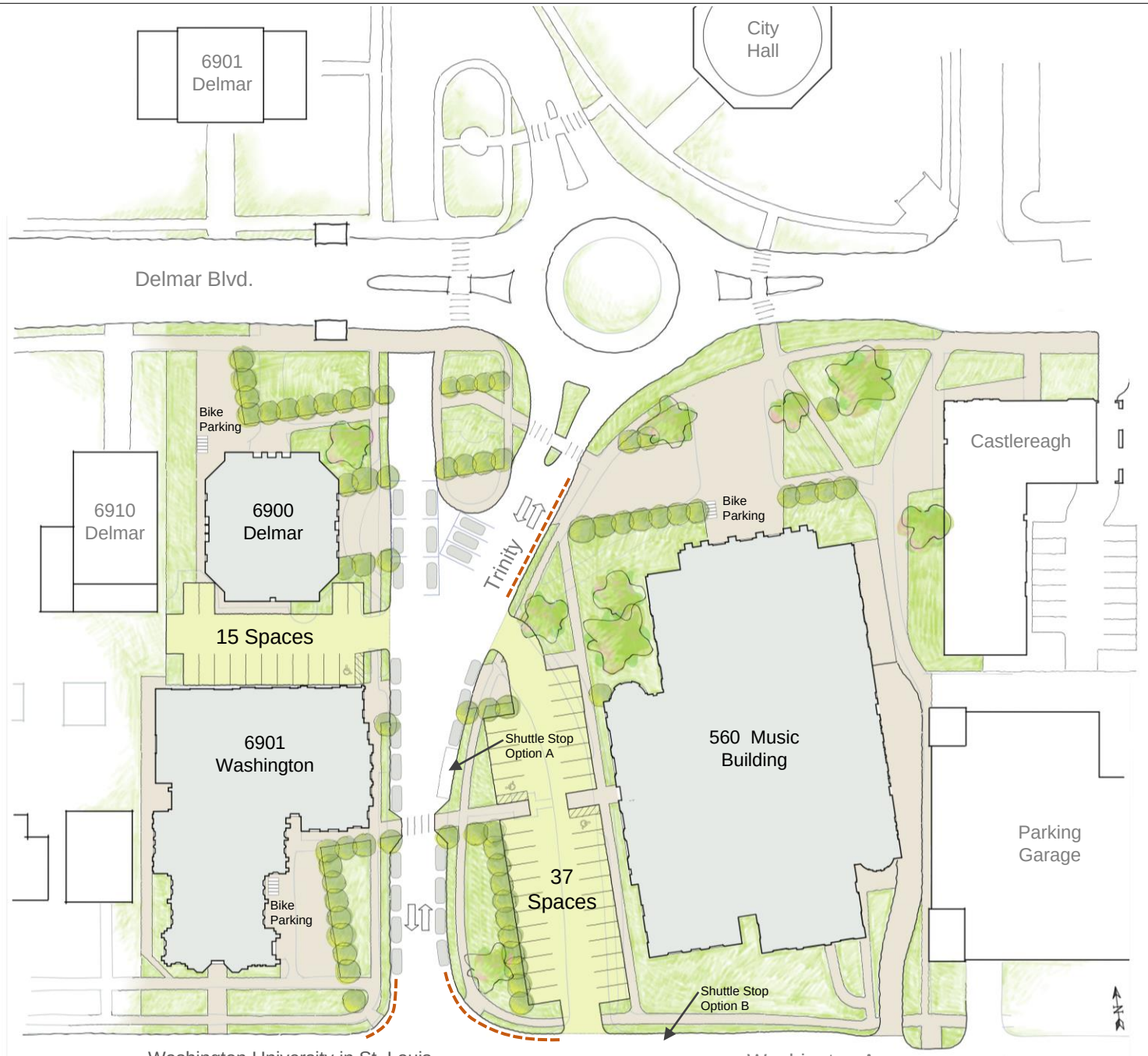
1. Site plan is preliminary, created to test parking capacity to meet municipal zoning requirements for the site.
2. Site plan requires review by Historic Preservation Commission and Traffic Commission.

This site plan has been created to test the carrying capacity of the site and opportunities to improve the flow of vehicular traffic while increasing pedestrian safety.

A Net Total of 47 Spaces is possible with this configuration.

15 existing spaces + a net addition of 32 spaces at 560 Trinity (37 new spaces – 5 existing drop-off spaces).

Reminder: 46 spaces will be required for this project.



Washington University in St. Louis
Academic Department Relocation

Washington Ave.

Site Plan – Proposed (Preliminary Scenario - B)

Disclaimer:

1. Site plan is preliminary, created to test parking capacity to meet municipal zoning requirements for the site.
2. Site plan requires review by Historic Preservation Commission and Traffic Commission.

This site plan has been created to test the carrying capacity of the site and opportunities to improve the flow of vehicular traffic while increasing pedestrian safety.

A Net Total of 49 Spaces is possible with this configuration.

15 existing spaces + a net addition of 34 spaces at 560 Trinity (48 new spaces – 5 existing drop-off spaces – 9 public spaces at the Trinity spur).

Reminder: 46 spaces will be required for this project.

Washington University in St. Louis
Academic Department Relocation

Site Plan – Proposed (Preliminary Scenario - C)

Disclaimer:

1. Site plan is preliminary, created to test parking capacity to meet municipal zoning requirements for the site.
2. Site plan requires review by Historic Preservation Commission and Traffic Commission.

This site plan has been created to test the carrying capacity of the site and opportunities to improve the flow of vehicular traffic while increasing pedestrian safety.

A Net Total of 38 Spaces is possible with this configuration.

15 existing spaces + a net addition of 23 spaces at 560 Trinity (37 new spaces – 5 existing drop-off spaces – 9 public spaces at the Trinity spur).

Reminder: 46 spaces will be required for this project.

*While the net total quantity of parking spaces falls below the 46-space requirement in this option, the total quantity of on-site parking meets zoning requirements. To offset the loss of 9 public spaces at the Trinity spur, the University is more than willing to open the surface lots for public parking during evening and weekend hours to support alleviating parking pressures during peak hours.

Washington University in St. Louis
Academic Department Relocation