



Plan Commission

6801 Delmar Boulevard • University City, Missouri 63130 • 314-505-8500 • Fax: 314-862-3168

AGENDA

PLAN COMMISSION MEETING

Wednesday, April 26, 2023 at 6:30 pm

Heman Park Community Center

975 Pennsylvania Avenue, University City, MO 63130

1. Roll Call
2. Approval of Minutes
 - a. February 22, 2023 Plan Commission Meeting
 - b. February 24, 2023 Special Comprehensive Plan Meeting
 - c. March 30, 2023 Special Comprehensive Plan Meeting
3. Public Comments – (Limited to 3 minutes for individual’s comments, 5 minutes for representatives of groups or organizations.)
4. Old Business
 - a. None
5. New Business
 - a. **Conditional Use Permit – CUP 23-03** **Continued to a future Plan Commission meeting.*
Applicant: Neighborhood Properties, LLC (Fernando Cepeda)
Request: Approval of a Conditional Use Permit (CUP) a development of 100 townhome units
Address: 7711 Canton Avenue
 - b. **Conditional Use Permit – CUP 22-13**
Applicant: Washington University in St. Louis
Request: Approval of a Conditional Use Permit (CUP) for “Schools, private; including college or university-level facilities”
Address: 6900 Delmar Boulevard and 6901 Washington Avenue
(VOTE REQUIRED)
6. Other Business
 - a. None
7. Reports
 - a. Council Liaison Report
8. Adjournment



Department of Planning and Development

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8500, Fax: (314) 862-3168

PLAN COMMISSION MEETING

via Video Conference

6:30 pm; Wednesday, February 22, 2023

The Plan Commission held its regular session via video conference on Wednesday, February 22, 2023. The meeting commenced at 6:32 pm and concluded at 8:01 p.m.

Call to Order – (6:32 pm.) Chairwoman Holly called the meeting to order.

1. Roll Call

Present

Al Fleischer Jr.
Charles Gascon
Tori Gonzalez
Ellen Hartz
Mark Harvey
Margaret Holly
Patricia McQueen

Absent

Jeff Hales (Council Liaison)

Staff Present

John Wanger, Director of Planning & Development
Mary Kennedy, Planner,
John Mulligan, City Attorney

2. Approval of Minutes – The January 25, 2023 Plan Commission meeting minutes were approved with no changes.

3. Public Comments – None

4. Old Business – None

5. New Business

a. Final Development Plan – FDP-23-02

Applicant: D3 Commercial Realty Group, LLC

Request: Approval of a Final Development Plan for Market at Olive Phase III.

Address: 8660-8684 Olive Boulevard (Market at Olive Phase III)

(VOTE REQUIRED)

Mary Kennedy, Planner, presented the staff report, providing the Plan Commission an update on revisions that have been made since Preliminary Site Plan was presented at the January 25, 2023 meeting.

Commissioner Fleischer asked for the zip code to be corrected on the site plans.

Commissioner Gascon asked whether the applicant had considered pedestrian and bicycle access from the Centennial Greenway on the west side of the building. He added that the city's code requires more bicycle parking than is needed and suggested that the Department of Planning & Development work with the applicant to determine the necessary bicycle parking.

Commissioner Hartz commented that turf grass is poor at absorbing stormwater and

would prefer these landscaped areas in and surrounding the parking lot replaced with native planting. Drew Bextermeuller (Dierbergs) replied that rock was originally submitted, which is better for drainage, and that they will work with staff to find a better solution. Mr. Bextermeuller also responded to the other previous comments and explained that the pedestrian path they selected was for safety and that the connection to the greenway would require conversation with Great Rivers Greenway, and studying the feasibility due to grade changes.

Commissioner McQueen asked whether electric vehicle charging stations were being considered. Mr. Bextermeuller responded that they have considered making their parking lots “EV charging ready” so that it is easier and less expensive to add chargers if there’s demand in the future.

Several Commissioners emphasized the need to consider that although this area of University City favors cars, it’s important to plan for bicyclists and pedestrians.

Commissioner McQueen motioned to recommend FDP-23-02. The motion passed 7-0.

b. Conditional Use Permit – CUP 23-01

Applicant: The Trinity Company (dba “JANE Dispensary”)

Request: Approval of a Conditional Use Permit (CUP) for a Comprehensive Marijuana Dispensary Facility

Address: 6662 Delmar Boulevard, Suite A

(VOTE REQUIRED)

Ms. Kennedy presented the staff report and explained that should the Plan Commission recommend the CUP, the City Council would then consider the CUP, the proposed amendment to Bill No. 9502, and the related Text Amendment (TXT 23-02) during the same City Council meeting.

Commissioner Gascon asked for clarification on how the state measures the buffer distance between a marijuana dispensary facility and nearby residential, schools, daycares, and churches. Ms. Kennedy confirmed that the state’s method is consistent with the language proposed in TXT 23-02.

Commissioner Gonzalez asked whether the nearby church is owned by Washington University. Ms. Kennedy confirmed that it is not.

Commissioner Hartz asked whether the dispensaries have been able to sell recreational marijuana since the state law went into effect in early February. Mr. Wagner responded that they have not.

The public hearing was opened at 7:25 pm. Nobody spoke. The public hearing was closed at 7:26 pm. The applicants, Jaimie Mansfield and Rhys Williams, thanked the Plan Commission for their time and consideration of the CUP on behalf of their client.

Commissioner Fleischer motioned to recommend the CUP. Commissioner Gascon asked Chair Holly to re-read the motion and asked for procedural clarifications with the amended Bill 9502. Commissioner Gonzalez asked if the dispensary were to relocate to

another location, if they would be required to obtain a new CUP. Mr. Mulligan confirmed that yes, the subject CUP only applies to the address at 6662 Delmar. The motion passed 7-0.

c. **Conditional Use Permit – CUP 23-02**

Applicant: 75Olive, LLC (dba “Starbuds”)

Request: Approval of a Conditional Use Permit (CUP) for a Comprehensive Marijuana Dispensary Facility

Address: 7555 Olive Boulevard

(VOTE REQUIRED)

Ms. Kennedy presented the staff report. Chair Holly asked whether the applicant’s representatives wished to speak to the application. Rhys Williams thanked the Plan Commission for their consideration.

The public hearing was opened at 7:37 pm. Nobody spoke. The public hearing was closed at 7:38 pm.

Commissioner McQueen asked for clarification on whether the nearby church was vacant. Ms. Kennedy confirmed the church is vacant. Mr. Wagner added that the church building is in very poor condition. Chair Holly added that the commission can only evaluate the CUP based on the current conditions. Mr. Mulligan confirmed that the buffer requirement between dispensaries and churches, schools, daycares, and residential only applies if those uses were existing prior to a proposed dispensary.

Commissioner Hartz asked if Starbuds has been selling recreational marijuana since early February. Mr. Wagner stated they have not inspected the business to verify. Jaimie Mansfield, representing the applicant, stated that to their knowledge, their client, the applicant has not been selling recreational marijuana, and that they have advised their client to comply with all local regulations. Chair Holly urged that Ms. Mansfield remind their client that they cannot legally sell recreational marijuana in University City without an approved CUP.

6. Other Business

- a. **Comprehensive Plan Workshops:** Chair Holly reminded the commission of the upcoming public workshops for the Comprehensive Plan and asked for the commissioners’ participation.
- b. **February 24, 2023 Special Plan Commission Meeting:** Chair Holly reminded the commission of the upcoming special meeting to focus on existing land use to inform the Comprehensive Plan.

7. Reports

- a. **Council Liaison Report:** None
- b. **Other:** Ms. Kennedy asked whether any commissioners would be able to staff a table at the next One U City event on March 11. Commissioner McQueen also asked for support canvassing Olive businesses and setting up a table at Pete’s Market for the comp plan.

8. Adjournment – The meeting was adjourned at 8:01 pm.

NOTES

Planning Commission Meeting We Make U City

DATE: February 24, 2023
TIME: 3-4:30 pm
LOCATION: Virtual

MEMBERS PRESENT: Charles Gascon, Victoria Gonzalez, Al Fleischer, Ellen Hartz, Mark Harvey, Peggy Holly, Patricia McQueen

CITY STAFF: Mary Kennedy, John Wagner

CONSULTANT: Sarah Kelly, Shelby Oldroyd

1. WELCOME AND INTRODUCTIONS

Plan Commission members were welcomed by Peggy Holly.

Sarah Kelly shared the purpose of the meeting:

- To present highlights of existing conditions
- To share the character-based approach to land use
- To gain insight on the direction for the future character and land use work

She emphasized that the consultant team would work to share some highlights of technical analysis and mapping, but that it's also very important to allow time for discussion, so she will work hard to get to that part of the presentation. A link to maps will be sent out after the meeting.

2. Foundation for the Land Use Work

Shelby Oldroyd presented some of the additional mapping that has been conducted since the preliminary existing conditions analysis was shared, including:

- Existing Land Use – Highlights:
 - This map was generated using assessor's data and spot checked by staff.
 - Significant variance in vacancy by ward
 - Major corridors vary in use (Olive primarily commercial and Delmar primarily residential)
 - Single-family residential is the primary land use
- Park Access – Highlights:
 - There are 21 total parks that provide park access to residents that covers most of the City within a ¼ mile radius, and covers almost the entire City within a ½ mile. This does not include informal open space (e.g., open space maintained in multi-family developments like those near Delmar/170), greenways, or parks in adjacent municipalities that University City residents may use.
 - There are 260 acres of parks in the City.
- Historic Sites and Monuments – Highlights:

- Significant historic assets are recognized in U City include 7 National Register Districts, 8 individual sites listed on the National Register, 6 local historic districts and 12 local historic sites and monuments.
- Most are in in the southern/eastern portion of the City.
- These sites have impacts on both existing character and potential for redevelopment and available funding programs.
- Transit – Highlights:
 - The City has 7 Metro bus routes, 138 Metro bus stops, and 2 MetroLink stations.
 - A static map only shows coverage – gives a good picture of where the routes are available, which is mostly in the eastern portion of the City but does not consider frequency of the routes.
 - Access to transit can be a consideration for both future character and evaluation of development.
- Active Transportation Infrastructure (pedestrian and bicycle) – Highlights
 - The City has 8.2 miles of shared use paths, .3 miles of physically separated bikeways, 1 mile of visually separated bikeway. 3.4 miles of mixed traffic bikeway, and 110 miles of sidewalks.
 - Overall, the bike infrastructure is disconnected.
 - Bike and pedestrian infrastructure is most limited in the 3rd Ward.
 - Does not include sidewalks in private subdivisions.
- 2022 Flood Impact
 - Data is from the Stormwater Commission.
 - There are 256 condemned Properties within flood extent.
 - There were 685 inundated parcels.
 - There was significant flooding outside identified FEMA flood hazard areas.
- Tax Increment Financing (TIF) Districts
 - There are three districts: RPA 1, which is the Olive/I-70 Commercial Development and the economic engine for all RPAs; RPA 2, which is the Third Ward residential area; RPA 3, which is the Olive Blvd commercial area.

Plan Commission members made the following comments:

- A long term issue for the City is how to define transit stops because even if there is a stop, without regular service the amount of time it takes to travel by transit makes it highly inefficient.
- There are many small lots are in flood plain and we will need recommendations for these properties.
- Should the golf course be included in the parks calculation or not? It would be helpful to see how it would look if it was taken out. It is not used by all but some noted it is used in various ways by community members (e.g in the winter some use it to ski). Others pointed out that it was one of the best 9-hole golf courses in the region. The general consensus was that the golf course probably should not be counted in the parks calculation.
- There seem to be four primary categories of spaces and character
 - 3rd ward housing
 - Olive Blvd. business corridor
 - Flooded areas – the city has addressed primary flood areas along Wilson Ave but others have not been fully addressed
 - Loop Development

- Some feel the trolley has been a negative and has reduced parking, which is problematic.
- While some are concerned about parking and creating appropriate parking regulations, a lack of parking can be a sign of a healthy City.
- Recognizing areas prone to flooding is critical and flooding areas in the city are quite extensive
- What is more important when determining the character of residential development? Size and setback, or use, i.e. single vs. multifamily.
- How do we provide affordable housing and create economic incentives to drive more affordable development? This is not just about the Third Ward and there is no guarantee that as the City changes it will always be a source of affordable housing. The City does not have a policy about mixed income housing and the plan should articulate what the policy needs to be.
- There are many of restaurants but a lack of entertainment opportunities in the City (no movie theater, concert halls, etc). Should we rethink Olive as a place for an entertainment district? This could serve as a draw from adjacent areas.
- There is an idea that has emerged through the Chinese Business Assn to consolidate, creating an Asian district in the large parking lot by Mandarin House and the seafood restaurant. This would also be a good place to put a theater, addressing the lack of entertainment.
- Wash U has a development plan for the loop. Should City say “go ahead” and focus on Olive?
- Just across Skinker to Delmar an arcade and other uses are going in. This could serve as a future entertainment district
- The Loop is much more urban and Olive has a more suburban feel. The Loop has different land uses and buildings and access to transit with MetroLink.
- We need to understand and consider Wash U’s plan relative to a broader plan. The Loop isn’t near what it could be, especially the west side.
- Lewis Center, the mixed use building with office and incubator space, is interesting.
- There is a need to focus on bike paths and walking paths, so people to easily get to these areas with amenities. This should include the midland connection between the Loop and Olive.
- A demonstration project in the bike master plan is a natural connector that could be utilized.
- Midland is a county road so how does U City make changes w/out county buy-in and approval? Olive is a State road so has it’s own restrictions.
- Olive on the south side extends farther back than on north side. What happens if you consolidate more on the south side? An idea is to create two levels of retail on the south side and concentrate parking on the north side.
- Is there an opportunity to retain space for pedestrian travel near where flood areas are?
- People walk on the street because sidewalks are terrible due to lack of tree maintenance/sidewalk condition. There is very little that can be done to address this short of relocating the sidewalk.
- There are old subdivisions and areas in the Thirdrd Ward that don’t have parking – need to address this as part of a master plan
- Olive from I-170 to Skinker - caution people to visualize and look at brand new construction and roads and realize it won’t look like the Loop. In reality it will look brand new, much more like New Haven across river.
- A strategy to preserve character is choosing building materials that look older to make it have a more classic feel rather than the modern development currently happening
- Need to have foresight so there are smooth transitions rather than disjointed blocks of development
- City has lots of parks but many are old.

- The City's tree canopy is important. Many trees are old and many have been torn down over the years. The City does not have a replacement policy. Climate change will also impact the City's tree canopy over time.

3. Future Land Use Direction

Sarah reminded the Plan Commission of the goal statements that have been drafted, many of which are directly relevant to future character and land use. She shared some basic distinguishing features between a traditional vs. a character-based approach to land use and shared examples. She noted that in some areas the economic development strategy provides some guidance on potential character types. She also showed examples of how some character types could be applied in University City.

Shelby shared highlights from the assets and opportunities mapping that has been conducted thus far, including:

- Many participants marked opportunities for improved pedestrian and bike infrastructure.
- Some saw the Loop as an asset and activity center while others desired improvements (e.g., the trolley, variety of businesses, type of development).
- Participants see parks and recreation as an asset, but many want improved amenities
- People like the residential character in U City.
- Existing or potential activity centers: The Loop, Olive/Hafner, Olive/Midland, Jackson/Pershing, Delmar/North and South, Forsyth/Forest Park Parkway.

Sarah posed the following discussion questions to the group. In light of existing land use and development constraints:

- Where do you most want to see change in the City?
- What character do you want that change to take?
- Do existing land use policies and regulations support the desired character and land use?

Planning Commission members made comments, including the following:

- We should be looking at housing that is single family and whether we should be encouraging more of a mix.
- The City should look at Olive for multifamily along with a road diet near the park.
- The City should look at apartments above commercial space that are affordable or mixed price.
- The Clayton Master Plan shows Townhouses and row houses as a buffer to other uses, particularly between single family residential and commercial. It appears that this strategy has been effective there.
- Along Olive the City should preserve the international small business flavor and support mixed use affordable housing that creates a distinctive character for that neighborhood. This development would need new buildings. Small businesses and restaurants could survive in a new building and feature activity centers to draw patrons.
- The "International Area" should lie on Olive, west of Olive Gateway
- Natural parks that can thrive on their own are valued in other plans and should be considered in University City
- There is a need for greater opportunities to move within the community as life progresses (e.g. smaller condos and homes for when they first start out, as they age. Price per square foot in the city doesn't change as you move throughout the city or increase the size of homes. It is challenging to draw new residents when the school system is poor and a four-bedroom house can cost \$700,000-\$1,000,000.

- Many houses are old and hard to maintain,. Need to create opportunity to move out that will increase housing stock for younger people who want to move into those houses and maintain them.
- How can the City build assisted living? An example of this is the Village at Windcrest.
- There should be more 55 Active community opportunities, University City currently has none
- The plan should engage the Chinese Business Association. U City has the greatest concentration of Asian business of nearby communities and this is an asset.
- Restaurants have popped up within residential areas, such as Taco Buddha, which makes neighborhoods more vibrant. People can walk and meet there. How can we promote them across UC?
- We need to look at how to revise limited commercial. Does zoning code support what we want to do? Often times it does not.
- We need to be looking at the flood map and asking what within those areas can be green space. Green space can accommodate water inundation can help in some areas along Olive Blvd.
- In the Third Ward where there is lots of vacancy, could area be rezoned to make development possible for seniors, affordable, etc. and properties land banked to allow to redevelop without pushing people out while increasing density? Where there is low density commercial, people want more amenities and services. Many more people are now working from home, which also impacts demand.
- For old housing stock the cost of renovation very high. Ways of encouraging people to invest in homes should be pursued.
- While modern architecture has a place, developers should look at architecture in the neighborhood for cues.
- The City's infill committee needs to be reinstated.
- The Chinese restaurant area also includes other ethnicities and we should be more inclusive in how we talk about it.
- One member presented a map of U City owned properties, revealing that the City owns a substantial number of lots including many on Olive, which could impact future strategies.

4. Next Steps / Adjourn

Sarah gave a brief overview of the next steps, including a request to share additional ideas about character types using an interactive or static map that would be sent out after the meeting and request to participate in and volunteer at the upcoming public workshops.

Planning Commission members made comments, including the following:

- Copies of flyers for the workshop were requested to get to religious institutions at this weekend's services.
 - Mary will coordinate so they can be picked up today.
- We need a call to action as to why people should get involved with concrete examples of what can show up in the plan. Chuck indicated that he would work on talking points for this.

The meeting was adjourned.

NOTES

Planning Commission Meeting #4 We Make U City

DATE: March 30, 2023

TIME: 6:00-7:30 pm

LOCATION: Zoom

MEMBERS PRESENT: Charles Gascon, Victoria Gonzalez, Ellen Hartz, Mark Harvey, Peggy Holly, Patricia McQueen

COUNCIL LIAISON PRESENT: Jeff Hales.

CITY STAFF: Mary Kennedy, John Wagner

CONSULTANT: Sarah Kelly

1. WELCOME AND INTRODUCTIONS

Plan Commission members were welcomed by Peggy Holly.

Sarah Kelly outlined the purpose of the meeting:

- To share and discuss a draft conceptual framework map; and
- To discuss critical questions to inform the future character and land use map.

2. ADDITIONAL MAPPING FOUNDATION

Sarah Kelly presented some of the additional mapping that has been conducted since the preliminary existing conditions analysis was shared, including:

- Private subdivisions
 - Add some complexity to the way recommendations can be delivered and make up a substantial portion of the City
 - Will overlay with character and land use in the future
 - Code enforcement still available in these areas
- Vacant properties
 - Broke down into residential and commercial.
- Parcels by year built

- Not a lot built in the past several decades – unsurprising given slow regional growth.
- Need to determine how to handle areas of the city where flooding may be an issue.
- Parcel construction years are cross cutting between the wards. There is some continuity between wards in character that can be built upon as a unifying factor.
- University City owned properties
 - Important when looking at opportunities
 - When making recommendations for new aggregation efforts it is important to understand current conditions

1. DISCUSSION OF FUTURE LAND USE DIRECTION

Sarah Kelly presented the draft Conceptual Framework map to the committee. This is a high-level depiction of opportunities in the City derived from:

1. What we have heard from the public;
2. Analysis and mapping planning NEXT has done; and
3. What planning NEXT has heard from the planning commission, stakeholder interviews, and Council.

It is a foundation for the next phase of the work which is character and land use.

The Commission discussed critical questions organized around some of the key concepts on the map. Following are the questions and comments made by Plan Commission members.

Activity Nodes

Questions

- Do the potential locations for activity nodes make sense to you?
- What kinds of uses and activities do you want to see in the activity nodes?
- What should the characteristics of civic activity nodes be in light of potential flooding?

Plan Commission Comments

- Is it a basic criterion a node already has to be zoned for commercial at a corner or can we just say that this area doesn't have anything and something should go there?
 - Looking at area that is around Groby and Kaufman Park – not a node
 - In Third Ward west of Pennsylvania there is only one node.
 - Olive is great but if you don't like Chic-fil-a, don't want to walk down to Olive, or don't feel it's a good gathering place there should be other options.

- Answer – The zoning code will have a major overhaul after comp plan so determining nodes is not restricted by current zoning; this is a 20 year plan that welcomes creativity.
- We should add City Hall and other govt buildings as civic activity nodes and high school – get high traffic.
 - The area around these places could be commercialized, already getting high traffic every day.
- Heman Park Community Meeting Center, Recreation Center, Centennial Commons are already existing public nodes.
- There is more commercial Shnucks and Heman Park Community Center, apartment going in on Pennsylvania that could serve as a node.
- The Third ward doesn't have a café or donut shop, nodes would have to be on Olive – not a lot of corners because all residential.
- The potential commercial area where old convent is in the Third Ward – rezoned to mixed use about a year ago and has sat idle.
- If we start adding a lot in the center/east it leaves northwest corner empty – Is that ok?
- The area east of major development on McKnight and Olive could be development area.
- The flood mitigation area in northwest corner could be open space at some time, could put coffee shop across – if there were a node near Fogerty Park.
- Some concern that building coffee shops sends message of gentrification. Think about other uses like a hair braiding salon.
- Nodes des that are less commercial and more gathering places should be considered, ex. park w/ high traffic that has potential for commerce but doesn't have to be
 - Need to ask—We see you're all here, what do you need/want in this area?
 - Workforce development center, cooling center, post office, etc. are all possible uses.
 - It is really about identifying the right land for the node and leaving the decision of use to the neighborhood.
- Consulting firm for Housing and Third Ward Neighborhood Revitalization Task Force is starting soon, utilizing popups and community engagement to see what people want.
- Trailnet St. Louis County action plan map shows a % of population with no access to motor vehicle in NW corner of UC between 6-62%.
 - Do we need to provide access to basic services?
- The metro bus services is limited in places so if you're not driving, you definitely aren't biking; you are taking the bus.
- A node near Miller Park is appropriate because this is another big blank spot.
 - Public pool should be here.
- A bus stop would be an attribute of a node.
- Olive and Midland could be better utilized than it is.
 - Could expand park.
 - There was a development proposal that fell through.

- At Blackberry and Hanley – if there weren't a fence around that property in the SE corner where the high school is it would be a lot more inviting.
 - High school uses the field for football practice.
- There is some interest in developing potential civic activity notes through nonstructural means.
- There aren't any purple dots north of Olive. Along Olive facing Heman park is a development area, could put mixed use there.
 - The economic development strategy calls for higher density housing there but the challenge lies in floodplain area.
 - What if bottom floor is open/parking b/c flooding is inevitable? We could explore building types to accommodate flooding.

Focused Growth and Redevelopment

Questions

- Are these appropriate locations for potentially higher intensity development?
- Where higher intensity is desirable, what should its character be to be sure it is compatible with and complements the surrounding context?

Plan Commission Comments

- Do we need to have both enhanced corridors and focused growth/redevelopment?
 - Answer—Corridors are also addressing flow of people using different modes of transit, centered on roadways. Maybe there is a way to make them more similar graphically on the map.
- Focused redevelopment is primarily located in residential areas – Should we be looking at residential density?
 - If so, area north of Delmar makes sense but area on western side goes too far, should really stop at McKnight and go north to Olive.
 - Might be hard to sell increasing density north of Delmar near the park.
- Look at St. Louis building quality grades in addition to age of buildings to get a sense of actual quality.
- North South intersection w/ Delmar going up the hill has been redeveloped with multifamily, focused growth could extend to this area.
 - Lots of new developers as well, already rezoned.
 - Hard to push into middle of city near Groby, close to downtown Clayton.

Flood Mitigation Area

Question

- *How can we begin to define potential future character within these areas?*

Plan Commission Comments

- If we wanted to have more dense housing in areas that have been flooded, could you put buildings on pylons that you could park underneath?
 - There are five built on Pennsylvania that are well done.
- The buildings may look great but are you going to lose your house or your car or have to wait 2-3 days to get back to work?
 - On Pennsylvania the issue flash flooding so might not be that long, but losing car is serious concern.
- It seems obvious that vacant lots should be converted to green space with trails/walking paths.
 - Everything on Vernon needs to go and the City should put in a retention pond.
- Trailnet has pretty specific ideas with respect to green spaces and the different kinds (recreation, stormwater control, etc.).

Mixed Use Districts

Questions

- *Are these districts shown in the right locations?*
- *What should be similar or different between these districts in terms of character as they evolve?*

Plan Commission Comments

- The character of the Asian businesses on Olive is essential and a tremendous asset to the community. The of this ethnic and funky area is endangered. Finding a way to preserve that while enhancing physically (currently looks horrible in some places) should be a high priority.
- Asian Business Association has a dream that those businesses would be concentrated for a district with higher density of those with shared parking lot, green in the middle.
- One of the issues with Olive and its vibrancy is that it's owned by the state, but the state is remaking Manchester Road with improved streetscape, curbs, sidewalk.
 - When you drive east that's the only part of Olive that is ADA compliant.
- Death of theater on Olive means there is no entertainment in the City. People will use it for restaurants but nothing else.
 - Could be part of Olive redevelopment to create entertainment district to keep people there for the entire evening.
- Area in the far west enhanced corridor is ripe for development, small businesses could be pushed further east.

Community Stabilization

Question

- Is it desirable for these areas to develop with a similar character to surrounding areas or are there different goals/opportunities in these areas?

Plan Commission Comments

- In those areas where is a generational shift, vacant lots could become community gardens (decreasing density).
- Don't want to focus all young families and affordability in Third Ward, spread throughout the wards.
- Both focused growth/redevelopment and community stabilization zones could offer multifamily and mixed income opportunities.
- Need to add density to areas far outside of floodplain that are connected to accessible public transit – right ways to do it that are appealing to more people.
- Are there neighborhoods south of Olive that need to be stabilized?
- Some of these areas might actually be a chance to decrease density – combine lots to improve flood mitigation through greenspace, increase value – not getting enough people to actually fill density in every place.
 - It is reasonable to assume that UC will have similar population in 40 years. Our task is more about changing distribution.
- Look at places where lot sizes are so small you can't have a tree.
 - Start working on minimum lot size.
 - This will also impact challenges with heat.
- There is no need to put a different name on why yellow areas are experiencing certain challenges – this is about reinvesting in areas that have historically been redlined and we can be clear about that.

3. NEXT STEPS/ADJOURNMENT

Sarah Kelly explained future steps in the process.

1. Refine Conceptual Framework Map
2. Continue public engagement
3. Develop Future Character and Land Use Map
4. Refine objectives and draft preliminary actions

On April 20th there will be an in-person Advisory Committee meeting. The meeting was adjourned.



Department of Planning and Development

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8500, Fax: (314) 862-3168

STAFF REPORT

Meeting Date	April 26, 2023
File Number	CUP-22-13
Council District	1
Location	6900 Delmar Boulevard, 6901 Washington Avenue
Applicant	Washington University in St. Louis
Property Owner	<u>6900 Delmar Boulevard</u> : RDI Real Estate, LLC <u>6901 Washington Avenue</u> : Grace United Methodist Church (current owner), The Washington University (under contract)
Request	Conditional Use Permit (CUP) for “Schools, private; including college or university-level facilities”

Comprehensive Plan Conformance:

Yes No No reference

Staff Recommendation:

Approval Approval with Conditions Denial

Attachments:

- A. Application
- B. Project Description and Site Plans (from applicant)
- C. Traffic Impact Study
- D. Letters of Support and/or Concern

Applicant Request

The applicant, Washington University in St. Louis, is requesting a Conditional Use Permit (CUP) to operate an academic department in the existing buildings located at 6900 Delmar Boulevard and 6901 Washington Avenue. The University is not seeking demolition of the existing buildings; rather, they plan to preserve and enhance the historic buildings. No additions are proposed. The buildings will be used for faculty offices and seminar-style classrooms of approximately 20 students each. Assembly spaces, event/performance spaces, etc., are neither proposed nor recommended by staff for either building.

Background

The proposed project was presented to the Plan Commission on September 27, 2022, for review of a Text Amendment (TXT-22-03) to reduce the “PA” Public Activity zoning district’s minimum lot size from 2 acres to 0.45 acres within the University City Civic Plaza Historic District. This amendment would allow the subject property to be used for university-related uses despite having a smaller lot size, which is typical for in more historic areas of the city. The text amendment, with minor modifications, was recommended by the Plan Commission. The City Council has tabled the text amendment until the Plan Commission has

reviewed and voted on a recommendation for the subject CUP.

The Plan Commission informally reviewed of the subject CUP on December 14, 2022. Several concerns were raised during that meeting related to parking, traffic, and historic preservation. In response to those concerns, the project has been reviewed twice by the Historic Preservation Commission (February 16 and March 15), and twice by the Traffic Commission (March 8 and 14). The Traffic Commission has also reviewed in detail the Traffic Impact Study (Attachment C) for the project. Both commissions recommended revisions to the site plans as well as CUP conditions. The attached plans reflect these revisions, and the following report includes the conditions they recommended.

Existing Properties

The applicant proposes to reuse and preserve the two existing buildings at 6900 Delmar Boulevard and 6901 Washington Avenue. 6900 Delmar is a 0.48-acre site that has been used as office space and the temporary location for the University City Public Library in recent years. 6901 Washington is a 0.65-acre site that was formerly used as a church. There is an existing shared parking lot with 15 spaces, and a drop-off lane just east of the 6900 Delmar building.

Existing Zoning & Land Use

Existing Zoning: PA – Public Activity
 Existing Land Use: Office, Library, Church
 Proposed Zoning: No change – “PA” District
 Proposed Land Use: College/university

Surrounding Zoning and Current Land Use

North PA – Public Activity
 East PA – Public Activity
 South PA – Public Activity /
 SR – Single-Family Residential
 West SR – Single-Family Residential

Surrounding Zoning



Analysis

Land Use and Zoning

In the “PA” – Public Activity zoning district, “schools, private; including college or university-level facilities, provided that such buildings shall be located upon sites containing two and one-half (2½) or more acres” are classified as conditional uses, which is the impetus for the CUP. This use is appropriate for the PA district. However, use of the buildings for public assembly (lectures, performances, etc.), is not appropriate due to parking limitations and potential negative impacts on the surrounding neighborhood.

The future land use map of the Comprehensive Plan identifies the subject properties as “Institution”. According to the Comprehensive Plan, the principal land uses that are appropriate for this land use category include “government, schools, churches and other religious uses.”

Non-Conformities

The existing buildings have legal non-conforming setbacks and heights. However, since no modifications to the building exterior will be made that would increase those non-conformities, this is acceptable. The pending text amendment (TXT 22-03) removes the provision that university/private school uses require 2.5-acre sites or larger; it also reduces the minimum lot size for PA-zoned parcels within the University City Civic Complex Historic District to 0.45 acres from 2.0 acres. The amendment corrects a discrepancy in the zoning ordinance that creates non-conforming lots in the Civic Complex Historic District.

Parking

For the proposed uses, 46 parking spaces are required per Article VII of the Zoning Ordinance:

Classrooms

- Code requirement: 1 space for every 3 students
- Proposed: 99 students total
- 33 parking spaces required (99 students ÷ 3)

Office space for faculty and staff

- Code requirement: 1 space per 300 sf of office space, including reception and break areas
- Proposed: 5,460 square feet
- 18.3 spaces required (5,460 ÷ 300)

Reduction for proximity to transit

- 10% reduction if uses are within 500 feet of a transit stop
- $51.2 \times 10\% = 46$ parking spaces required

A total of 53 parking spaces are provided in the proposed plans, exceeding the 46 required. This will be achieved through existing parking and the construction of a new lot at 560 Trinity Avenue. The existing properties at 6900 Delmar and 6901 Washington have a combined 15 parking spaces. The applicant proposes to build a new parking lot with 38 additional spaces at 560 Trinity Avenue, immediately to the east of the subject properties across Trinity Avenue. This approach is allowable because all three parcels will have the same owner, and the new lot is within 500’ of the proposed uses.

The new parking lot will serve the faculty offices and classrooms at 6900 Delmar and 6901 Washington during the weekdays, when those buildings will be primarily used. After hours (evenings and weekends), the new lot will be available for public use, helping to alleviate existing parking challenges that stem from events in the 560 Music Center. Analysis of the existing parking issues was presented at the March 8, 2023

Traffic Commission, and is included below for reference. **It is important to note that the existing parking issues stemming from the 560 Music Center are considered a separate matter from the subject CUP.**

City staff, Plan Commissioners, and Historic Preservation Commissioners have received comments and complaints from the surrounding neighborhoods regarding insufficient 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 the 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.
- The 560 Music Center garage, completed in 2018, contains 204 parking spaces. Of these, 128 are dedicated to COCA, 54 are dedicated to the 560 Music Center, and 6 are dedicated to Castlereagh Apartments, directly to the north of the garage.
- Below are the number of parking spaces required per the zoning ordinance for the existing uses:
 - COCA – Catherine B. Berges Theatre:
 - 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 in garage
 - 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, and 10% reduction for transit)
 - 54 parking spaces provided
 - Deficit of 300 parking spaces assuming all three event spaces are being used at full capacity, which 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. However, the 560 Music Center is insufficiently parked for even more normal circumstances.

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 plan for these buildings exceeds the needs of the proposed uses. Furthermore, the classrooms and faculty offices will be primarily used on weekdays, not evenings and weekends, when most events are held at the 560 Music Center and COCA. When students and faculty leave the offices/classrooms, it will free up additional parking 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 is appropriate as its uses will be sufficiently parked. Denying the Conditional Use Permit for 6900 Delmar and 6901 Washington would not lead to an improvement in the current parking problem. To further alleviate existing parking problems between 560 Building and COCA, staff recommends requiring COCA and Washington University to direct guests to City-owned municipal parking Lot 4, on the north side of Delmar.

Landscaping

Landscaped buffers and sight-proof fences are required between non-residential uses and residentially zoned property, and the responsibility falls on the non-residential developer. In this case, only 6901 Washington abuts residentially zoned property. However, because the buildings and property lines are existing and have narrower setbacks than the current zoning code requires, there is insufficient space to provide the required landscape buffer. A sight-proof fence will still be required along the western property line of 6901 Washington, which the applicant has indicated they will provide.

In addition, the new parking lot proposed at 560 Trinity Avenue will be subject to the landscaping requirements for off-street parking areas (400.2040). The applicant will provide more detailed landscaping plans as the project progresses. Staff will work with the applicant to ensure these requirements have been satisfied.

Review Criteria

The applicant is in accordance with the Conditional Use Permit review criteria, as set forth in §400.2710 of the Zoning Code, and listed below:

1. The proposed use complies with the standards of this Chapter, including performance standards, and the standards for motor vehicle-oriented businesses, if applicable, as contained in Section 400.2730 of this Article.
2. The impact of projected vehicular traffic volumes and site access is not detrimental with regard to the surrounding traffic flow, pedestrian safety, and accessibility of emergency vehicles and equipment.
3. The proposed use will not cause undue impacts on the provision of public services such as police and fire protection, schools, and parks.
4. Adequate utility, drainage and other such necessary facilities have been or will be provided.
5. The proposed use is compatible with the surrounding area.
6. The proposed use will not adversely impact designated historic landmarks or districts.
7. Where a proposed use has the potential for adverse impacts, sufficient measures have been or will be taken by the applicant that would negate, or reduce to an acceptable level, such potentially adverse impacts. Such measures may include, but not necessarily be limited to:
 - a. Improvements to public streets, such as provision of turning lanes, traffic control islands, traffic control devices, etc.
 - b. Limiting vehicular access so as to avoid conflicting turning movements to/from the site and access points of adjacent properties, and to avoid an increase in vehicular traffic in nearby residential areas.
 - c. Provision of cross-access agreement(s) and paved connections between the applicant's property and adjacent property(ies) which would help mitigate traffic on adjacent streets;
 - d. Provision of additional screening and landscape buffers, above and beyond the minimum requirements of this Chapter;
 - e. Strategically locating accessory facilities, such as trash storage, loading areas, and drive-through facilities, so as to limit potentially adverse impacts on adjacent properties while

- maintaining appropriate access to such facilities and without impeding internal traffic circulation;
- f. Limiting hours of operation of the use or certain operational activities of the use (e.g., deliveries); and
 - g. Any other site or building design techniques which would further enhance neighborhood compatibility.

Findings of Fact

According to §400.2720, the Plan Commission shall not recommend approval of a conditional use permit unless it shall, in each specific case, make specific written findings of fact based directly upon the particular evidence presented to it supporting the conclusion that the proposed conditional use:

1. Complies with all applicable provisions of this Chapter;
2. At the specific location will contribute to and promote the community welfare or convenience;
3. Will not cause substantial injury to the value of neighboring property;
4. Is consistent with the Comprehensive Plan, neighborhood development plan (if applicable), the Olive Boulevard Design Guidelines (if applicable), and any other official planning and development policies of the City; and
5. Will provide off-street parking and loading areas in accordance with the standards contained in Article VII of this Chapter.

Process – Required City Approvals

Plan Commission. Section 400.2700(C) of the Zoning Code requires that CUP applications be reviewed by Plan Commission. The Plan Commission shall make a recommendation to the City Council for their consideration. A public hearing is required at the Plan Commission meeting.

City Council. Section 400.2700(D) of the Zoning Code requires that CUP applications be reviewed by City Council for final decision, subsequent to a public hearing and recommendation from Plan Commission. In conducting its review, City Council shall consider the staff report, Plan Commission's recommendation, and application to determine if the proposed CUP application meets the requirements of the Zoning Code.

Other Processes

Traffic Commission. Section 120.420 of the City Code establishes that the Traffic Commission act in an advisory capacity to the City Council on matters related to traffic problems and conditions of the City in general, including the power and duty to receive and investigate complaints having to do with traffic matters. The Traffic Commission has reviewed the subject CUP and made recommendations to the Plan Commission and City Council, which are incorporated into the staff recommendation below.

Historic Preservation Commission. Section 400.1550(A)(5) establishes that the Historic Preservation Commission act in an advisory capacity to the Department of Planning & Development for consideration of conditional use permits for buildings in historic districts, and to make recommendations concerning such requests to the Plan Commission. The Historic Preservation Commission has reviewed the subject CUP and made recommendations to the Plan Commission which are incorporated in the staff recommendation below.

Staff Recommendation

Staff recommends approval of the Conditional Use Permit for the properties located at 6900 Delmar Boulevard and 6901 Washington Avenue, with the following conditions:

1. The recommendation to approve CUP-22-13 is contingent upon City Council approval of the proposed Text Amendment (TXT-22-03), reducing the minimum lot size for PA-zoned parcels within the University City Civic Complex Historic District.
2. The applicant shall work with the City to identify and implement strategies to alleviate existing issues related to insufficient parking at the 560 Music Center, e.g., directing guests to municipal parking lots, assisting enforcement of parking restrictions in surrounding neighborhoods, etc.
3. The two (2) buildings will be used for faculty/staff administration and classroom purposes and associated uses such as libraries, break areas, and student lounges.
4. There shall be no large public assembly, such as performances or lectures, in either building.
5. Parking spaces on the 560 Trinity lot (38 spaces) and on the lot between the buildings (15 spaces) shall be by permit only from the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday, except for holidays. Otherwise, the parking spaces shall be open to the public (other than for maintenance, repair, and up to (3) days per year).
6. A detailed Landscape Plan, Lighting Plan, and any additional exterior equipment (HVAC, mechanical, etc.) shall be reviewed by the Historic Preservation Commission for conformance with the Civic Complex Historic District Design Guidelines prior to issuance of permits.
7. Construction shall commence in no longer than twenty-four (24) months from the day of City Council approval.



Department of Community Development

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8500

APPLICATION FOR CONDITIONAL USE PERMIT Under Article 11 of the Zoning Code of University City, Missouri

1. Address/Location of Site/Building: 6900 Delmar Blvd & 6901 Washington Ave.

2. Zoning District (check one):

SR LR MR HR HRO GC LC CC IC X PA PD

3. Applicant's Name, Corporate or DBA Name, Address and Daytime Telephone:

Authorized Representative: Stacey Wehe, AIA, Managing Principal, Christner Architects.

621 North Skinker, Suite 220; St. Louis MO 63130 Phone: (314) 561-4448

4. Applicant's Interest in the Property: Owner Owner Under Contract Tenant* Tenant Under Contract* X Other* (explain):

Owner Under Contract has identified an Authorized Representative to file Application.

* Please Note: Zoning Code Section 34-131.1 requires that the application may only come from one (1) or more of the owners of record or owners under contract of a lot of record (or zoning lot), or their authorized representative. If you are applying as a tenant, tenant under contract or other, you must attach a letter from the owner stating you are an authorized representative of them and they give you permission to file this application for Conditional Use on their behalf.

5. Owner's Name, Corporate or DBA Name, Address and Daytime Telephone, if other than Applicant:

Owner Under Contract: The Washington University Campus Box 1058 One Brookings Drive St. Louis, MO 63130 Attention: Steve Condrin, Assistant Vice Chancellor for Real Estate (314) 935-5963

Owner (6901 Washington): Chairman of the Board of Trustees Grace United Methodist Church 6199 Waterman St. Louis, MO 63112 Attention: Ted Dearing, Dearing Batten & Bauer LLC (314) 863-2700

Owner (6900 Delmar): RDI Real Estate, LLC 6900 Delmar Blvd. St. Louis, MO 63130 Attention: Dan Rossini, Northstar Group (314) 568-4023

6. Please state, as fully as possible, how each of the following standards are met or will be met by the proposed development or use for which this application is being made. Attach any additional information to this application form.

a) Complies with all applicable provisions of the University City Zoning Code (e.g. required yards and setbacks, screening and buffering, signs, etc.).

See attachment A.

b) At the specific location will contribute to and promote the community welfare or convenience.

See attachment A.

c) Will not cause substantial injury to the value of neighboring property.

See attachment A.

d) Is consistent with the Comprehensive Plan, neighborhood development plan (if applicable), and any other official planning and development policies of the City.

See attachment A.

e) Will provide off-street parking and loading areas in accordance with the standards contained in Article 7 of the University City Zoning Code

See attachment A.

See attachment A.

** Please Note: You should also submit twelve (12) copies of a memo detailing the following information: 1) Description of the proposed Conditional Use, in narrative form. Please include historical information about the applicant, the company and/or the organization. Explain why this particular site was chosen for the proposal, state the number of employees that will be working at the site, state the hours of operation, explain other features unique to the proposed use and submit any other information that will help the Plan Commission and City Council in their decisions. 2) Estimated impact of the conditional use on the surrounding properties and adjacent streets, including, but not limited to, average daily and peak hour traffic generation, existing traffic volumes of adjacent streets, if available, use of outdoor intercoms, and any other operational characteristics of the proposed use that may have impacts on other adjacent or nearby properties. 3) Legal description of the property(s) proposed for the Conditional Use Permit, when the proposed use involves a substantial addition or new construction.

A Public Hearing before the Plan Commission is required by Ordinance. Notice of such Public Hearing must be published in a newspaper of general circulation at least fifteen (15) days in advance. Upon receipt of a Plan Commission Recommendation, the City Council must consider this application and supporting information before a Use Permit may be granted. A fee of \$114 must accompany this application.

12/5/2022

Date

Applicant's Signature and Title

Stacey Wehe, Managing Principal
Christner Architects

The Washington University
Representing (if applicable)

FOR OFFICE USE ONLY

Application First Received.

Application Fee in the Amount of \$ Receipt #

Application returned for corrections, additional data.

Final complete application received.

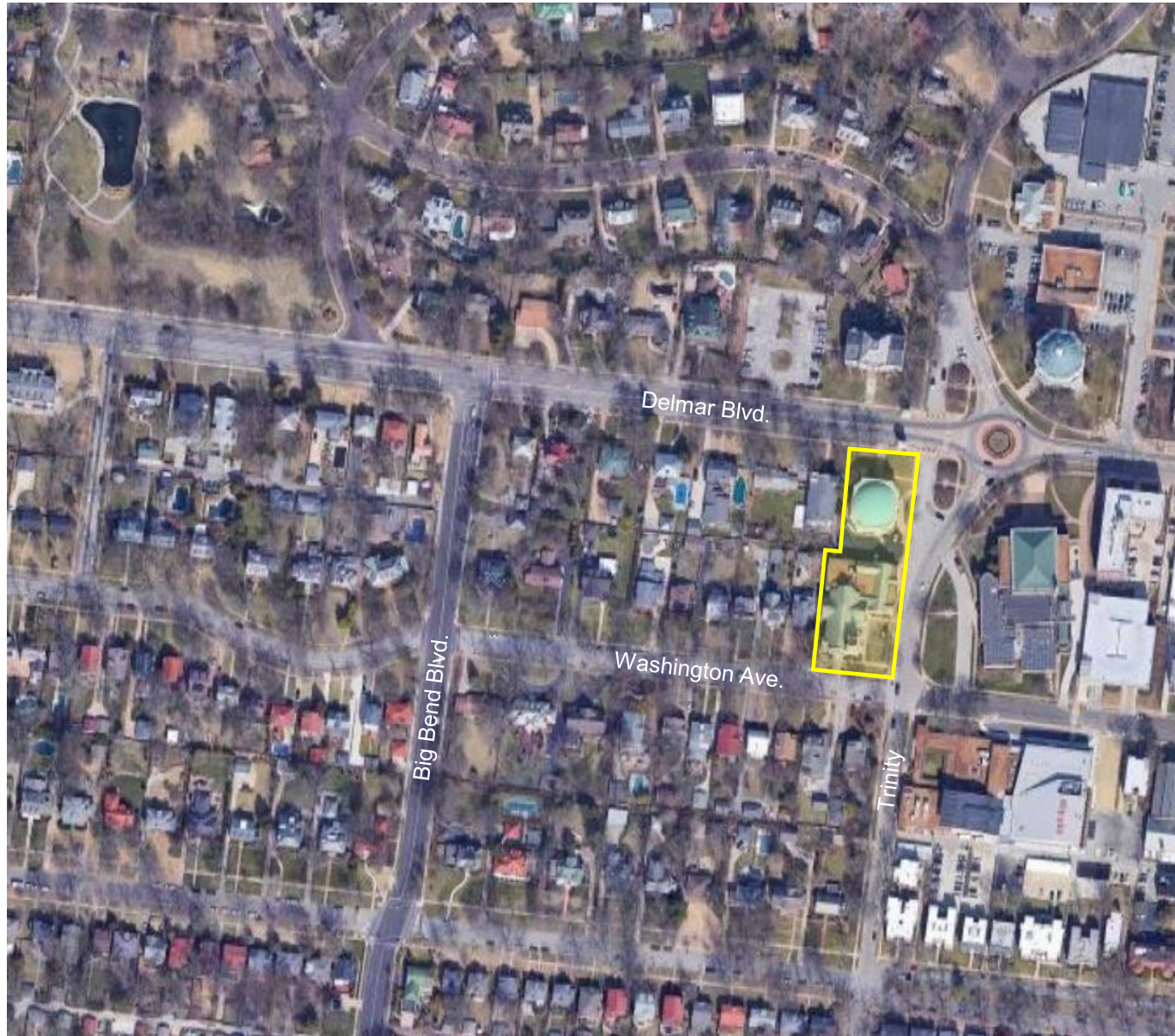
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Attachment A

6900 Delmar Blvd. & 6901 Washington Ave. CUP Application

Note: This application has been revised since it's original submission in December of 2022. The scope and goals of the project have not changed. Revisions are limited to: 1.) an updated site plan that has been further reviewed and vetted with both the Traffic Commission and Historic Preservation Commission and taking into consideration neighborhood input in modifications and 2.) a traffic impact study for the project has been completed and is provided for reference as Attachment B.

Project Introduction



Washington University in St. Louis is under contract to purchase 6901 Washington and in continued discussions with the owner of 6900 Delmar to purchase that property as well. 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 approached 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 clear direction for the project has been established:

- Demolition will not be 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 an 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.



6. Please state, as fully as possible, how each of the following standards are met or will be met by the proposed development or use for which this application is being made.

a) Complies with all applicable provisions of the University City Zoning Code.

The following sections of University City’s Chapter 400 Zoning Code apply to this project:

Article IV District Regulations

Division 10 “PA” Public Activity District

- Both parcels are currently zoned PA, Public Activity.
- The lot sizes are as follows:
 - 6900 Delmar Blvd. = 0.48 acres
 - 6901 Washington Ave = Approximately 0.65 acres (Note: The University City website does not include lot size information for this parcel. The acreage provided is based on the site survey most recently performed for the property.)
- Per Section 400.690, the proposed used is an allowable Conditional Use.
 - “Schools, private; including college or university-level facilities, providing that such buildings shall be located upon sites containing two and one-half (2-1/2) or more acres.”
 - A text amendment has been proposed for the Civic Complex Historic District that would reduce the minimum lot size requirement for PA parcels within this district. The text amendment process is currently under review by the City.
 - Note: It’s worth noting that any potential buyer for these properties will need to pursue the same process. These highly urban lots are far from meeting the City-wide PA minimum lot size requirement; furthermore, the other PA lots within the civic complex plaza do not meet the current lot size requirements.
- Section 400.700 Density and Dimensional Regulations
 - Section A Minimum Lot Size. This section identifies a minimum lot size of 2 acres for all permitted and conditionals uses. This requirement is superseded by the section above and would be modified by the proposed text amendment.
 - Section B Building Setback Requirements. The existing buildings have non-conforming setbacks. These non-conforming setbacks will be maintained and not altered in any way through this project. No new building construction is proposed.
 - Section C Building Height Limitations. Elements of the existing buildings exceed the building height limitations. These elements will not be altered as part of this project. No new building construction is proposed.
- Section 400.710 Other Development Standards.
 - Section B – As required in this section, a detailed landscaping plan will be submitted as part of the site plan review process.

6900 Delmar Blvd. & 6901 Washington Ave
Both Zoned: PA Public Activity but abutting some single-family residential



https://www.ucitymo.org/833/Zoning-Map

- Single Family Residential
- Multi-Family Residential
- Public Activity

Setbacks

The following Public Activity Parcel Setbacks apply:

- 15'-0" Minimum Street Right-of-Way Setback
- 0'-0" Property Line Setback*
- 35'-0" Height Restriction

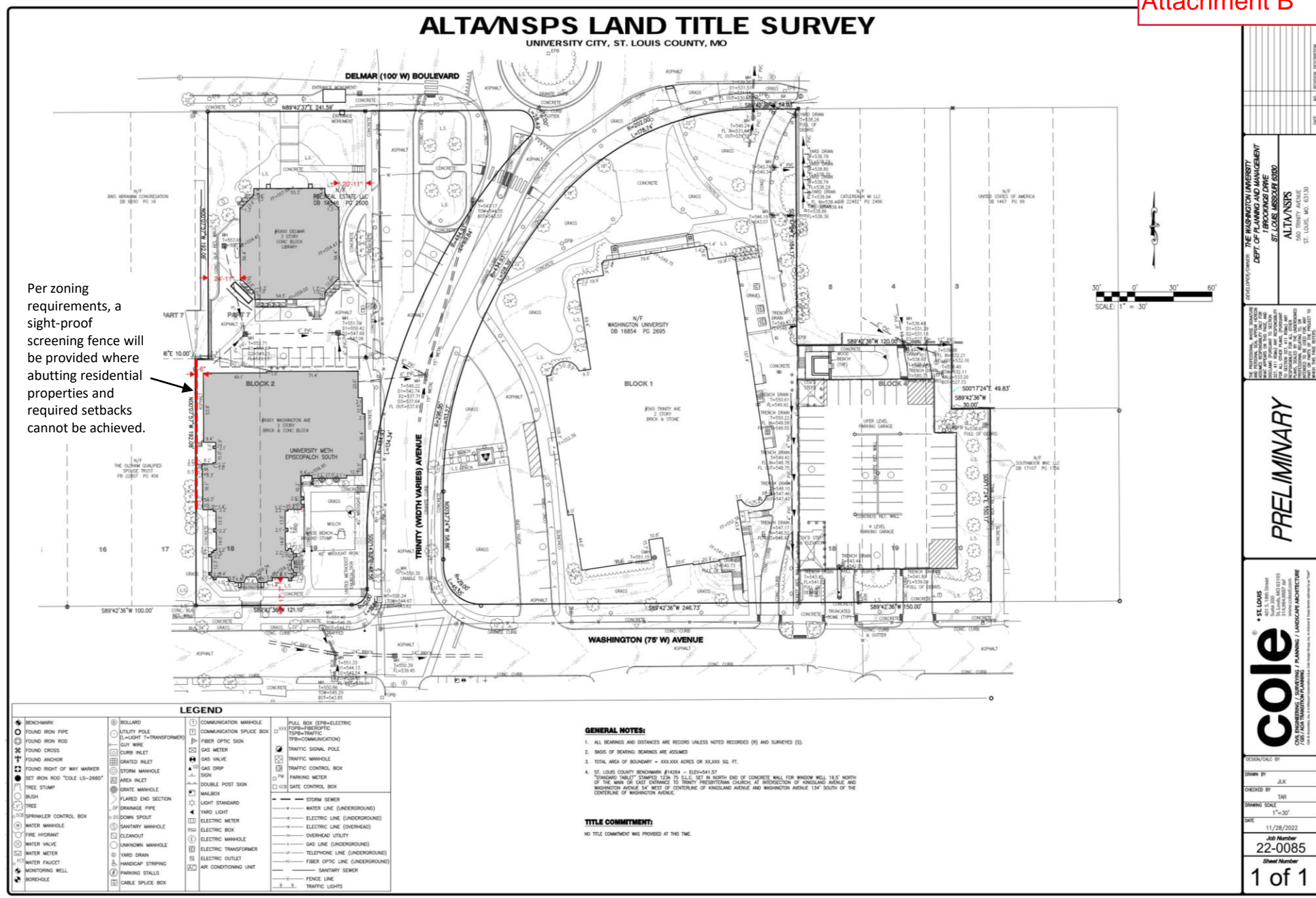
*Unless abutting a residential district, in which case, a 25'-0" setback is required.

*If a building is setback from the property line, then it must be setback at least 5'-0".

The 6900 Delmar building is currently compliant with setback regulations, with the exemption of the height restriction. (The building is setback from the street right-of-way by over 20'-0" and from the parcel to the west by over 20'-0".)

- The 6901 Washington Building currently has several non-conforming setbacks.
- It is setback from the Street ROW by less than 12'-0" at its widest point.
 - It borders a residential property and is currently setback from that property by 6'-6".
 - The church exceeds the height restriction.

Since building additions are not occurring, this project will maintain all current non-conformances.



Per zoning requirements, a sight-proof screening fence will be provided where abutting residential properties and required setbacks cannot be achieved.

LEGEND			
<ul style="list-style-type: none"> ⊕ BENCHMARK ⊙ FOUND IRON PIPE ⊙ FOUND IRON ROD ⊙ FOUND CROSS ⊙ FOUND ANCHOR ⊙ FOUND RIGHT OF WAY MARKER ⊙ SET IRON ROD "COLE LS-2860" ⊙ TREE STUMP ⊙ BUSH ⊙ TREE ⊙ SPRINKLER CONTROL BOX ⊙ WATER MANHOLE ⊙ FIRE HYDRANT ⊙ WATER VALVE ⊙ WATER METER ⊙ WATER FAUCET ⊙ MONITORING WELL ⊙ BOREHOLE 	<ul style="list-style-type: none"> ⊙ BOLLARD ⊙ UTILITY POLE ⊙ TRANSFORMER ⊙ CURB INLET ⊙ GATED INLET ⊙ STORM MANHOLE ⊙ AREA INLET ⊙ GRATE MANHOLE ⊙ FLARED END SECTION ⊙ DRAINAGE PIPE ⊙ DOWN SPOUT ⊙ SANITARY MANHOLE ⊙ SLEWOUT ⊙ UNKNOWN MANHOLE ⊙ YARD DRAIN ⊙ HANDCAP STRIPING ⊙ PARKING STALLS ⊙ CABLE SPlice BOX 	<ul style="list-style-type: none"> ⊙ COMMUNICATION MANHOLE ⊙ COMMUNICATION SPlice BOX ⊙ FIBER OPTIC SIGN ⊙ GAS METER ⊙ GAS VALVE ⊙ GAS DRIP ⊙ SIGN ⊙ DOUBLE POST SIGN ⊙ MAILBOX ⊙ LIGHT STANDARD ⊙ YARD LIGHT ⊙ ELECTRIC METER ⊙ ELECTRIC BOX ⊙ ELECTRIC MANHOLE ⊙ ELECTRIC TRANSFORMER ⊙ ELECTRIC OUTLET ⊙ SANITARY UNIT ⊙ AIR CONDITIONING UNIT 	<ul style="list-style-type: none"> ⊙ PULL BOX (EPR)-ELECTRIC ⊙ FIBER/OPTIC ⊙ TRAFFIC ⊙ COMMUNICATION ⊙ TRAFFIC SIGNAL POLE ⊙ TRAFFIC MANHOLE ⊙ TRAFFIC CONTROL BOX ⊙ PARKING METER ⊙ GATE CONTROL BOX ⊙ STORM SEWER ⊙ WATER LINE (UNDERGROUND) ⊙ ELECTRIC LINE (UNDERGROUND) ⊙ ELECTRIC LINE (OVERHEAD) ⊙ OVERHEAD UTILITY ⊙ GAS LINE (UNDERGROUND) ⊙ TELEPHONE LINE (UNDERGROUND) ⊙ FIBER OPTIC LINE (UNDERGROUND) ⊙ SANITARY SEWER ⊙ FENCE LINE ⊙ TRAFFIC LIGHTS

GENERAL NOTES:

- ALL BEARINGS AND DISTANCES ARE RECORD UNLESS NOTED RECORDED (R) AND SURVEYED (S).
- SHADE OF BROWN - ASSUMED.
- TOTAL AREA OF BROWN - 10000 ACRES OR 20000 SQ. FT.
- ST. LOUIS COUNTY BENCHMARK #4384 - ELEVATION 111.01 "STANDARD TABLE" STAMPED 12/28/75 S.L.C. SET IN NORTH END OF CONCRETE WALL FOR WINDOW WELL 16.5" NORTH OF THE MAIN OR EAST ENTRANCE TO TRINITY PROTESTANT CHURCH, AT INTERSECTION OF KINGSLAND AVENUE AND WASHINGTON AVENUE 54' WEST OF CENTERLINE OF KINGSLAND AVENUE AND WASHINGTON AVENUE 134' SOUTH OF THE CENTERLINE OF WASHINGTON AVENUE.

TITLE COMMITMENT:
NO TITLE COMMITMENT WAS PROVIDED AT THE TIME.

THE WASHINGTON UNIVERSITY
DEPT. OF PLANNING & MANAGEMENT
ST. LOUIS, MISSOURI 63102

ALTA/NSPS
500
ST. LOUIS, MO. 63130

PRELIMINARY

cole
CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE
1001 MARKET STREET
ST. LOUIS, MO 63102
PH: 314.467.0000
WWW.COLEARCHITECTS.COM

DESIGN/SCALE BY
DRAWN BY: ALK
CHECKED BY: TAR
DRAWING SCALE: 1"=30'
DATE: 11/28/2022
JOB NUMBER: 22-0085
SHEET NUMBER: 1 of 1

Article V Supplementary Regulations

- All setback and lot size requirements are addressed above.
- Accessory buildings and structures will not be introduced on this project.
- Division 6 Landscaping and Screening Requirements
 - Section 400.1180 Planting Specifications. Detailed landscaping information will be submitted as part of the Site Plan review and approval process. In developing the site plan, the project team will comply with the requirements of this Division.
 - Section 400.1190 Screening Between Non-Residential and Residential Zoning Districts. The western extent of the property at 6901 Washington Ave abuts a residential district. Due to the close nature of the building to the property line, a landscape buffer is not possible. A sight-proof screening fence, 8'-0" in height will be constructed.
 - Section 400.120 Screening of Building Mechanical or Electrical Equipment. To the extent possible, major mechanical equipment will be located within each building. Due to the unique roof structures of these buildings, rooftop equipment will not be used. In the event ground-mounted equipment is required, it shall be screening in accordance with the provisions of this section.
 - Section 400.1210 Screening of Rubbish, Garbage and Dumpster Containers. Trash containers are currently located along the western edge of the shared parking lot between 6900 and 6901. Due to the limited site area, they will remain in this location but screened from view in accordance with the requirements of this section.
- Division 7 Fence Regulations
 - With the exception of fences required for screening, no fences will be introduced on this project.
- All other requirements of this article will be met.

a) *How the specific location will contribute to and promote the community welfare or convenience.*

The University seeks to preserve and enhance the defining features and historic character of each property, extending their life for decades to come. Their objective is stewardship of the properties, and their intended use will maintain the vitality of the civic complex, with occupants using these buildings primarily between 9:00 AM and 5:00 PM, Monday through Friday. This usage pattern will contribute to the 24-hour life cycle of the civic complex but avoid contributing to parking challenges during evening and weekend hours. Additionally, the surface parking lot that is being proposed to support this project will be made available for public use after-hours, assisting in relieving parking challenges during evenings and weekends, especially when special events are held by neighboring institutions.

a) Will not cause substantial injury to the value of neighboring property.

(See answer above.)

a) Is consistent with the Comprehensive Plan, neighborhood development plan (if applicable), and any other official planning and development policies of the City.

The parcels are both located within the University City Civic Complex Historic District. The proposed project complies with all municipal requirements for this historic district as outlined in University City Zoning Code, specifically in relation to Article VI Historic Landmarks and Districts, Division 7 University City Civic Complex Historic District.

The project complies with the spirit of these regulations by virtue of the fact that:

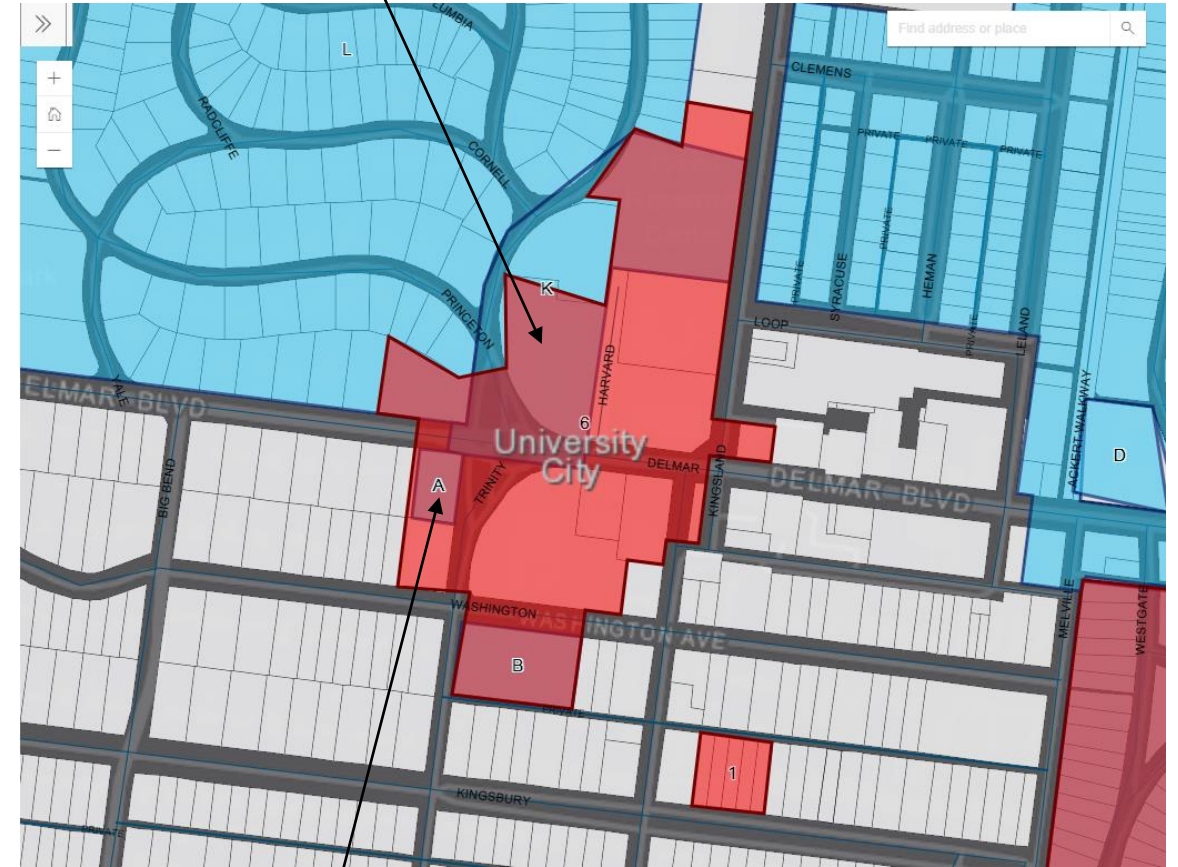
- Demolition is not being sought.
- Building additions are not being proposed.
- The only exterior alterations being proposed are those that will ensure the weather-tightness and longevity of the building including repairs to existing roofs, tuckpointing as needed, and restoration of existing windows.

a) Will provide off-street parking and loading areas in accordance with the standards contained in Article 7 of the University City Zoning Code.

See the following page for detailed parking calculations and a preliminary site plan identifying the parking strategy.

The Civic Plaza District (in red) is a National Historic District.

The district’s underlying concept is “a group of buildings of strongly geometric shapes, each different but united by materials, scale, and formality.”



A. The Assumption Greek Orthodox Church is listed on the National Register of Historic Places (1977).

Parking

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 560 Music Building. This approach is allowable per Zoning Code because all parcels have the same owner.

Per Section 400.2010 of Zoning Code:

If parking is to be located elsewhere than on the lot on which the principal use is located, then the off-site property to be utilized for parking shall be in the same possession (either by deed, or by easement, or long-term lease which has a term equal to or exceeding the projected life or term of lease of the facility bound by covenants filed in the office of the St. Louis County Recorder of Deeds) as the owner of the principal use, except as provided for in Section 400.2130. In addition, the owner of property used for off-site parking shall be bound by covenants filed in the office of the St. Louis County Recorder of Deeds requiring such owner, successors, and assigns to maintain the required number of off-street parking spaces during the existence of such principal use utilizing the property for parking.

It is worth noting, that the existing properties are currently under-parked. Anyone purchasing these buildings will be required to increase parking capacity and comply with these requirements for the location of off-site parking. Because the University owns the 560 Music Building, the solution this project proposes is the only option that meets all current zoning requirements.



Single Family Residential District
 500' Radius
 Arterial Street

Parking Space Requirements

Section 400.2140 Schedule of Off-Street Parking Space Requirements

Use	Minimum Parking Requirements
Amusement centers (indoor)	1 space for each 50 square feet devoted to amusement devices, virtual reality games, restaurants and bar areas
Amusement centers (outdoor)	1 space for each 200 square feet of enclosed building space devoted to customer service and administration; plus 1 space for every 3 persons that the outdoor facilities are designed to accommodate when used to the maximum capacity
Animal hospitals, veterinary clinics, boarding facilities, and grooming facilities	1 space for each 200 square feet of floor area
Art galleries and studios	1 space for each 500 square feet of floor area
Automobile and truck sales, rental, and leasing	1 space for each 400 square feet of floor area of sales and showroom area
Banks and other financial institutions	1 space for each 200 square feet of floor area (see also drive-through facilities)
Barber and beauty shops and/or nail salons or spas (as a principal use)	1 space for each 200 square feet of floor area or 1 space for each styling station, nail station or massage room, whichever is greater
Billiard parlors	(see Amusement centers, indoor)
Bingo halls	(see Places of public assembly)
Bowling alleys	(see Sports and recreational facilities)
Car wash, full-service (as a principal use, with or without automated washing equipment)	8 spaces; plus 10 stacking spaces for each washing bay
Car wash, full-service (as an accessory use, with or without automated washing equipment)	3 stacking spaces for each washing bay
Car wash, self-service	4 stacking spaces for each washing bay; plus 1 parking space per washing bay for drying vehicles; plus 2 stacking spaces for each vacuuming station which is separated from the stacking lanes to the washing bays
Clubs and lodges	1 space for every 3 persons based on design occupancy load per the University City Building Code
Convalescent and nursing homes	1 space for every 3 patients based on designed maximum capacity
Convenience stores	(see Grocery store)

Day-care centers	1 space for every 5 individuals cared for as authorized by State licensing
Dormitories	2 spaces for every 3 beds based on the designed maximum capacity
Drive-through facilities (except as otherwise specified in this Section)	5 stacking spaces for each customer service station, including drive-up service windows, drive-up automated teller machines (ATM), drive-up banking service lanes, but not including drive-up public telephones. Parking circulation aisles shall not be utilized to satisfy this requirement.
Dwellings, multifamily (including elevator, garden, and townhouse buildings)	1.5 spaces for each dwelling unit, except that 2 spaces shall be provided for each dwelling unit containing 2 or more bedrooms; plus visitor parking for dwellings with 6 or more dwelling units, at the rate of 1 parking space for each 6 dwelling units or fraction thereof for the first 30 dwelling units and 1 space for each additional 20 dwelling units
Dwellings, single-family (including attached single-family, detached single-family, and patio dwellings)	2 spaces for each dwelling unit
Dwellings, two-family	2 spaces for each dwelling unit, except that 1.5 spaces may be provided for each dwelling unit in unified developments containing at least 8 two-family or attached single-family dwellings and subject to approval under the planned development procedure
Funeral homes or mortuaries	1 space for each 75 square feet of parlor or chapel area or 1 space for every 5 fixed seats, whichever is greater, but no less than 20 spaces for each parlor or chapel
Furniture or appliance stores	1 space for each 400 square feet of floor area
Gasoline stations	2 spaces; Gasoline stations offering other retail goods for sale, in enclosed space accessible by the customer, shall also comply with the parking requirements for convenience stores. Gasoline stations providing vehicle repair or maintenance services shall also comply with the parking requirements for vehicle repair or service facilities. Gasoline station having accessory car-wash facilities shall provide vehicle-stacking spaces in accordance with car wash, full-service
Gymnasiums	(see Sports and recreation facilities and Places of public assembly)
Hotels or motels	1.1 spaces for every rental unit; plus spaces as required herein for affiliated uses such as restaurants, meeting rooms or banquet facilities
Laundromats, self-service	1 space for each 200 square feet

Parking Space Requirements (cont'd.)

Section 400.2140 Schedule of Off-Street Parking Space Requirements

Manufacturing, warehousing and wholesale uses	1 space for each 1,000 square feet of floor area or 2 spaces for every 3 employees, whichever is greater; plus 1 space for each vehicle customarily used in the operation of the use or stored on the premises; plus spaces as required herein for affiliated uses such as office or retail sales area
Movie theaters	(see Places of public assembly)
Offices, other than dental and medical offices, or offices associated with banking or other financial institutions	1 space for each 300 square feet of floor area, including the basement if used or adaptable to office use
Offices, dental and medical (including outpatient medical clinics, surgery centers, MRI centers, chiropractor offices, and similar uses)	1 space for each 200 square feet of floor area, including the basement if used or adaptable to office use
Places of public assembly (including auditoriums, banquet halls, gymnasiums with spectator seating, meeting rooms, reception halls, sports facilities with spectator seating, theaters, and similar uses)	1 space for every 3.5 seats in the main assembly room (1 seat equals 2 feet of bench length); or where no fixed seating is provided, 1 space for each 50 square feet of floor area, exclusive of kitchen, restrooms and storage areas; plus spaces as required herein for affiliated uses
Places of worship	1 space for every 3.5 seats in the main assembly room (1 seat equals 2 feet of bench length)
Plumbing, heating, and air-conditioning equipment sales or service	1 space for each 300 square feet of floor area devoted to sales area; plus 1 space for each vehicle customarily used in the operation of the use or stored on the premises
Restaurants, bars, and taverns	1 space for each 75 square feet of gross floor area (GFA)
Restaurants, providing drive-through service only	8 stacking spaces for each service window; plus 2 spaces for each customer service window
Restaurants, providing carry-out service only	1 space for each 200 square feet of floor area
Retail stores, retail specialty shops, grocery, and service establishments not elsewhere specified in this Section	1 space for each 200 square feet of floor area
Schools, elementary, junior high, and middle schools (public or private)	1 space for every 20 students based on building design capacity
Schools, high schools	1 space for every 7 students based on building design capacity
Schools, business, professional, or technical schools	1 space for every 3 students based on program capacity
Senior living facilities	0.75 spaces per dwelling unit
Sports and recreational facilities:	
Bowling alleys	5 spaces for each bowling lane; plus spaces otherwise required for any additional uses such as restaurants, bars, and indoor amusement centers
Gymnasiums without spectator seating	1 space for each 100 square feet of floor area (not applicable to gymnasiums associated with schools)

Ice and roller skating rinks	1 space for each 100 square feet of skating area; plus spaces otherwise required for spectator seating
Racquet sport courts, including handball, racquetball, squash, and tennis courts	3 spaces for each court; plus spaces otherwise required for spectator seating
Recreation centers, general purpose	1 space for each 300 square feet of floor area
Swimming pools	1 space for each 75 square feet of pool area, including patio areas; plus spaces otherwise required for spectator seating
Vehicle repair or service facilities	4 spaces for each service/repair bay or station; plus 1 space for each vehicle customarily used in the operation of the use or stored on the premises
Warehousing, self-service storage	5 spaces for the first 5,000 square feet of storage area; plus 1 space for each additional 5,000 square feet of storage area

Parking Calculations

The following parking calculations apply to this project:

	Metric (Per Zoning Code)	Area (NSF per Program)	Notes
Offices "Offices, other than dental and medical offices, or offices associated with banking or other financial institutions"	1 space for each 300 square feet of floor area	5,460 NSF	All faculty and staff offices, office support spaces (including office suite reception areas) have been included within this square footage.
Educational Spaces "Schools, business, professional, or technical schools"	1 space for every 3 students based on total program capacity	99 Students (Total Capacity)	Per Zoning Code, this calculation encompasses the parking needs for all educational spaces and educational support spaces in this building for this academic department.

= 18.2 Spaces →

= 33 Spaces →

Additional Parking Considerations:

—
There are 15 FTE (full-time equivalent) employees, inclusive of faculty and staff, employed by the Department. Staff will arrive in the morning, as part of regular commuter traffic, work within the building all day, and leave in the evening.

—
Courses are primarily held during the Fall and Spring semesters, Monday – Friday from 9 AM to 5 PM, with peak academic hours of 10 AM to 3 PM.

Of the 99 total students, 29 are majors or minors in the department and will be within the buildings for extended periods of time. The remaining 70 students take a single elective course and will be at the building infrequently.

In addition to the nearby public transportation bus stop, the University will provide a shuttle to serve these buildings. Based on historic shuttle usage on campus, it is expected that a majority of students will use the shuttle.

Total Requirement = 51.2 Spaces

Per Zoning Code, a 10% reduction of parking requirements is allowable if there is nearby public transportation. There is a bus stop at Washington and Trinity, which is well within the 500' requirement.

- Section 400.2130 of Zoning Code: Exception For Uses Located Near Transit Stations And Stops. For uses located within five hundred (500) feet of a public transit station or stop, the off-street parking requirements may be reduced by ten percent (10%). The Loop Trolley stops and stations shall not be included in this exception.

Total Requirement with Allowable 10% Reduction = 46 Spaces

Site Plan - Existing

Currently, 6900 & 6901 have a shared parking lot with a total of 15 parking spaces.

This parking lot previously accommodated church staff, commercial tenants in 6900, and until 2020 it supported the UUM Preschool which operated out of 6901. With the preschool driving heavy peak traffic demands in this area, pick-up and drop-off traffic was accommodated through street parking, the 560 drive lane, and the Trinity "spur road" out of necessity.

The 6900 building does have an existing drop-off along Trinity. The size and turning radius of this drop-off does not accommodate truck traffic. The width of the drive lane does not accommodate parking while allowing one-way traffic. There is no marked parking here.

For reference: The 560 drive lane includes marked parking for 5 ADA spaces and 4 temporary drop-off spaces (with a posted 30-minute time limit).



Site Plan – Proposed (Preliminary Scenario – A, Revised 3/10/2023)

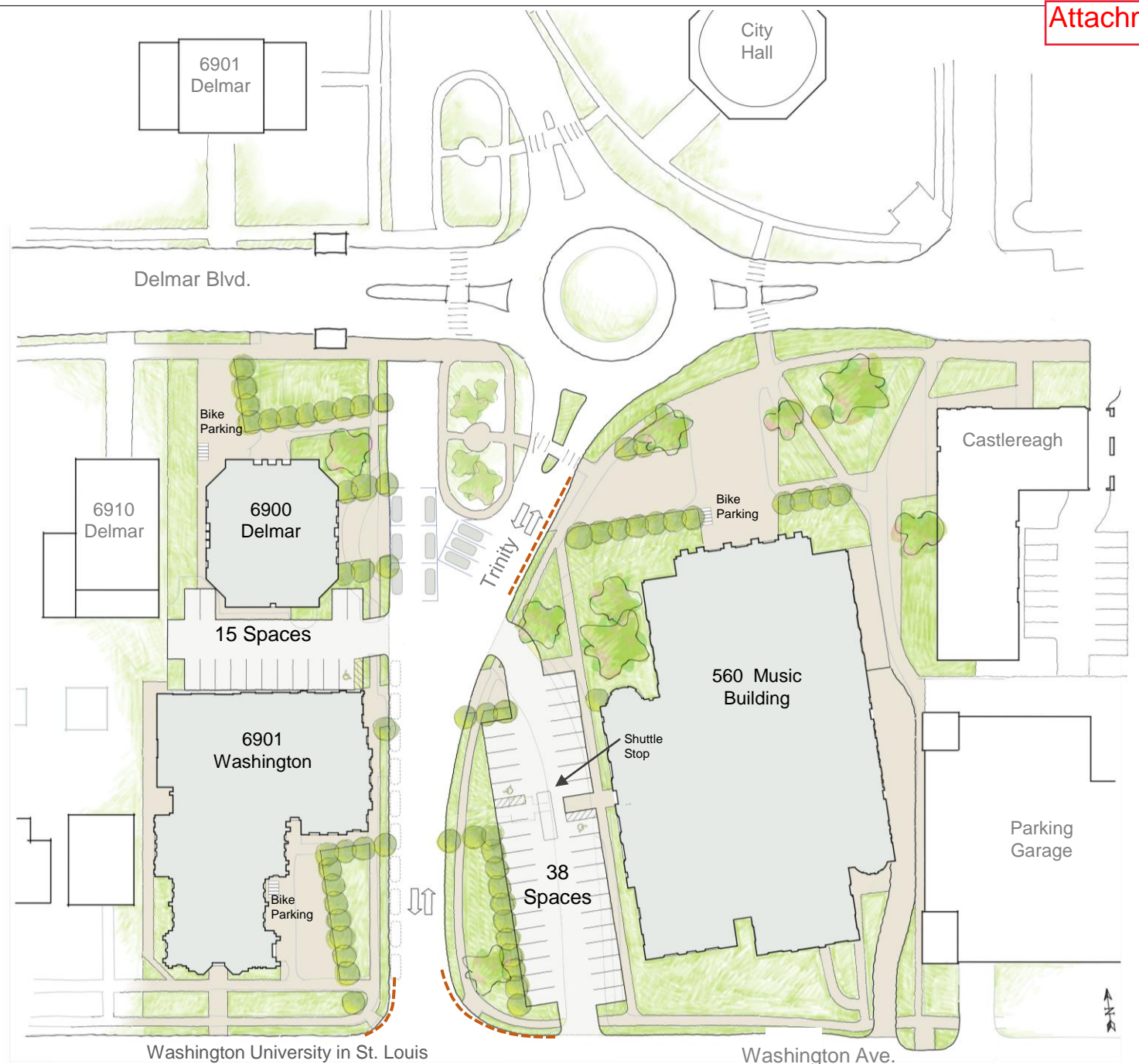
Disclaimer:
1. Site plan is preliminary, created to test parking capacity to meet municipal zoning requirements for the site.

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 48 Spaces is possible with this configuration; a net addition of 33 spaces over the existing condition.

15 existing spaces + a net addition of 33 spaces at 560 Trinity (38 new spaces – 5 existing drop-off spaces).

Reminder: 46 spaces will be required for this project.



--- Existing "No Parking From Here to Corner" Zone

1. *Description of the proposed Conditional Use, in narrative form. Please include historical information about the applicant, the company and/or the organization. Explain why this particular site was chosen for the proposal, state the number of employees that will be working at the site, state the hours of operations, explain other features unique to the proposed use and submit any other information that will help the Plan Commission and City Council in their decisions.*

(See project introduction section at beginning of this memo and Traffic Impact Study for this information.)

1. *Estimated impact of the conditional use on the surrounding properties and adjacent streets, including, but not limited to, average daily and peak hour traffic generation, existing traffic volumes of adjacent streets, if available, use of outdoor intercoms, and any other operational characteristics of the proposed use that may have impacts on other adjacent or nearby properties.*

(See Traffic Impact Study, included as Attachment B.)

1. *Legal description of the property(s) proposed for the Conditional Use Permit, when the proposed use involves a substantial addition of new construction.*

(Not applicable.)

FEBRUARY 24, 2023

Washington University Traffic Impact Study

University City, Missouri

Prepared for:

Christner Architects
621 N. Skinker Boulevard, Suite 220
St. Louis, Missouri 63130

Prepared by:

Lochmueller Group
411 N. 10th Street
Suite 200
St. Louis, MO 63101
314.621.3395



Project Number 522-0146

Table of Contents

List of Figures	ii
List of Tables	ii
Executive Summary.....	iii
Introduction	1
2023 Baseline Conditions.....	2
Existing Roadway Network	2
Existing Multimodal Accommodations	4
2023 Baseline Traffic Conditions.....	5
2023 Baseline Operating Conditions.....	6
Proposed Development	8
Trip Generation.....	8
Directional Distribution.....	10
Site Access and Internal Circulation Recommendations	13
2023 Forecasted Conditions	14
Forecasted Traffic Volumes	14
Forecasted Operating Conditions	14
Conclusions	17

List of Figures

Figure 1. Site Area	1
Figure 2. Existing Lane Configuration and Traffic Control	3
Figure 3. Washington University Shuttle Route.....	4
Figure 4. 2023 Baseline Traffic Volumes.....	5
Figure 5. Directional Distribution for Site-Generated Trips.....	11
Figure 6. Proposed Development Site-Generated Trips	12
Figure 7. Recommended Improvements	14
Figure 8. 2023 Forecasted Traffic Volumes (with the Proposed Development).....	15

List of Tables

Table 1. MetroBus Stops Within Study Area.....	4
Table 2. Intersection Level of Service Thresholds.....	6
Table 3. 2023 Baseline Traffic Operating Conditions.....	7
Table 4. Anticipated Daily Site Occupants	8
Table 5. Transportation Mode Split for Students & Faculty	9
Table 6. Proposed Development Vehicular Trip Generation Forecast	10
Table 7. Directional Distribution Percentages	10
Table 8. 2023 Forecasted Traffic Operating Conditions	16

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.

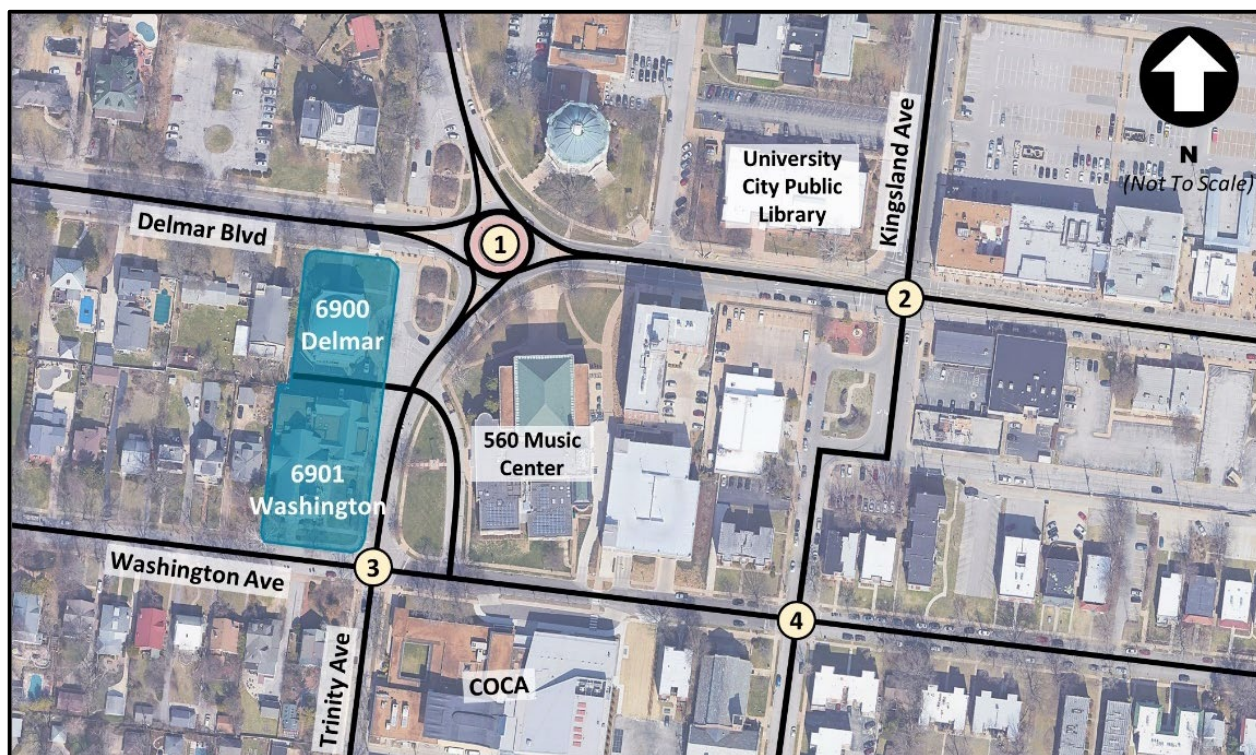


Figure 1. Site Area

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**.

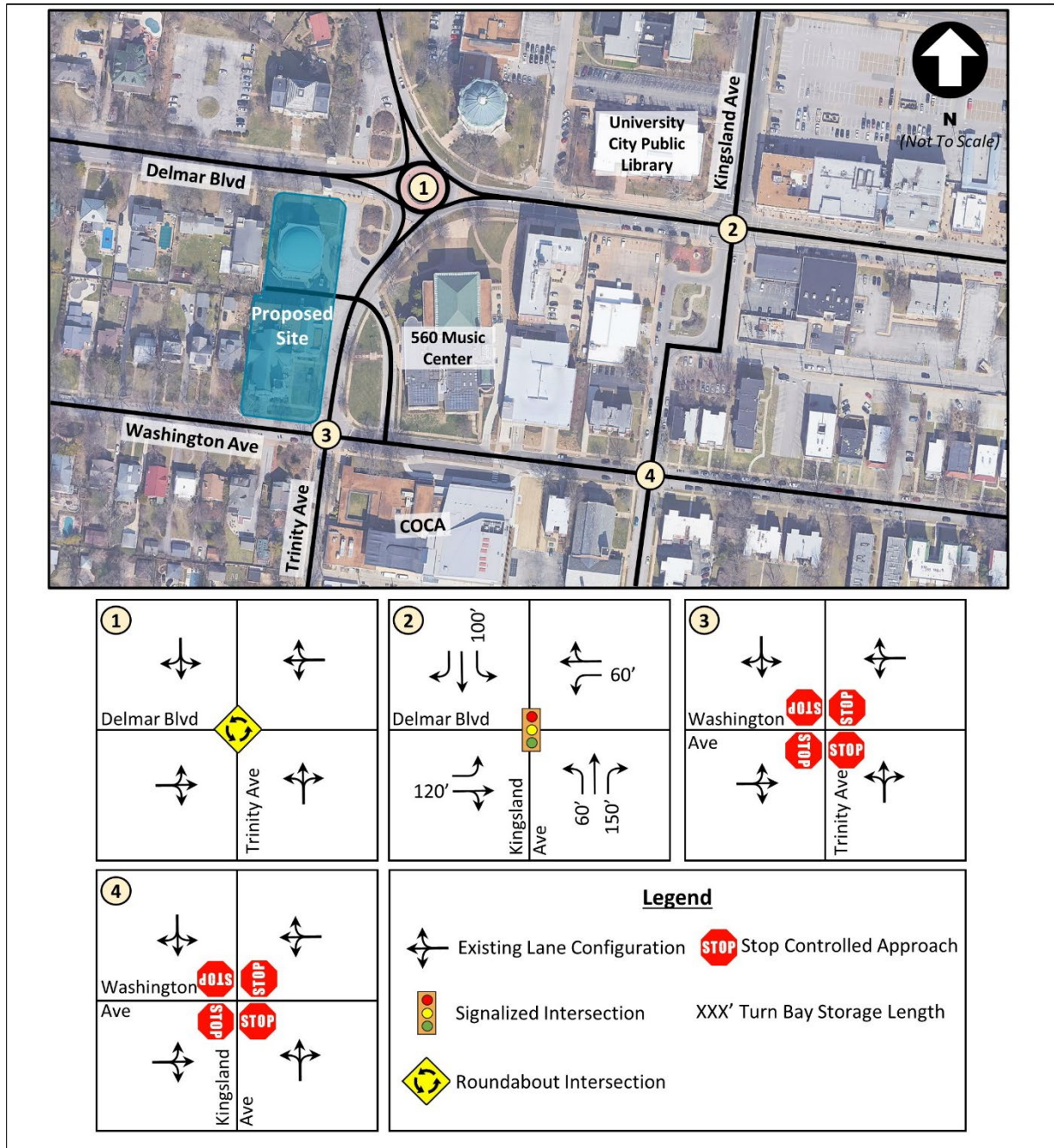


Figure 2. Existing Lane Configuration and Traffic Control

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**).

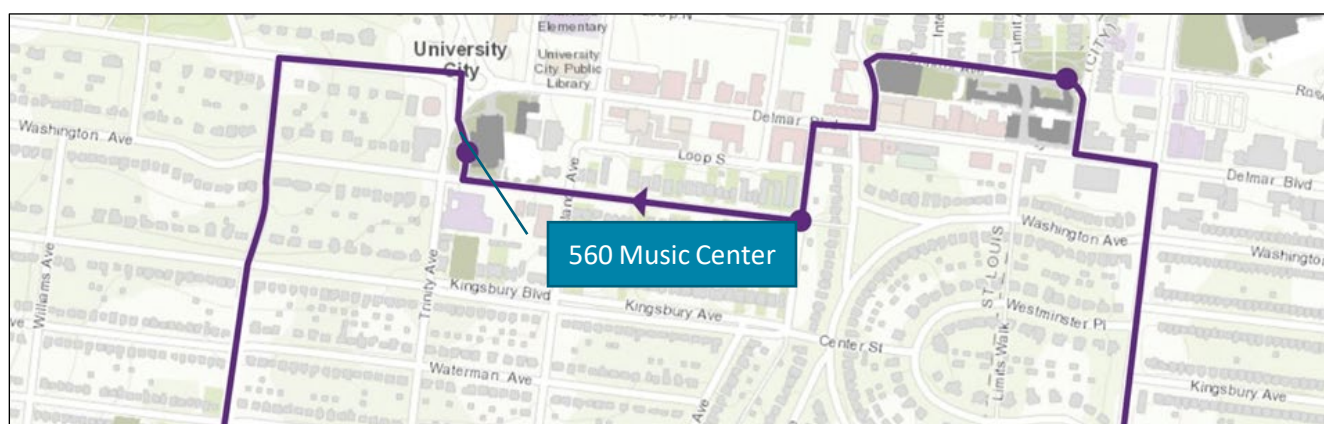


Figure 3. Washington University Shuttle Route

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**.

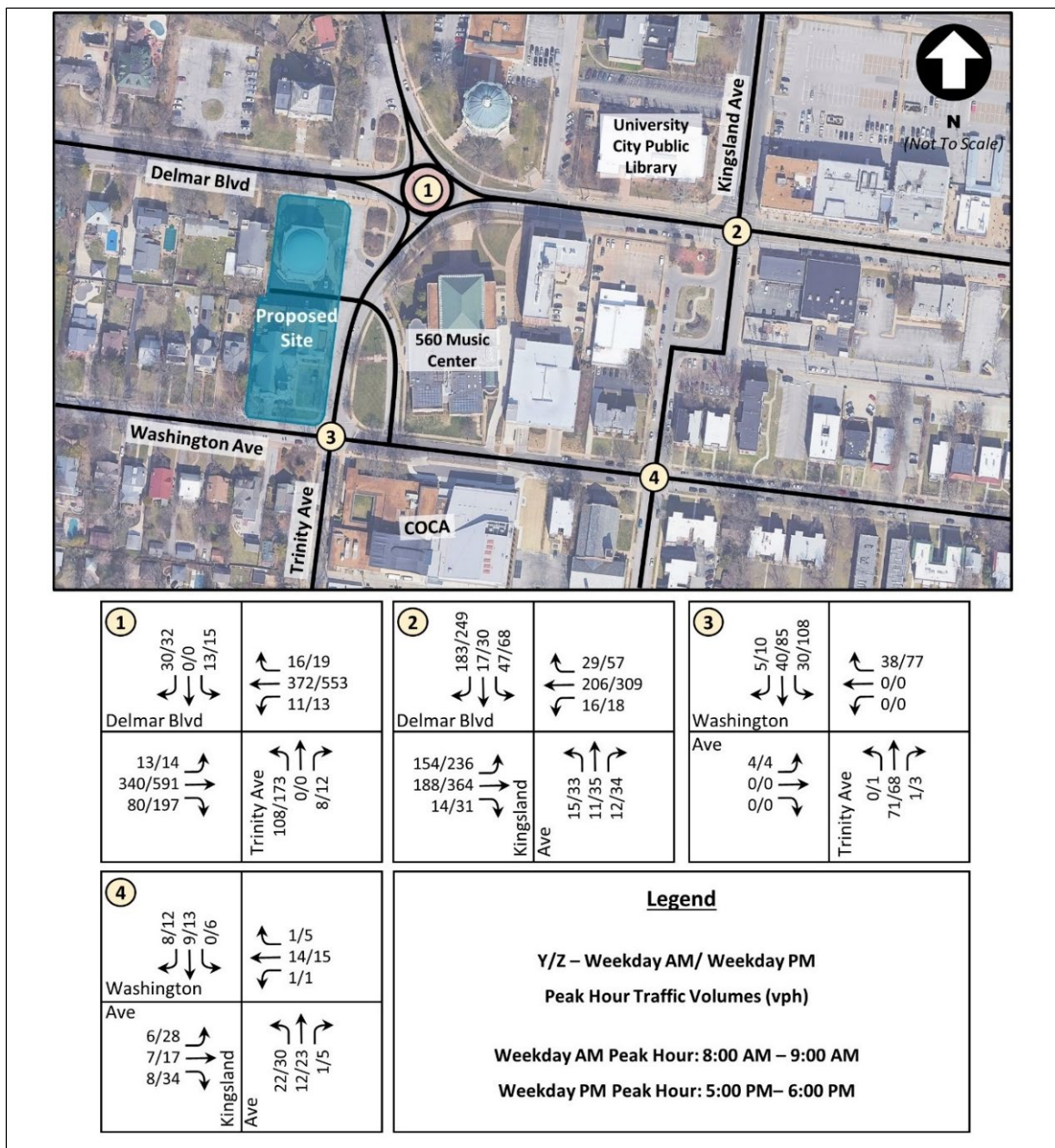


Figure 4. 2023 Baseline Traffic Volumes

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) [95 th % 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%

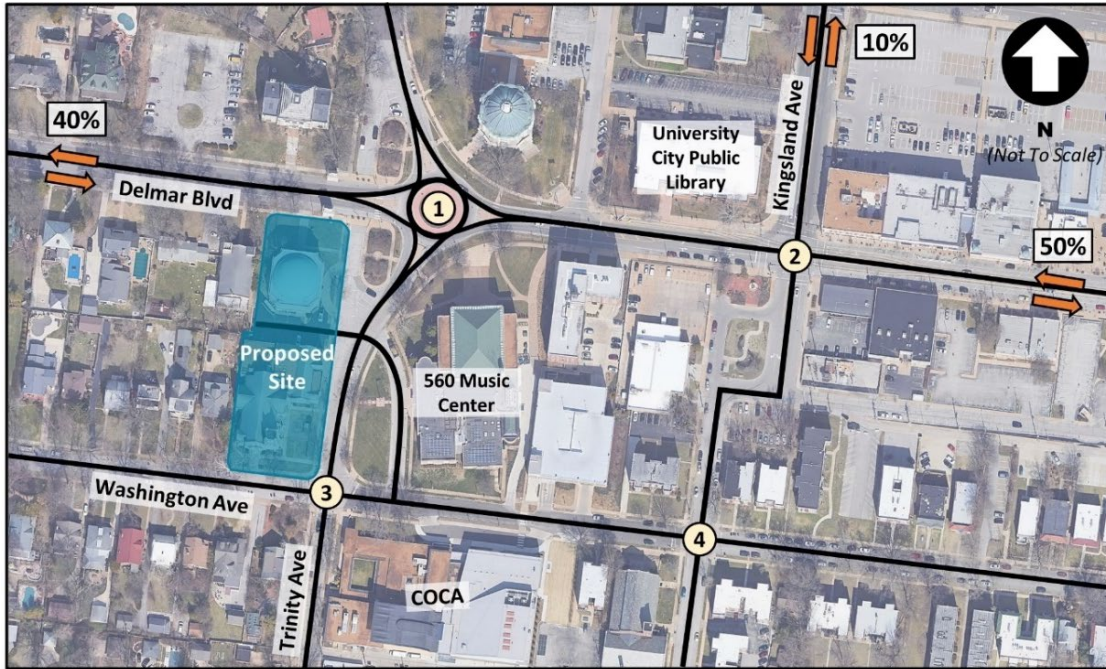


Figure 5. Directional Distribution for Site-Generated Trips

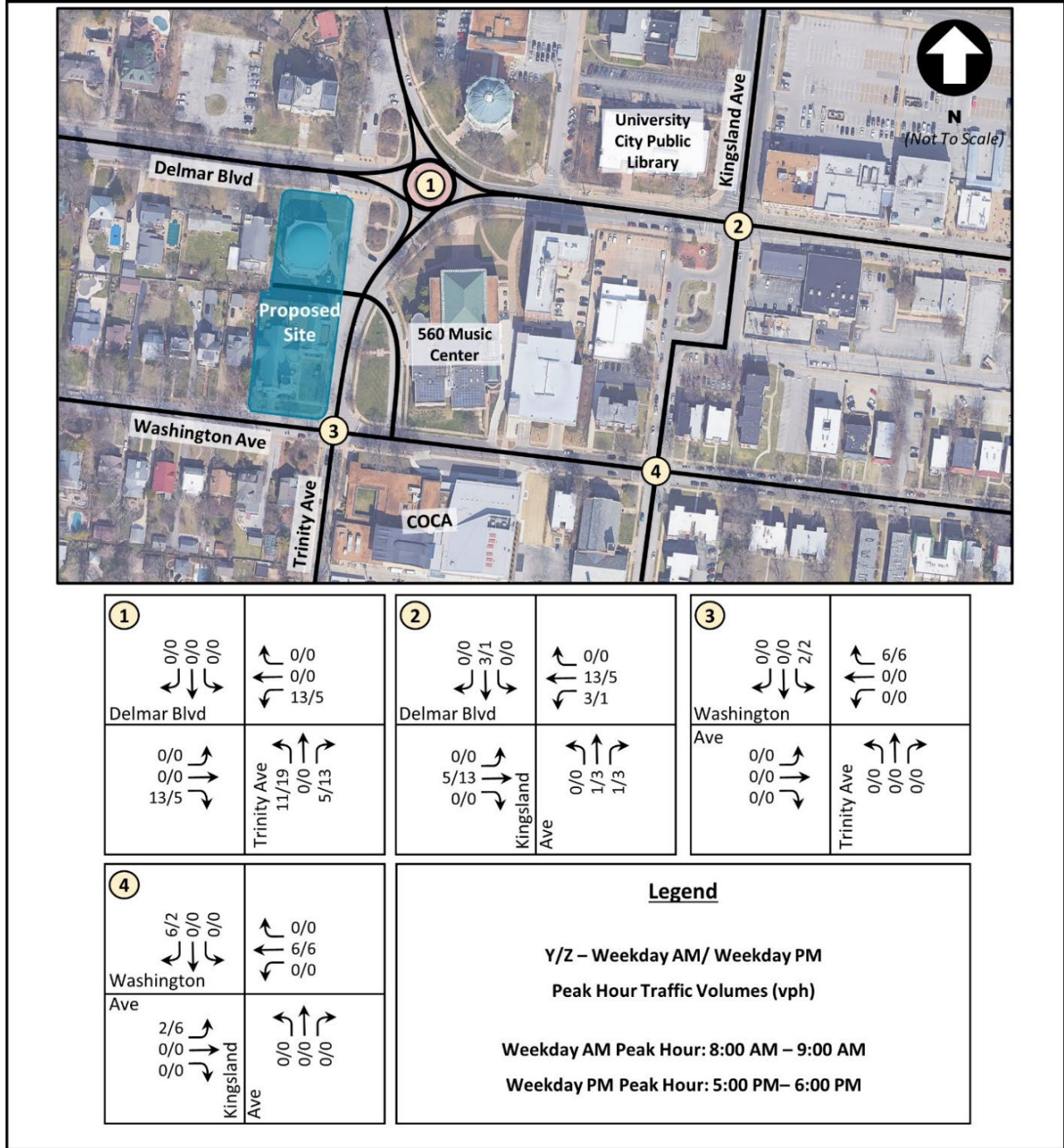


Figure 6. Proposed Development Site-Generated Trips

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**.

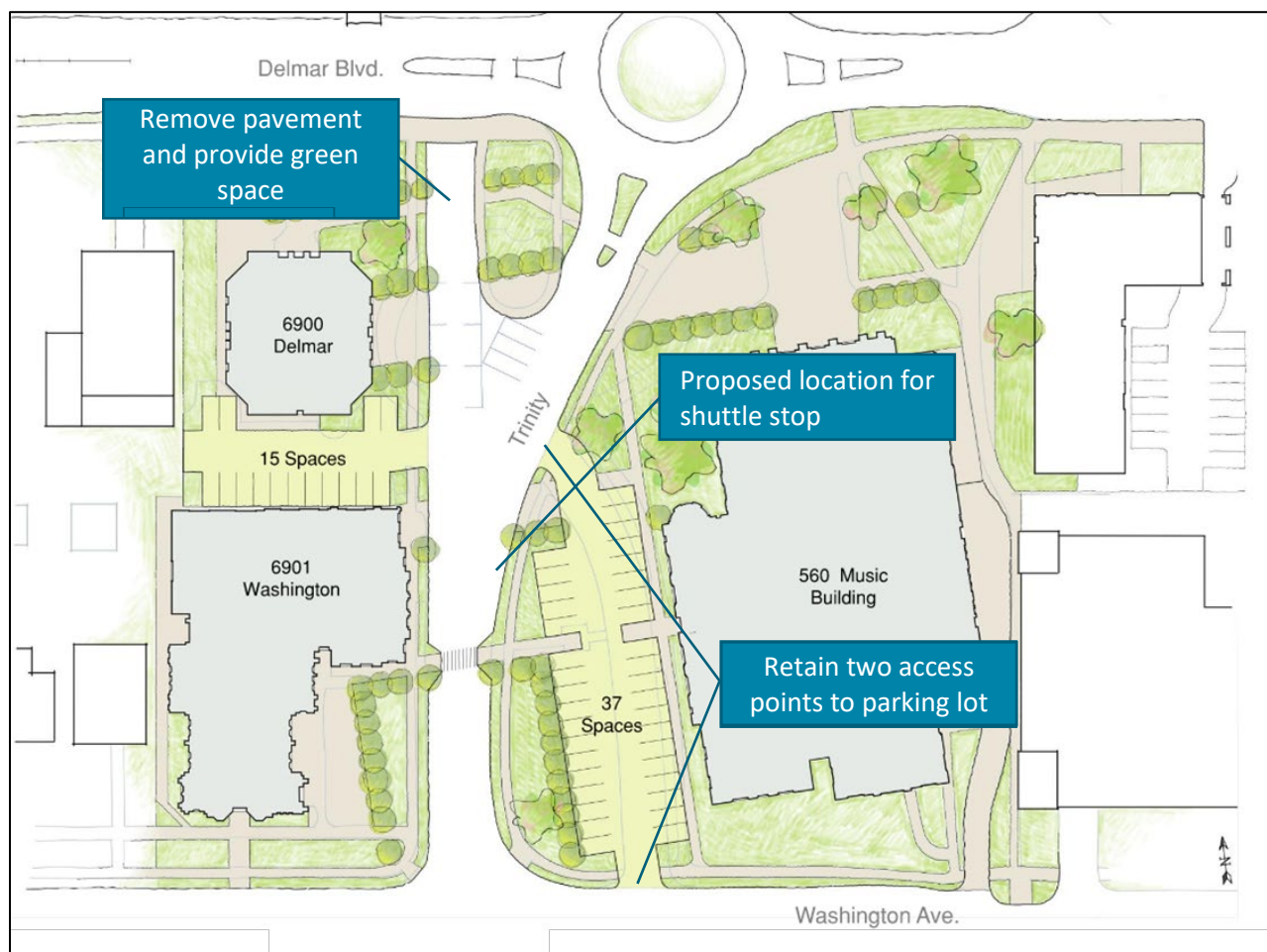


Figure 7. Recommended Improvements

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.

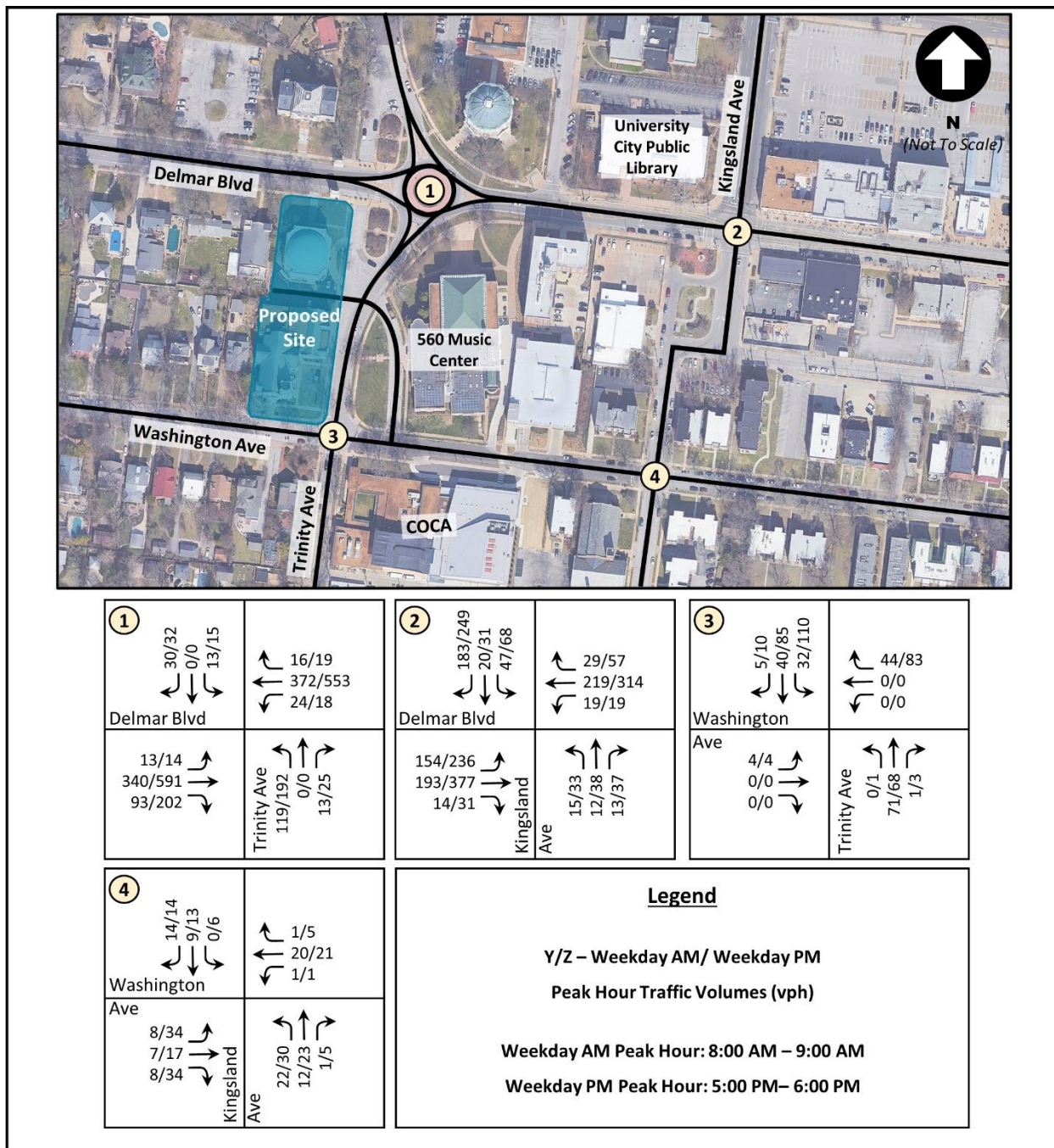


Figure 8. 2023 Forecasted Traffic Volumes (with the Proposed Development)

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) [95 th % 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.

December 12, 2022

John Wagner
Director of Planning & Development
University City, MO

Re: Public Hearing Comments regarding prospective purchase and redevelopment of properties at 6900 Delmar Boulevard and 6901 Washington Avenue by Washington University

Mr. Wagner,

We have lived on the 6900 block of Washington Avenue for over 15 years. We have been concerned with the length of time the beautiful buildings at 6900 Delmar Boulevard and 6901 Washington Avenue have been vacant. We were thrilled when we learned that Washington University is the prospective buyer of these properties with specific plans to renovate the buildings and the surrounding grounds.

We strongly feel that this purchase and redevelopment by Washington University is in the best interest of our neighborhood. Washington University has proved to be a very good neighbor in the music building on Trinity and in the redevelopment of apartment buildings all throughout the neighborhood. We also benefit from the additional security that Washington University provides for their students.

We understand neighbors' concerns about traffic and parked cars and we appreciate any efforts to keep traffic and parking off the 6900 block of Washington Avenue.

Thank you.
Lori and J.Y. Miller
6941 Washington Avenue



Grace

United Methodist Church

April 3, 2023

Re: Request for Approval of Sale of 6901 Washington

Dr. John Wagner
Planning Director City of University City
City Hall
6801 Delmar Blvd,
University City, MO 63130

Dear Dr. Wagner:

This letter is written on behalf of Grace United Methodist Church, St. Louis (“Grace Church”). Grace Church is the current owner of the building after its merger with University United Methodist Church (“University Methodist”). One of the driving forces behind the merger was the financial challenges University Methodist faced in adequately maintaining its 100+ year old building on Washington. University Methodist wanted to use the resources it had to help to improve the lives of others – not utilize all of its resources on building maintenance. Although the combined congregation has more financial resources, it will be difficult, if not impossible, for Grace Church to maintain the building at 6901 Washington for the long term without having its other activities seriously impacted. Although our members who were originally part of the University Methodist congregation have a strong attachment to the building and want it maintained and preserved for the future, we are seriously concerned that if the sale does not go through we will be unable to maintain and preserve it adequately. Consequently, it is extremely important that University City approve the sale to Washington University.

There is little question that Washington University is the most qualified (and perhaps only realistic) buyer for this property. They have the expertise and resources to properly renovate and maintain this historic structure. Further, the parking and traffic needs resulting from their use will likely be far less than those that would result from a new church or other entity occupying the building. Their use will also likely result in fewer traffic and parking issues for the community than those the community experienced when University Methodist had an active preschool, a food pantry and evening meetings and activities – in addition to its Sunday morning and daily activities.

As the City may know, Grace Church has leased the building to the University City Public Library so that they could store their books and house their administrative offices during their construction. We have done so at a below market rate, and their rent does not actually


cover our costs of maintaining the building. When they vacate the building, the building will become a more serious financial hardship for Grace Church. The church does not want to use its resources to maintain a vacant building at the expense of other missions. As I am sure many of you are aware, Grace Church has a large number of members and regular attendees from University City and the building the combined congregation utilizes is located at Skinker & Waterman - half a block away from the University City limits. The church actively supports its neighbors and community by, for example, providing monetary support and volunteers to the University City Public Schools, SHED, HPES and Welcome Neighbor STL. Certainly, the church's resources are better used to support these efforts than to maintain an empty building, and this community organization support is much more beneficial to the University City community.

We have been in discussions with Washington University for over two (2) years regarding their purchase and future care of the building. Washington University has been in communication with University City for over fourteen (14) months.

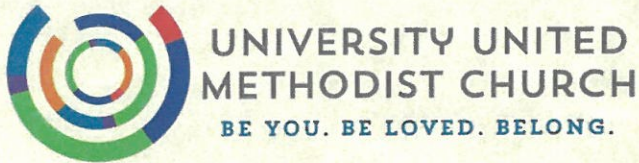
On behalf of the church and its members, we would urge University City to approve the conditional use permit and text amendment to allow Washington University to buy the building. We are certain that the City does not want a vacant, deteriorating building at 6901 Washington. Washington University and the church have worked hard to obtain and address the neighborhood's concerns and any possible adverse impact on the community. In the meetings, residents have not been opposed to Washington University as the purchaser, nor has anyone shown that it will result in traffic or parking issues that did not exist when the church and pre-school were active prior to Covid closures. Residents seem to have simply used the approval process to address any other concerns they have about traffic, parking or student activities in the neighborhood. We are confident that Washington University's purchase is the best option for this property, and that they will continue to make the building something that the community can be proud of.

Thank you for your consideration.

Yours truly,



Theodore D. Dearing
Chair Board of Trustees



April 7, 2023

To the Members of the University City Planning Commission:

My name is Brad Hershey. I was the Executive Trustee for University United Methodist Church prior to our merger with Grace United Methodist Church. At the beginning of 2020, the congregation of University Church had fallen to under seventy active members. We no longer felt we could remain true to our mission of serving our local and larger community when the vast majority of our resources were devoted to paying our minister and maintaining our church building.

University Church has been on the corner of Washington and Trinity for 113 years. University Church had a membership of between five hundred and a thousand local residents during the last century. Our church provided the founding leadership for Health Protection and Education Services; we started and supported Kid's Place which served children from Delmar Harvard elementary school; we supported a preschool for nearly four decades to help families in our local area, and we had a food pantry to serve local families in need. Our tradition of service to the community is long. We hope that our church building can continue our legacy of service to University City even as our congregation joins with Grace Church to extend our outreach.

The University Church leadership decided to approach Washington University as a possible buyer for our property. We wanted to find a buyer that has the resources to maintain and use the building in a manner that would add value to the neighborhood which we have been part of for so long. Our observation is that Washington University is an outstanding steward of their property and has a vested interest in keeping the property safe, well maintained and productive.

We have supported Washington University in their efforts to satisfy the University City requirements. We have also met with neighbors to try to address their concerns. We want you to know that we support the sale and have been impressed by the amount of resources and work Washington University has put into this effort already. We can think of no other buyer that would be willing to devote the time and money necessary to restore the historic church building as well as improve parking and landscaping surrounding it.

The proceeds from the sale will support and strengthen Grace Church. It will help us extend our mission to serve and support the local needs of our community. We have no other interested buyer at this time. The building will become vacant once the University City Library completes their renovation in the next month or two.

We are fearful that University Church could become one of the many churches that are standing vacant and deteriorating. Grace Church does not have the long term resources to maintain and insure a large vacant building and to protect it against vandalism. We do not want this historic building, which has served us so well and has been a source of pride of our congregation, to become a burden to the neighborhood and community.

We hope that University City will approve the Conditional Use permit and text amendment to allow the sale of University Church to Washington University to move forward.

Respectfully,

Brad Hershey

6901 WASHINGTON AVE.
ST. LOUIS, MO 63130
314.863.8055
UNIVERSITYUMC.COM

Mary Kennedy

From: Mary Kennedy
Sent: Friday, April 21, 2023 10:24 AM
To: Mary Kennedy
Subject: RE: CUP 22-13

From: Steve-Amy Slapshak <slapshak@me.com>
Sent: Monday, April 17, 2023 11:30 AM
To: John Wagner <jwagner@ucitymo.org>
Cc: Schooler, JoAnna <joanna.schooler@wustl.edu>
Subject: CUP 22-13

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning. I am one of the three trustees of University Heights 2 subdivision and reside on Washington Ave. As residents, my husband and I both personally are in full support of Washington University purchasing the properties at 6900 Delmar and 6901 Washington Ave. Being a trustee, however, I have been the recipient of many concerns our particular neighborhood has in relation to this sale and would like to convey the main concerns.

1) **Parking on Washington Ave:** As you already know, our street is privately owned and marked with signage, however non residents still attempt to park on our street, and we expect this to only increase with Wash U students regardless of signage. We would like an agreed upon plan of action to deter this happening in writing and as a legal part of the closing agreement of the sale of these properties. We strongly feel Washington University should incur the costs associated with this since these likely parking violations will happen solely due to Washington University owning and utilizing these buildings. Ideas that have been discussed in order of preference are: Wash U provided security patrolling our street 24/7, an electronic gate, and/or residential parking stickers.

2) **Placement of HVAC and outdoor lighting:** We would like an exact diagram and commitment in writing and a legal part of the closing agreement of the sale of these properties to the placement of any external 'noise' or light related items that will affect nearby neighborhood houses.

Other concerns expressed include wanting to know and have in writing the exact material used for the parking lot; will the buildings and outdoor areas be smoke free zones; what process would Washington University have to go through to add evening/weekend/summer classes or other changes in use in the future not noted in this sale transaction.

Based on our neighborhood Declaration of Trust and Agreement established in 1904, it is believed that we hold some amount of legal authority over the use of the land these properties are on. Speaking for the trustees, we'd very much like to mutually and contractually agree upon the specific items mentioned above without having to seek further legal actions to come to a resolution.

Amy & Steve Slapshak