



Department of Public Works and Parks

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

**TRAFFIC COMMISSION MEETING
HEMAN PARK COMMUNITY CENTER
975 PENNSYLVANIA
WEDNESDAY, July 12, 2023
6:30 PM**

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

❖ June 14, 2023

5. Agenda items:

- A. Comprehensive Plan Goals, Objectives, and Actions
- B. Traffic Request- Balson Ave.- Continue Discussion- Traffic Calming.
- C. Traffic Request- Taco Buddha - Request for parking analysis of area around this and adjoining business. -Continue discussion.
- D. Traffic Request- Mount Olive Avenue - Request to install speed bumps north of Olive Blvd.
- E. Traffic Request - Mooney Park Crosswalk. -Continue discussion.
- F. Multi-family residential parking permits.

6. Council Liaison Report

7. Miscellaneous Business

8. Adjournment

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

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

Date: June 14, 2023

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

2. Roll Call

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

3. Approval of Agenda

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

4. Approval of Minutes of May 10th 2023 meeting:

Corrections: Mr Mulligan name corrected, Councilman Fuller name corrected
Motion by Commissioner Tiers to approve the minutes as corrected, motion 2nd by Commissioner Zelenovich. Motion approved by a unanimous voice vote of the Commission.

5. Agenda items

A. Balson Ave speed bump petition by resident Chris Novel 7354 Balson Ave.
Discussion ensued by petitioner and commissioners.

Action/recommendations items: Planters (90 day trial) traffic calming at circle, review speed limit signs from Midland to Hanley, review re-striping crosswalks at round-about.

B. Taco Buddha requested to restrict parking for curbside pick-up along 7401 and 7405 Pershing during business hours.

Discussion ensued about parking and code requirements. Motion by Commissioner Tiers 2nd by Commissioner Moran to table discussion on Curbside pick up signs until the next meeting, requesting Kurt Eller to appear at the July 12th traffic commission meeting.

Motion by Commissioner Zelenovich to remove the no parking signs on Pershing Ave from the alley at 7405 Pershing to W Point Ct. 2nd by Commissioner Schaefer, Motion approved by a unanimous voice vote of the Commission.

C. Motion by commissioner Moran to recommend the petition to restrict parking along the 400-425 block of W Point Ct (both sides) from Kingsbury Blvd to Pershing Ave and on the south side of 7400 block of Kingsbury Blvd from W Point Ct to Jackson Ave. 2nd by Commissioner Tiers, Motion approved by a unanimous voice vote of the Commission.

D. Traffic request for speed bumps along Mount Olive north of Olive Blvd. Tabled

E. Request for crosswalk at Mooney Park, discussion ensued. Request that the missing crosswalk sign/pylon be replaced by Public works, no commission action needed. Discussion ensued on police enforcement in the area.

F. Residential parking petition along the 7000-7100 Forsyth. Discussion ensued about multi family resident parking. Motion by commissioner Tiers to accept the recommendations of councilman Hale's as attached and 2nd by commissioner Moran, Motion approved by a unanimous voice vote of the Commission.

6. Council Liaison Report Councilman Fuller report:

MSD and storm water commission discussions. Pool planning to open in July. Library to open June 26th

7. Miscellaneous Business. No new business

8. Adjournment. No further business appearing,

Commissioner Moran made a motion to Adjourn, Motion was 2nd by Commissioner Tiers, Adjourned at 8:44PM

Respectfully submitted,

Larry Zelenovich, Commissioner/Secretary



Draft Comprehensive Plan Goals, Objectives, and Actions **Updated July 11, 2023** for the July 12, Traffic Commission Meeting

The following draft goals, objectives, and actions have been developed for consideration and comment for potential inclusion in University City's comprehensive plan.

Highlighted in blue are those action items that we would like the Traffic Commission to focus on. Action items that include additional italicized text are the key draft recommendations that will be focused on in Round 2 of community engagement this summer. Ultimately, all actions will have similar supporting text.

Context

(Some of the following will be included as introductory information at the Open House. This information will ultimately be included in the final plan document).

University City was incorporated in 1906. In the 127 years since then, the city has grown and changed and been influenced by the greater St. Louis region as well as world events. Our community is still impacted by that history and our community has shared that these are the most important areas to address. The comprehensive plan is intended to address two major community challenges that have come from that history.

First, historic discriminatory practices in housing and real estate. University City is home to just over three miles of the "Delmar Divide," described by Wikipedia as

...a socioeconomic and racial dividing line in St. Louis, Missouri. The term was popularized outside Greater St. Louis by a four-minute documentary from the BBC. Delmar Blvd. is an east-west street with its western terminus in the municipality of Olivette, Missouri extending into the City of St. Louis. There is a dense concentration of eclectic commerce on Delmar Blvd. near the municipal borders of University City and St. Louis. This area is known as the Delmar Loop. Delmar Blvd. is referred to as a "divide" in reference to the dramatic difference in racial populations in the neighborhoods to its immediate north and south: as of 2012, residents south of Delmar are 73% white, while residents north of Delmar are 98% black, and because of corresponding distinct socioeconomic, cultural, and public policy differences.

Notably, University City has sought proactively to address this major concern, most notably through the establishment of the University City Residential Service which for two decades monitored realtors to assess for racial steering and provided home sale and rental listings particularly to persons of color who had experienced exclusion.

The legacy of this history shows up within the city, with significant differences in racial populations between the city's three wards. This history has created significant barriers to freedom of movement within University City.

In drafting an urban renewal proposal in 1962, University City officials candidly feared that redevelopment might bring with it an influx of "lower class transients and Negroes." Once that transition was under way, the City responded with efforts to stem blockbusting (including a ban on "for sale" signs) with its own fair housing ordinance. But such efforts were trumped by realtors who scoffed at "social do-gooders: and continued to steer white clients away from "changing" neighborhoods. In 1970, the Post-Dispatch observed bluntly that University City was "no longer one of the more desirable areas of St. Louis County," citing as its first reason "a great influx of minority groups." In the eyes of local civil rights groups, realtors' "concession" to fair housing amounted to little more than giving up on pockets of the County (especially inner-ring suburbs such as University City) in order to protect the rest. Mapping Decline pp 87-88



1. Use proactive measures to promote development that aligns with this plan.

- a. Update the zoning code to support the implementation of this plan.
The City’s zoning code is the primary means of implementing the recommendations illustrated on the Future Land Use and Character Map. The City’s current regulations strictly regulate use but provide limited guidance on form or quality, which can result in development that doesn’t contribute positively to the City in the ways that are desired. Best practices in modern zoning codes often provide more flexibility in the use of buildings and clearer guidelines and standards for building form and quality.
- b. Encourage mixed-use communities where people enjoy easy access to jobs and services in connection with the Future Character and Land Use map.
- c. Establish zoning overlay districts that promote Transit-Oriented Development (development that creates dense, walkable, and mixed-use spaces near transit) near MetroLink stations and major MetroBus routes.
- d. Remove barriers in the zoning code and specify form-based standards for the development of duplexes, triplexes, and other forms of “missing middle” housing.
“Missing middle” housing includes housing that falls between single-family homes and large apartment buildings, such as duplexes, triplexes, courtyard apartments, and townhomes. The City can expand this type of housing by amending the zoning code both to allow for new housing of these types and to ease the requirements for upgrading and renovating existing missing middle housing in the city and to bring non-conforming uses into legal compliance. Special attention should be made to providing housing options that fit into the city’s existing neighborhoods in form and scale. These types of housing should especially be encouraged in areas that are well served by transit.
- e. Evaluate allowing Accessory Dwelling Units (ADUs) in areas designated “Traditional Neighborhood” in this plan.
- f. Modernize or remove definitions of family or household relationships in the zoning ordinance to reflect changing household composition and lifestyles.
- g. Evaluate “MixTape” zoning to better allow mixing of uses and live-work-play environments.
- h. Regularly update building codes to most recent ICC Codes.
- i. Revise the zoning code for barriers to green energy and green development (e.g., residential solar panels, electric vehicle charging stations).
- j. Investigate establishing and/or supporting an existing Community Development Corporation (CDC) to address housing affordability, vacancy, maintenance, and stability in University City.

2. Proactively manage vacancy.

- a. Strengthen the City’s existing vacant property registration program.
- b. Create a program for selling vacant and/or oddly-shaped parcels to neighboring property owners, such as a “Mow to Own” program.
- c. Prioritize City control of vacant parcels when possible. Use the City’s Land Clearance for Redevelopment Authority (LCRA) (or similar mechanism) for acquisition of vacant properties.
The City should proactively manage vacant sites to facilitate maintenance of properties and potential infill or redevelopment. Strategies such as land banking allow the City to hold land for future uses, which could include consolidation of lots for redevelopment, lot sales to adjacent property owners, “adopt-a-lot” maintenance programs, or reuse for green space. These strategies can also address odd lots (oddly shaped lots) that are especially challenging to redevelop.
- d. Create and monitor a citywide vacant property database.

- e. Promote green reuse strategies for utilizing vacant parcels in partnership with existing organizations and programs (e.g., MSD, Missouri Botanical Garden, U City in Bloom).

The City should identify vacant lots that are not suitable for infill development, particularly those at risk of flooding, and utilize these lots to expand the open space network. Green reuse strategies could support a range of kinds of spaces such as community gardens, rain gardens, pollinator gardens, natural plantings areas, low-maintenance trailways, or pocket parks. Green reuse strategies can improve stormwater management, protect property values, and enhance neighborhood character, quality of life, and environmental stewardship. The process of designing and/or making physical improvements to such spaces can also be a community-building opportunity, bringing residents from different parts of the city together.

3. Create attractive, cohesive, compact, and diverse residential areas throughout the city.

- a. Encourage infill and redevelopment in strategic locations to restore and/or create more vibrant, walkable neighborhoods that meet the needs of households at a variety of income levels.
- b. Monitor conditions at larger, aging multi-family developments and support redevelopment potential.
- c. Selectively encourage increased residential density on main connecting streets, including on lots that were formerly occupied by single-family homes.

4. Remove barriers that limit vibrant commercial and mixed-use districts.

- a. Encourage the creation of neighborhood-scale commercial uses.
- b. Explore the use of parking maximums and mandatory shared parking in higher density, mixed-use areas (e.g., Activity Centers).
- c. Revise automobile-related standards and requirements, such as mandatory parking minimums, to encourage alternatives to automobile-based transportation.
- d. Revise dimensional regulations (e.g., height, setbacks) and permitted uses in the zoning code to allow more compact development in mixed-use areas (e.g., Activity Centers).

5. Promote sustainable development.

- a. Conduct a citywide climate resiliency assessment.
- b. Continue ensuring new construction and substantial renovation/additions comply with the Energy Conservation Code.
- c. Promote existing programs for construction that meets Energy Star or similar energy efficiency standards.
- d. Update the Urban Forestry Strategic Plan to include a citywide tree planting plan.
Trees serve many beneficial purposes, including minimizing the impacts of flooding, improving air and water quality, and reducing the urban heat island effect (increase in temperatures in urban areas). A citywide tree planting plan could establish replacement requirements when trees are removed, set quantifiable goals for a tree canopy, and outline strategies for removal of dead and hazardous trees. To maximize effectiveness, this action will also require coordination with private subdivisions to align practices and standards.
- e. Set replacement standards for tree removal associated with private development.

6. Encourage stewardship of and connect residents to natural resources.

- a. Strengthen protections for flood-prone areas where appropriate.
- b. Pursue opportunities to expand publicly accessible and connected open space apart from formal parks.
- c. Promote existing partner organizations' native plant guides to encourage use in landscaping on private property.



Goal B: Advance shared prosperity. Support and expand a diverse local economy, quality education, and a strong workforce that improves opportunities for all residents.

1. Build upon existing development momentum.

- a. Focus development energy to create catalyst areas.

The city has many areas with potential for revitalization that are in and adjacent to successful neighborhoods, such as the Musick neighborhood and the Seafood City site. The City should focus infrastructure investments, incentives, and other programs for these areas. Revitalization is an incremental process that often starts by creating visible examples of successful projects and showcasing how a few strategic investments can lead to change. Demonstrating success is particularly important when promoting new development types, regulatory tools, programs, or funding mechanisms.

- b. Identify opportunities to leverage the Market at Olive development for reinvestment along the western portion of Olive Blvd that aligns with this plan and the Economic Development Strategy.
- c. Pursue targeted development strategies for the International District on Olive to align with the Economic Development Strategy.

Key locations along Olive Boulevard outside flood-prone areas have the potential for targeted redevelopment. The International District presents an opportunity for an approach to development that supports the specific goal (3.4) in the Economic Development Strategy to promote this district. Specifically, increased density should be allowed in this area, parking requirements should be reduced, and vertical mixed-use development (especially residential above commercial) should be encouraged.

- d. Implement the TIF District requirements from the Market at Olive through the Housing and Third Ward Revitalization Task Force.
- e. In keeping with the Economic Development Strategy, align regional agencies for investment along Olive Boulevard.

2. Strengthen and support the labor force and entrepreneurship.

- a. Partner with national and regional workforce development agencies and the University City Schools to implement strategies to align worker skills with sectors that have jobs available.

Home ownership is key to helping families build wealth but is often out of reach for lower and moderate-income households. The City should explore options to improve credit access, such as partnering with non-profit organizations that offer non-traditional mortgage options and promote existing resources.

- b. Expand support for small and minority owned businesses in accordance with the Economic Development Strategy.
- c. Promote and partner with locally-owned, neighborhood retail and local business associations.
- d. Leverage existing programs and funding opportunities (e.g., Build Back Better) to support entrepreneurship and emerging industries (e.g., advanced manufacturing).

3. Foster equitable economic opportunities.

- a. Partner with entities that can help expand access to credit in historically redlined areas and areas that are still considered "riskier" investments today.
- b. Connect the community with available resources such as financial literacy programs and educational sessions on home ownership.
- c. Adopt a Tenant Opportunity to Purchase Act (TOPA).
- d. Develop a diversity, equity and inclusion strategy that helps the City evaluate decision-making, policies, and programs.

4. Leverage incentives to support desired economic development in key locations.



- a. Develop a transparent policy for providing municipal incentives such as Tax Abatement and TIF, that are consistent with the goals of comprehensive plan.
The City can incentivize desired development with a number of financial tools or subsidies such as Tax Abatement and Tax Increment Financing (TIF). Historically, the City has evaluated the decision to award such incentives for development on a case-by-case basis. Creating a transparent policy for the use of incentives can create more consistency and credibility, while reserving incentives for developments that demonstrate social, economic, and environmental benefits to the community.
 - b. Market development opportunities within the Federally designated Opportunity Zone and TIF areas.
 - c. Adopt a Community Benefits Ordinance (CBO) or other similar ordinance.
- 5. Improve the City's fiscal position.**
- a. Diversify tax revenue streams to improve fiscal resilience.
- 6. Determine the desired character of the Cunningham Industrial Area.**
- a. Develop an area plan for the area and its surroundings that considers support for its ongoing activity and potential expansion in a way that is compatible with surrounding areas.
 - b. Develop a strategy to heighten regional awareness about the area as an economic generator.

Goal C: Connect community. Invest in community connection to increase mobility options, improve social cohesion, and encourage civic involvement.

- 1. Create "equity of mobility" within University City.**
 - a. Implement a street and sidewalk repair and improvement program for City streets.
 - b. Adopt a Complete Streets policy to ensure that University City streets are designed and operated to enable safe use and support mobility for all citizens.
 - c. Work with neighborhoods, businesses, and community groups to promote streetscape projects and corridor improvements.
 - d. Identify low-cost improvements at key locations which are currently unsafe for those getting around without a car.
Infrastructure improvements that are low-cost can also improve connectivity. Maintaining and completing sidewalks, upgrading streetscape facilities such as street lighting, introducing traffic calming measures, and completing crossing improvements can help people to navigate to and through different neighborhoods by foot or bicycle.
 - e. Complete the Centennial Greenway as a fully contiguous trail through University City.
The Great Rivers Greenway District and the Saint Louis County Action Plan for Walking and Biking propose an extension of the Centennial Greenway, which would connect the existing Greenway on the western portion of University City to the Ackert Trail in the Eastern portion of the city, creating a fully contiguous east-west trail through the city. The City should collaborate with these entities to make the Centennial Greenway possible.
 - f. Implement the 2013 University City Bicycle and Pedestrian Master Plan.
- 2. Encourage walking and biking as legitimate modes of transportation.**
 - a. Establish a Safe Routes to Schools Plan which will identify needed safety improvements on streets and sidewalks near schools.
 - b. Prepare for micromobility, bikeshare, and other emerging transit partnerships.
 - c. Promote existing programs to educate people about bicycle safety, bicycle regulations, and maintenance.

- d. Create a safety campaign that promotes safe driving practices and increases awareness of pedestrians and cyclists.
 - e. Create demonstration projects and events that showcase small-scale safety improvements.
 - f. Increase housing supply in locations with potential for good access by biking and walking so those without vehicles can live in areas already served by these modes.
- 3. Support and coordinate with regional initiatives that improve connectivity, including public transit.**
- a. Establish municipal procedures that require for better coordination with state, county, and regional transit authorities.
 - b. Coordinate with the county and surrounding jurisdictions to implement the recommendations of the St. Louis County Action Plan for Walking and Biking (SCLAP).
 - c. Coordinate with Metro to improve and expand public transportation services.
 - d. Contribute to the planning and engineering of regional road projects.
 - e. Coordinate with MODOT to reconfigure Olive Boulevard to improve pedestrian and bicyclist safety.
Missouri Department of Transportation is responsible for maintaining a significant portion of Olive Boulevard. Reconfiguration of Olive Boulevard would allow for more room for pedestrians and bicyclists and improve the appearance of the streetscape. This would benefit businesses by creating a more inviting environment and residents seeking to access Olive Blvd. by bicycle or foot.
 - f. Seek alternative funding sources such as grants and public-private partnerships.
- 4. Encourage civic participation, mentoring, and volunteerism.**
- a. Realign citizen opportunities for government participation and engagement with the priorities of the Comprehensive Plan.
 - b. Become a City of Service to improve citizen engagement and action.
 - c. Establish a volunteer Community Leadership or Neighborhood Liaison program.
 - d. Create a youth involvement initiative to empower University City's youth in conjunction with University City schools, churches, and other community organizations.
A youth involvement initiative, focused on civic engagement, would allow youth from all neighborhoods in the city to interact with and be involved in the community in a variety of ways, and could be connected to opportunities to engage in volunteerism, sports, or arts-related activities. This would provide youth with the opportunity to have a positive impact on the community and create a more unified and connected city.
 - e. Modernize City communications channels, website, and social media channels to encourage young people to become more civically active.
- 5. Celebrate the community's diversity.**
- a. Support diverse business owners through City promotion and resources in accordance with the Economic Development Strategy.
 - b. Support community events that highlight the city's diversity.
 - c. Sponsor community-building activities, including cultural festivals that connect to and showcase diversity.

Goal D: Leverage assets. Capitalize on University City's diverse cultural, historical, and physical assets while investing in new amenities.

- 1. Maintain and encourage long-term preservation of historic assets.**
 - a. Modernize and clarify historic preservation objectives and guidelines.
University City is rich in historic assets with many districts and landmarks that are nationally and locally recognized. Guidelines that lack clarity can make property owners



uncertain of how to maintain historic character and discourage creative uses of properties. Updating guidelines can allow for new uses of historic buildings that maintain their original character.

- b. Engage the Historic Preservation Commission regarding coordination between their work and the comprehensive plan's recommendations.
 - c. Create a youth initiative focused on celebrating diversity in the city's history.
 - d. Create a University City walking tour focused on diversity in the city's history.
- 2. Enhance the community's parks and recreational facilities to meet the needs of all residents.**
- a. Update the University City Parks Master Plan to include a maintenance management plan for parks, prioritizing strategic investment in maintenance, programming, and naturalized spaces.
Improvements to existing public parks may include upgrades to existing park facilities, diversifying programming to suit the needs of more park users, continuing to grow active recreation programming, and incorporating enhanced passive recreation and natural space features. The City's park reservation system should also be modernized.
 - b. Expand parks and recreation funding mechanisms.
 - c. Celebrate the city's history and diversity through parks, historic preservation, and public art.
The City can recognize and call attention to important people, events, or communities connected to its diverse population. This will help to bring to light the unique history and cultural assets of University City. This initiative would allow the City to highlight special places through interpretive signage, murals, art and other features.
 - d. Consider cross-community partnerships and park programming and how to encourage participation by community members across racial and ethnic groups.
 - e. Expand parks and recreation programming for seniors and youth.
 - f. Create a Safe Routes to Parks plan to improve pedestrian and bicycle access.
 - g. Develop youth sports programming that engages university students as mentors and coaches.
- 3. Strengthen support for community and cultural institutions.**
- a. Continue to expand public art in the city.
 - b. Engage with the Municipal Commission on Arts and Letters to create a plan that promotes art and culture in a manner consistent with comprehensive plan.
- 4. Enhance the experience for visitors to University City.**
- a. Continue to expand and promote the Explore UCITY website, per the Economic Development Strategy.
 - b. Implement a signage program to highlight the city and its neighborhoods.
 - c. Improve gateway locations and neighborhood nodes with landscaping, amenities, signage, public art or other features.

Goal E: Strengthen livability. Enhance neighborhoods as the building block of the community and center of day-to-day life and provide community members with choice in where they live in the city.

- 1. Protect each neighborhood's distinctive character and support compatible new development.**
 - a. Evaluate short-term rental regulations.
 - b. Develop a "Good Neighbor initiative" for college students living in University City neighborhoods.
 - c. Strengthen property maintenance enforcement practices and connect residents to home repair assistance resources.
 - d. Celebrate examples of quality homeowner and neighborhood improvements.
 - e. Focus growth around existing neighborhood activity nodes (areas that already include a mix of commercial and/or mixed-use development).



Neighborhood activity nodes are areas with commercial or mixed-use spaces that provide amenities like retail and restaurants within walking and biking distance or residential areas. Some areas of the city have well-established neighborhood activity nodes. Focused growth and development in these areas can provide more opportunities for people to live within a short distance of activity nodes.

- f. Promote neighborhood activity nodes in parts of the city where there are not many currently (includes the Third Ward or locations along Olive Blvd. that are accessible from the Third Ward). *Because some areas of the city, particularly in the Third Ward, were developed differently and during a different era, neighborhood-serving commercial areas mostly do not exist in these neighborhoods. By updating the City's land use policies and making strategic investments in infrastructure, such as improved sidewalks, the City can promote new neighborhood activity nodes.*
 - g. Improve the Delmar/I-170 interchange as an opportunity for a community gateway and center of a mixed-use district, including bicycle and pedestrian accommodations.
- 2. Promote housing variety and affordability to support a range of household types, lifestyles, and demographic group needs (young people, families, older adults, etc.)**
- a. Facilitate the creation of diverse housing options to serve “workforce housing” needs.
 - b. Establish regulatory incentives for affordable or workforce housing such as fee reductions or density bonuses.
 - c. Establish pre-approved building plans for certain housing products (e.g. smaller-scale multifamily) to reduce costs and streamline the approval process.
 - d. Establish a public-private workforce housing capital pool (a public-private housing trust fund).
 - e. Evaluate potential for a City-sponsored down payment assistance program.
 - f. Find opportunities to improve the rental inspection program to ensure safe, habitable, and fair housing.
 - g. Evaluate the creation of a renter protection program.
 - h. Adopt a source of income discrimination ordinance.
- 3. Address stormwater management through proactive, regional flood mitigation planning.**
- a. Implement the flood mitigation plan for the River Des Peres that is currently underway.
 - b. Expand park coverage and stormwater management through reuse of vacant parcels.
 - c. Encourage use of Low Impact Development (LID) strategies to reduce stormwater runoff and improve water quality.
Low Impact Development (LID) is a stormwater management approach modeled after nature. LID addresses stormwater through small, cost-effective landscape features such as rain gardens, bioswales, and permeable pavement. LID can be found in open spaces, streetscapes, rooftops, parking lots, sidewalks, medians, and other spaces and be incorporated into new construction and retrofits.
 - d. Incorporate Low Impact Development strategies into the City's capital improvements (e.g., permeable pavement for road resurfacing).
 - e. Take proactive measures to address flood-prone areas and properties impacted by flood inundation.
Some parts of the city are prone to flooding and have experienced significant impacts from flood inundation. The City will take proactive measures to address areas that have been impacted by flooding in the past and work to mitigate future flood risk. This can include a variety of measures, such as utilizing open spaces for stormwater



management, acquiring properties, and working regionally to address flood management.

- f. Generally discourage additional new development in flood-prone areas.
 - g. Develop parks and open space in flood prone areas that are designed to accommodate water inundation provided that maintenance and security can be addressed.
- 4. Prioritize emergency and other service provision that meets needs as new development advances in the City.**
- a. Evaluate the need for a new fire station based on the type and amount of development that takes place.
 - b. Evaluate the use of impact fees to support infrastructure improvements and public safety.
 - c. Expand the city's fiber network and cellular reception

Goal F: Improve Collaboration. Prioritize commitment to action through responsive governance and strategic partnerships to realize the community's vision.

1. Improve communication and cooperation with adjacent communities.

- a. Collaborate with neighboring communities to strengthen connections and advance shared development opportunities along borders.

University City is influenced by neighboring communities. In these communities, there have been recent developments and opportunities for further development that could benefit University City residents, particularly along Page Ave, surrounding the MetroLink station in Wellston, and along the border with Clayton. Efforts to improve connectivity, advance development, and develop shared goals for development procedures could be mutually beneficial.

- b. Study building code inconsistencies across communities and establish a dialogue about coordinated improvements.
- c. Establish a cross-community crime prevention network.

2. Strengthen the partnership with University City School District to enhance the reputations of both the City and District.

- a. Establish a joint branding strategy for the University City School District and the City of University City.
- b. Partner with the University City School District to grow and sustain early childhood education programs and school readiness networks in the city.
- c. Develop mentorship opportunities for students to learn about employment and entrepreneurship opportunities with the City and regional businesses.
- d. Maintain quality infrastructure in the University City School District that can be utilized by the entire community.
- e. Make City assets available for use by the University City School District.

3. Develop additional partnerships with Washington University to address areas of mutual interest.

- a. Establish a more deliberate partnership with Washington University focused on strategic, mutually beneficial developments and investments in the Loop.

Washington University has purchased several properties in and around the Loop and has a strategic plan for development in the Loop. Washington University has made investments in the Loop, but the properties they purchase are also tax exempt. The City and University have mutual goals to invest in the Loop and should partner to ensure that development and investment in the area is mutually beneficial.

- b. Develop a citywide lighting task force focused on safety and invite Washington University to participate.



- c. Establish and expand educational partnerships between Washington University and the University City School District.
- 4. Improve intra-governmental coordination and cooperation.**
 - a. Evaluate options for technology platforms to improve collaboration and sharing of information across City departments.
 - b. Develop and implement formal training programs for board, commission, and council members.
 - c. Conduct an audit of internal City communications and prepare a strategy for improvements.

An audit of communications should include methods and efficiency, particularly for departments with corresponding roles. This will help ensure that City departments' communication and initiatives are not hindered by unnecessary or inefficient communication. This will also help identify areas where improvements can be made in order to streamline and improve the efficiency of communication within the City. A special focus should be on opportunities for utilization of technology.
 - d. Conduct a review of all City boards and commissions to ensure adequate, but not duplicative, responsibilities and sufficient staffing capacity.
 - e. Create a forum for regular communication among boards and commissions to address long-term issues that impact multiple boards or commissions.

Currently, there is established practice or requirement that the City's boards and commissions communicate with each other on the issues and areas of opportunity they work on. Despite this, the boards and commissions often have overlapping interests and there are opportunities to improve collaboration and increase the impact of each entity.
- 5. Manage implementation progress for recommendations of both previously adopted plans and the comprehensive plan.**
 - a. Evaluate and report on progress on the comprehensive plan on a regular review schedule (e.g. annually).
 - b. Establish task forces comprised of community members and, where appropriate, coordinated with City boards and commissions, focused on each of the comprehensive plan's goals.
 - c. Update regulations and establish new regulatory tools that align with the comprehensive plan.
 - d. Prepare departmental work programs with references to the comprehensive plan.



WeMake UCITY



Resilient. Livable. Prosperous.

Traffic Commission Update

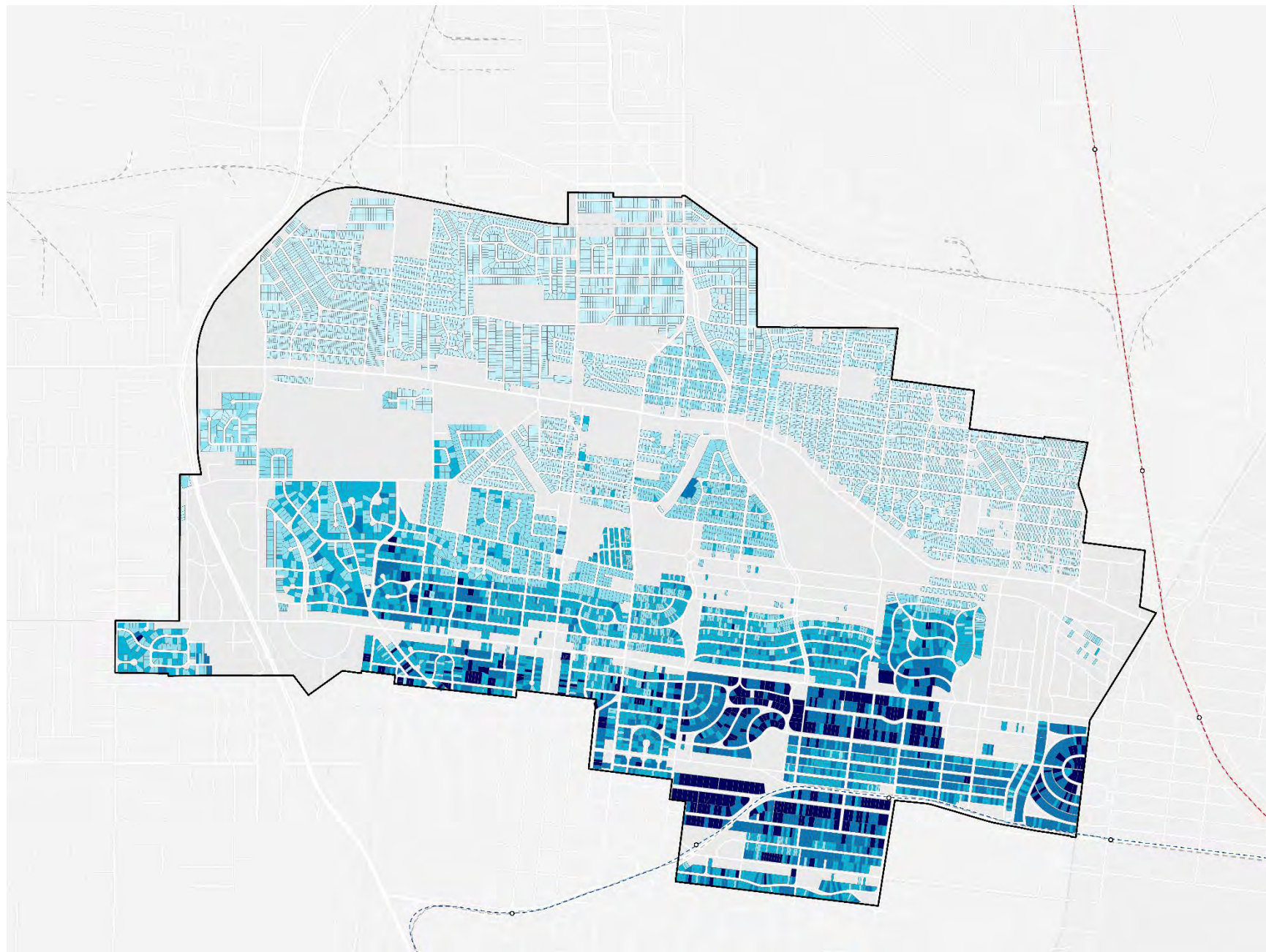
July 12, 2023

Agenda

1. Guiding Ideas
2. What We've Heard
3. Key Recommendations for Traffic Commission
4. Future Character & Land Use
5. Next Steps

Property Values (Single Family Homes)

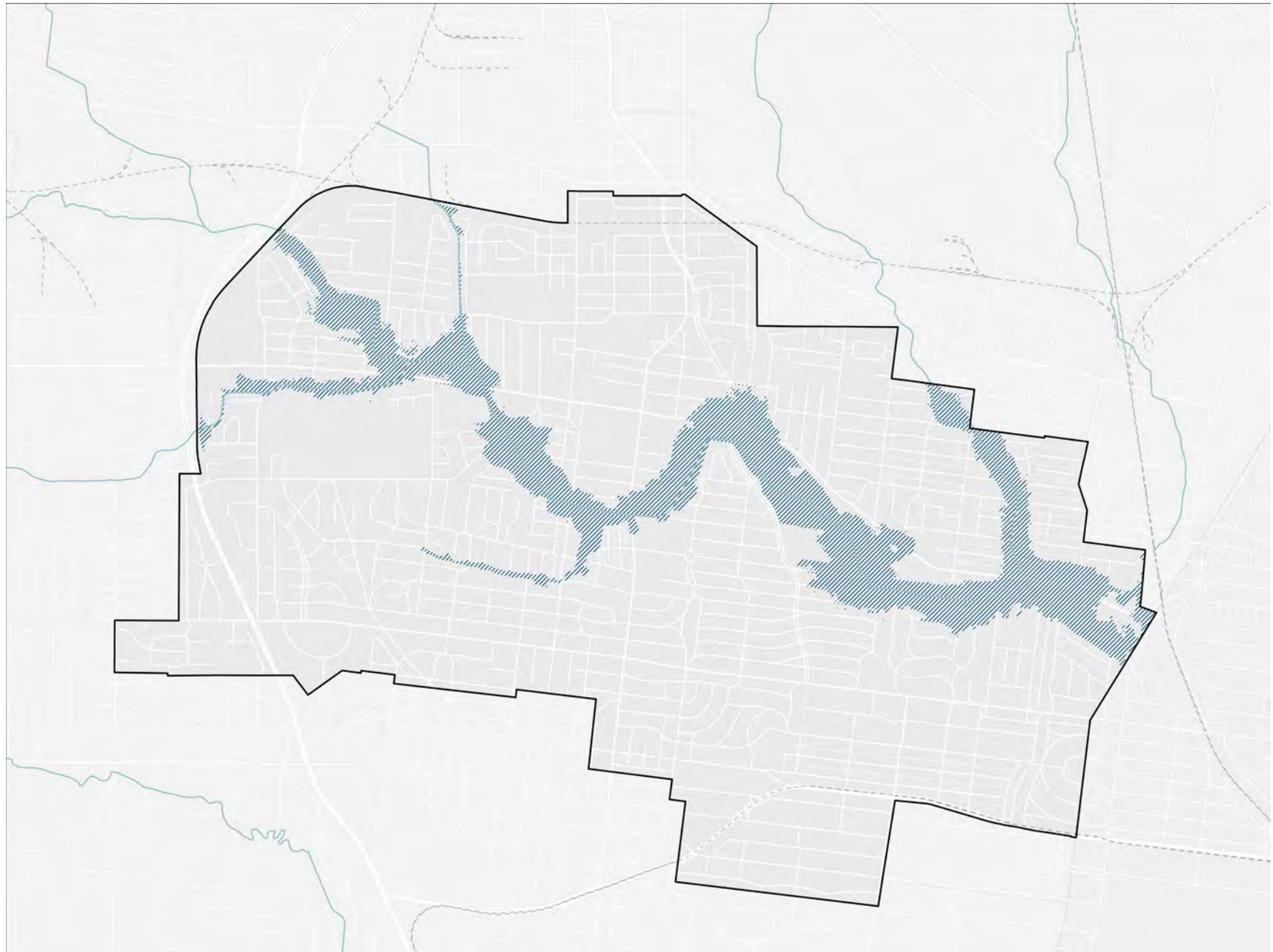
Property Values, January 2023



Flood Prone Areas



Flood Prone Areas (Areas in Floodplain or in 2022 Flood Boundary)



Guiding Ideas



The Comprehensive Plan is an opportunity to...

- Manage a smaller population while improving quality of life for the community
- Address unequal access to University City's different neighborhoods and improve diversity of housing choices
- Address impacts of segregation and improve freedom of movement

The Comprehensive Plan is an opportunity to...

- Share a vision for the physical environment of flood prone areas
- Make it easier and safer for people to move through the City without a car
- Improve access to retail, services, and amenities in neighborhoods where they are lacking
- Commit to a long-term strategy for maintaining parks and open spaces

The Comprehensive Plan is an opportunity to...

- “Make space for everyone” in a diverse community where everyone is valued
- Define a mutually beneficial and equitable relationship with Washington University
- Build a framework to coordinate with the schools to strengthen our community and make opportunities for youth central a top priority
- Recommit to transparency and cooperation in University City’s government

What We've Heard



Who we heard from the community

- More than 520 people participated in workshops, online activities, paper surveys, or focus groups
- Overall representation was similar to the City except for people aged 25-34, who were underrepresented
- Most people heard about We Make U City through word of mouth and city communications



What we heard from the community

- The goals and objectives were generally popular and well-supported
- Respondents like the sentiments of the Vision Statement but do not feel the City is living up to that vision currently
- The Round 1 Summary Memo contains more key takeaways



What we have heard from Council

Discussed key topics in one-on-one interviews

1. Flood prone areas
2. Housing vacancy
3. Mixed-use areas

Key Recommendations





Goal A: Preserve and Enhance Great Places

Maintain existing character, while encouraging creative development, and building resilient, vibrant places.

Goals

- A. Preserve and Enhance Great Places
- B. Advance Shared Prosperity
- C. Connect Community
- D. Leverage Assets
- E. Strengthen Livability
- F. Improve Collaboration

Goal A

- Encourage mixed-use communities where people enjoy easy access to jobs and services in connection with the Future Character and Land Use map.
- Establish zoning overlay districts that promote Transit-Oriented Development (development that creates dense, walkable, and mixed-use spaces near transit) near MetroLink stations and major MetroBus routes.



Transit-oriented development

Goal A

- Selectively encourage increased residential density on main connecting streets, including on lots that were formerly occupied by single-family homes.
- Explore the use of parking maximums and mandatory shared parking in higher density, mixed-use areas (e.g., Activity Centers).
- Revise automobile-related standards and requirements, such as mandatory parking minimums, to encourage alternatives to automobile-based transportation.



Missing middle housing on main connecting streets

Goal C: Connect Community

Invest in community connection to increase mobility options, improve social cohesion, and encourage civic involvement.

Goal C Key Actions

- Implement a street and sidewalk repair and improvement program for City streets.
- Adopt a Complete Streets policy to ensure that University City streets are designed and operated to enable safe use and support mobility for all citizens.
- Work with neighborhoods, businesses, and community groups to promote streetscape projects and corridor improvements.



Complete Street in Albuquerque

Goal C Key Actions

- Identify low-cost improvements at key locations which are currently unsafe for those getting around without a car.
- Complete the Centennial Greenway as a fully contiguous trail through University City.
- Implement the 2013 University City Bicycle and Pedestrian Master Plan.



Goal C Key Actions

- Establish a Safe Routes to Schools Plan which will identify needed safety improvements on streets and sidewalks near schools.
- Prepare for micromobility, bikeshare, and other emerging transit partnerships.
- Promote existing programs to educate people about bicycle safety, bicycle regulations, and maintenance.



Safe Routes to Schools

Goal C Key Actions

- Create a safety campaign that promotes safe driving practices and increases awareness of pedestrians and cyclists.
- Create demonstration projects and events that showcase small-scale safety improvements.
- Increase housing supply in locations with potential for good access by biking and walking so those without vehicles can live in areas already served by these modes.



Goal C Key Actions

- Establish municipal procedures that require for better coordination with state, county, and regional transit authorities.
- Coordinate with the county and surrounding jurisdictions to implement the recommendations of the St. Louis County Action Plan for Walking and Biking (SCLAP).
- Coordinate with Metro to improve and expand public transportation services.



Goal C Key Actions

- Contribute to the planning and engineering of regional road projects.
- Coordinate with MODOT to reconfigure Olive Boulevard to improve pedestrian and bicyclist safety.
- Seek alternative funding sources such as grants and public-private partnerships.



Before



After

Future Character & Land Use



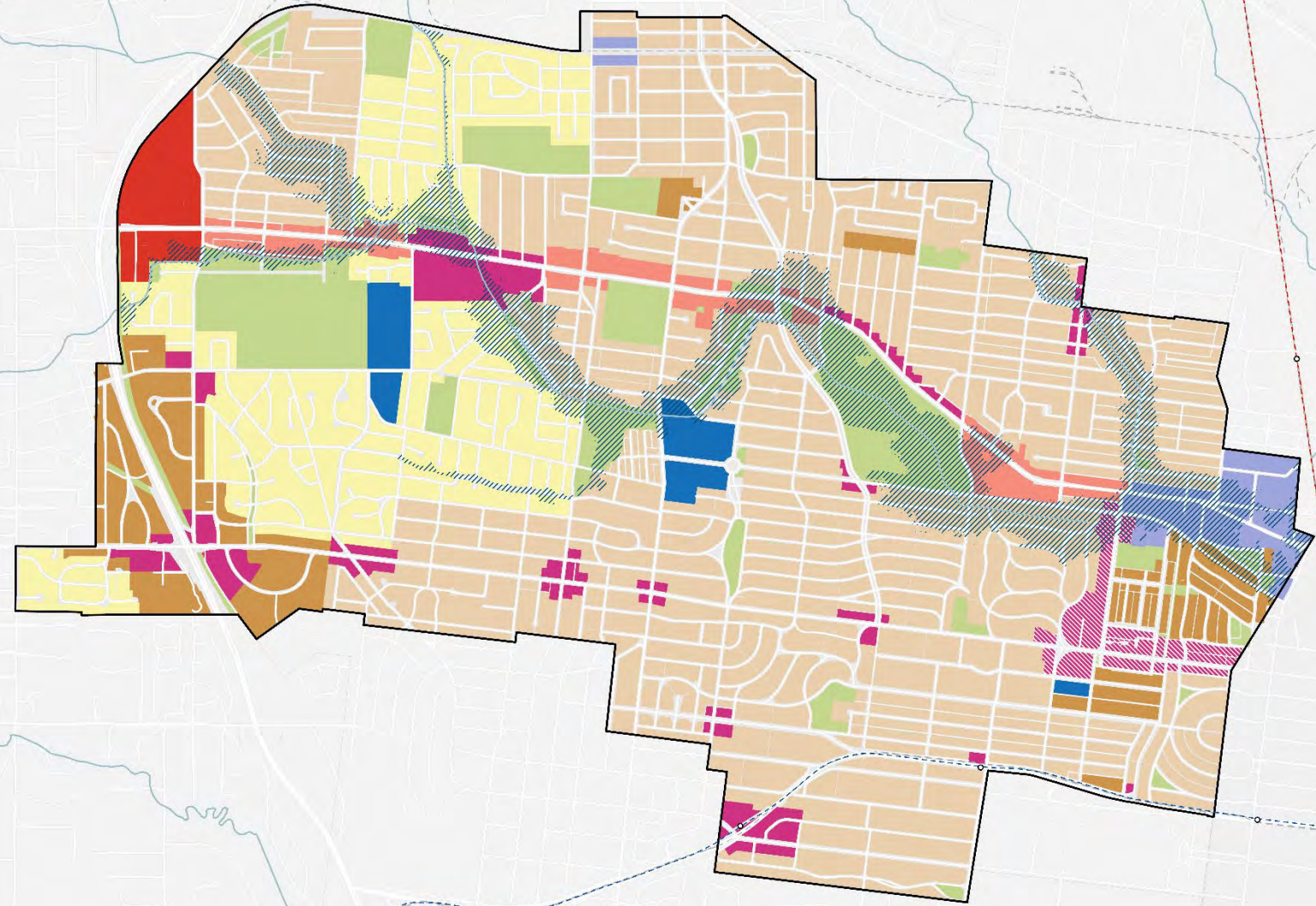
What is the character and land use map for?

- To assist the Plan Commission and staff with **review of development proposals** so that future development conforms to desired character in different parts of the City
- To provide **guidance to developers** regarding the Plan Commission's expectations for quality and characteristics of development
- To provide **predictability for residents, business owners, and others** with respect to the kind of development they can expect to be approved by the Plan Commission
- To provide a **common, citywide** understanding—including by other City Commissions and departments as well as the public—of where and how University City should change over time
- To serve as a **foundation for zoning code changes and design guidelines**, including the possibility of additional zoning standards that better regulate physical form and the quality of the public realm

Draft Future Character and Land Use

Character Types

- Activity Center
- Loop Overlay
- Regional Retail District
- Community Corridor
- Innovation District
- Compact Neighborhood
- Traditional Neighborhood
- Suburban Neighborhood
- Public/Semi-Public
- Parks, Recreation, and Open Space
- Flood Prone Area Overlay



Next Steps



Purpose of Round 2 Engagement

- Build off Community Vision 2040 process and Round 1
- Focus on key actions that will be most critical to the plan
- Provide opportunity for community to give input on draft actions and Future Character and Land Use Map



Picture the Possibilities

See the draft recommendations for the City's comprehensive plan, which will impact how University City looks and develops in the future. Share your feedback and help shape the future of University City!

Three ways to participate!

In-Person
Attend the Picture the Possibilities Open House! **Wednesday, July 19**
Drop in any time from 3:00 to 7:00 pm
University City High School Library

Surveys
Fill out an online or paper version of the activities. Complete the activities online at WeMakeUCity.com or pick up a paper version at City Hall or the Public Library. Available July 19 - August 21

Monday, July 25 - 1:00 pm
Tuesday, July 26 - 9:00 am
Wednesday, July 29 - 10:00 am

To learn more, visit: WeMakeUCity.com



Picture the Possibilities

Shape the future of University City!

WeMake UCITY
Resilient. Livable. Prosperous.

There are many ways to get involved!
Visit WeMakeUCity.com for more information.

Schedule of Engagement Opportunities

In-Person Open House

- July 19, 3pm-7pm (drop-in event)

Virtual Open Houses

- July 25, 12-1pm
- July 26, 8-9 am
- July 29, 9-10am

Online and Paper Surveys

- July 19-August 21

Road Show

- Centennial Commons
- Public Library

Pop-up Events

Next Steps

- Conduct Round 2 Engagement
- Revise Actions and Future Character and Land Use Map
- Conduct Commission and Council updates
- Prepare draft plan

Thank you!

WeMake
UCITY 

Resilient. Livable. Prosperous.



Department of Public Works

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

TRAFFIC REQUEST FORM

LOCATION OF REQUEST: Balson Ave both directions east of the round about at the U city Highschool

STATE THE NATURE OF YOUR REQUEST:

Add speed humps on Balson Ave for both directions, similar to what is on the west side in front of the schools.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? Consider installing the speed humps as a matter of public safety. We have regular excessive speeding on Balson Ave, this area is a school zone.

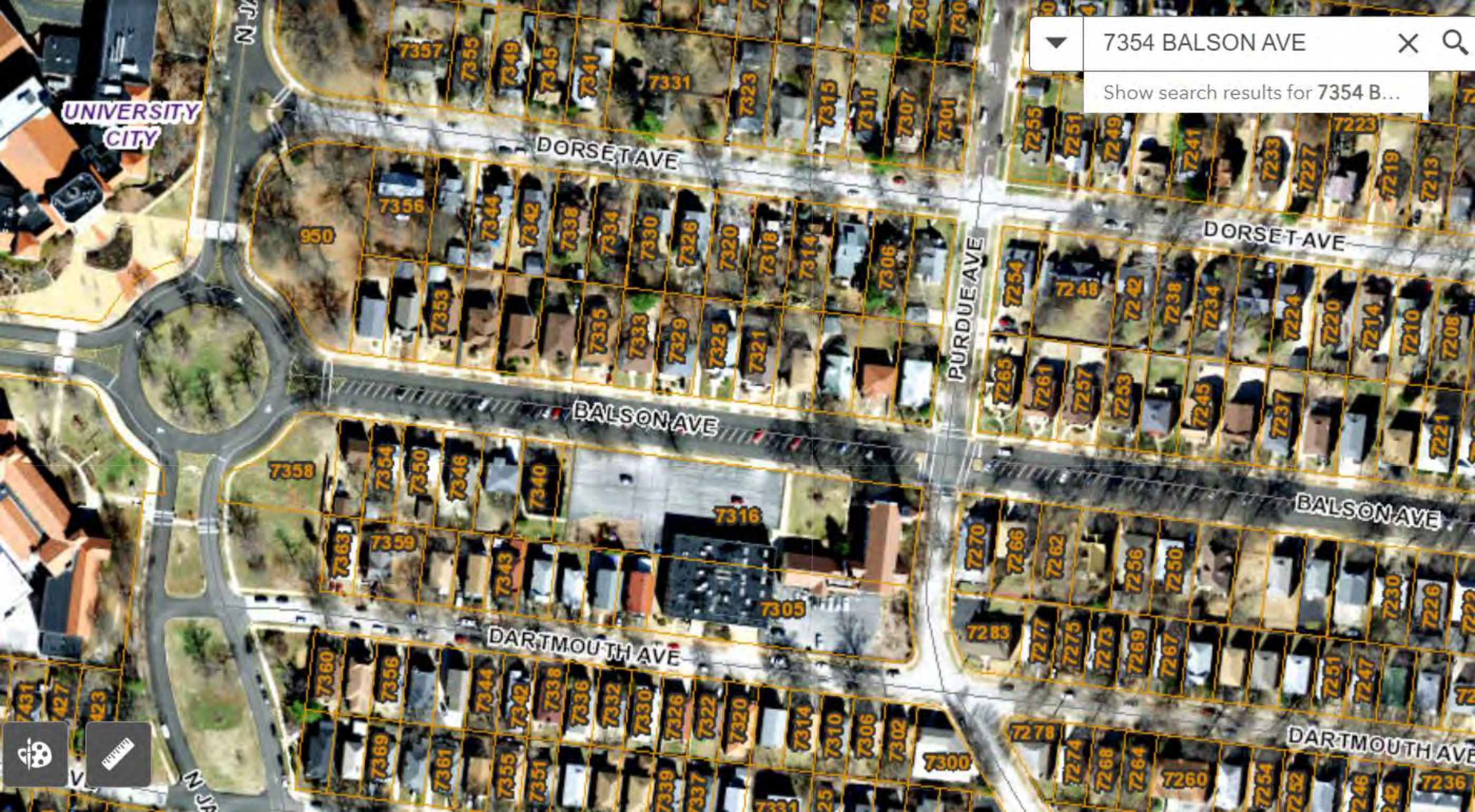
WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? It would have no negative impact

NOTE: The Public Works Department staff will review this request and, if warranted, this matter will appear as an agenda item for a traffic commission meeting. If a meeting is held, you will be encouraged to attend so that you may state your concerns.

NAME: Chris Novel
ADDRESS: 7354 Balson Ave
PHONE (HOME): 314-603-1045 PHONE (WORK): _____
Email: cnovel72@hotmail.com
Date: 5/12/2023

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

Or, by mail/fax: Traffic Commission
C/O Public Works Department
6801 Delmar Blvd. 3rd Floor
University City, MO 63130
(314) 505-8560
(314) 862-0694 (fax)



▼ 7354 BALSON AVE X 🔍
Show search results for 7354 B...

UNIVERSITY CITY

N J

N J

DORSET AVE

PURDUE AVE

BALSON AVE

DARTMOUTH AVE

DORSET AVE

BALSON AVE

DARTMOUTH AVE

950

7358

7316

7305

7300

7357

7355

7349

7345

7341

7331

7323

7315

7311

7307

7301

7300

7300

7300

7300

7300

7300

7300

7300

7356

7344

7342

7338

7334

7330

7326

7320

7318

7314

7306

7353

7335

7333

7329

7325

7321

7265

7254

7248

7242

7238

7234

7224

7220

7218

7363

7359

7346

7340

7270

7266

7262

7256

7250

7230

7226

7360

7356

7344

7342

7338

7336

7332

7330

7326

7322

7320

7314

7310

7306

7302

7283

7277

7275

7273

7269

7267

7251

7247

7243

7369

7361

7355

7351

7339

7337

7331

7325

7319

7306

7302

7278

7274

7268

7264

7260

7254

7252

7248

7431

7427

7423





Department of Public Works

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

TRAFFIC REQUEST FORM

LOCATION OF REQUEST:

STATE THE NATURE OF YOUR REQUEST:

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? _____

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? _____

NOTE: The Public Works Department staff will review this request and, if warranted, this matter will appear as an agenda item for a traffic commission meeting. If a meeting is held, you will be encouraged to attend so that you may state your concerns.

NAME: _____

ADDRESS: _____

PHONE (HOME): _____ PHONE (WORK): _____

Email: _____

Date: _____

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

PLEASE SEE FOLLOWING
2 Pages

Or, by mail/fax: Traffic Commission
C/O Public Works Department
6801 Delmar Blvd. 3rd Floor
University City, MO 63130
(314) 505-8560
(314) 862-0694 (fax)

University City Department of Public Works
TRAFFIC REQUEST FORM

LOCATION OF REQUEST:

1. 7401/7405 frontage of Pershing Ave (Taco Buddha/Cursed Bikes and Coffee)
2. Streets adjacent to Taco Buddha/Cursed Bikes and Coffee, more specifically West Point Court and Kingsbury BLVD.

STATE THE NATURE OF YOUR BUSINESS:

Requesting an overall parking plan for 1) Taco Buddha's customers (primary) but also including Cursed Bikes and Coffee's customers at the frontage of 7401/7405 Pershing AND 2) restricted customer parking (via Neighborhood parking permits) for those businesses on West Point Court and Kingsbury Blvd.

1. *Curbside Pickup Lane Plan at the frontage of 7401/7405 Pershing Ave.*
 - Specifically, a plan that allows for no parking on the Pershing Ave frontage of at 7401 and 7405 during business hours so that customer's cars can quickly pick up scheduled, pre-purchased items and leave the area without having to park in other areas within the block such as West Point Ct and Kingsbury Blvd.
 - Without signs on the public side of the sidewalk in front of 7401 and 7405 Pershing Ave (Cursed Bikes/Taco Buddha) during operational hours, that designate the area to be a Curbside pickup lane/no parking during operational hours, 1) Curbside operations will not be possible and 2) approximately 80-140 cars a day will park around the area just to pick up purchased goods and leave within a short period of time.
2. *Neighborhood Parking Permits in immediate area precluding parking by Taco Buddha Customers*

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST?

- 1) Post signage or allow signage at 7401/7405 Pershing Ave (on public side of sidewalk) stating "curbside pickup/no parking 11:00am-8:30pm, Tuesday-Saturday."
- 2) Work with the U.City Traffic Control Division to create residential permit parking in the immediate area of West Point Court and Kingsbury BLVD (and other areas as needed) to prevent Taco Buddha Customers from parking in front of our neighbors homes.
- 3) Remove the "No Parking" signs between the alley west of 7405 Pershing Ave and West Point Court

University City Department of Public Works
TRAFFIC REQUEST FORM

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS?

- 1) In the surrounding blocks, less overall parking needed (80-140 cars a day) by assigning a "Curbside Pickup" lane in front of 7401/7405 Pershing Ave. (Details per line item # 1 above)
- 2) Neighbors on close-by streets, specifically West Point Court and Kingsbury BLVD would have clear areas in front of their homes to use for their parking needs.
- 3) Allowable, non-obtrusive parking east and west of Pershing and limited areas of Jackson Ave would be used by Taco Buddha customers. (In addition to the 19 parking spots in the parking lot just north of the Pershing/Jackson Building.)

NAME:

Kurt Eller (U.City Resident and owner of Taco Buddha)

ADDRESS:

Taco Buddha, 7405 Pershing Ave, U.City, MO 63130
Home, 407 Alta Dena Ct, U.City, MO 63130

PHONE:

Home/Cell: 314.269.4496
Business: 314.502.9951

EMAIL:

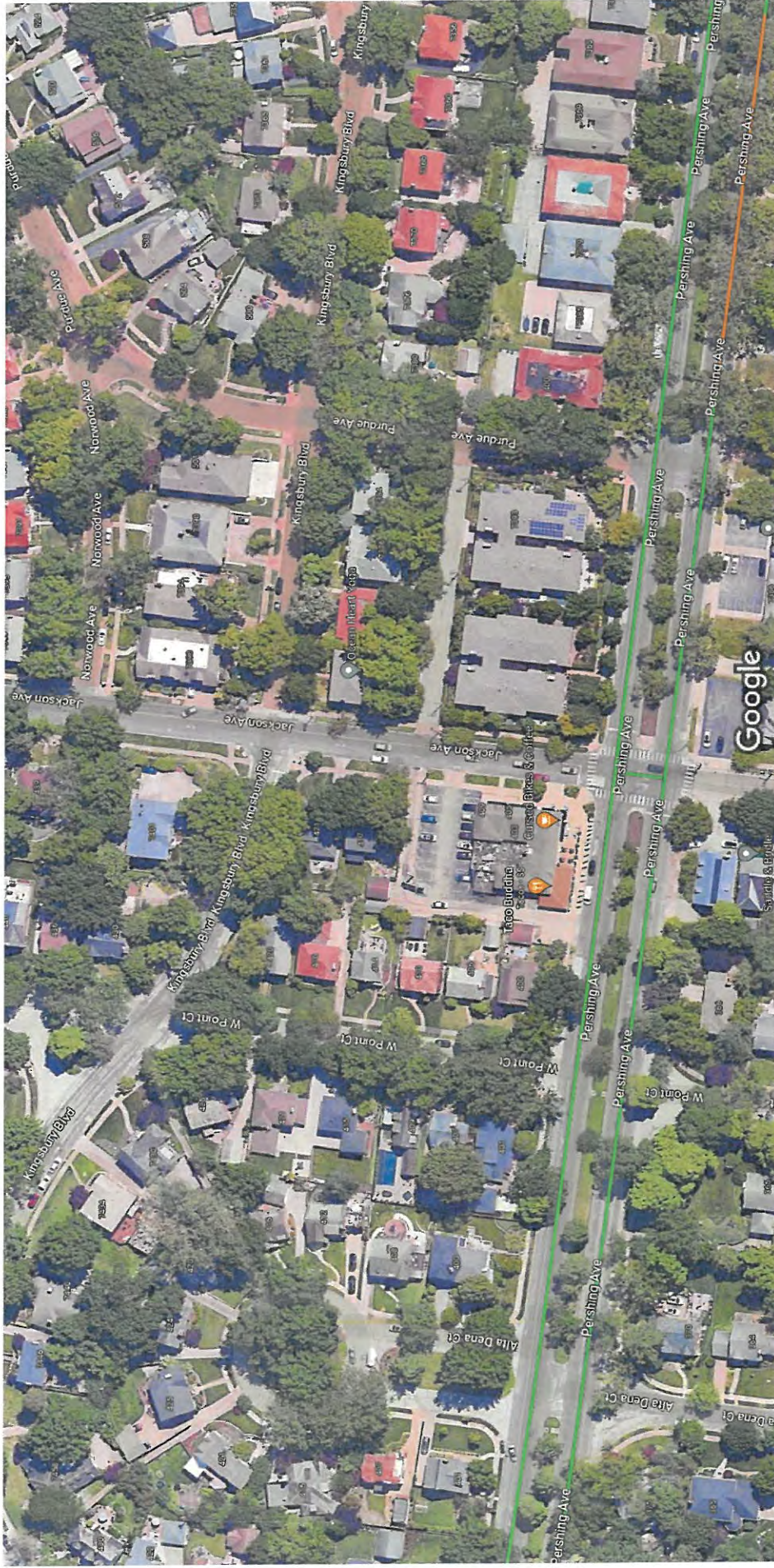
kurteller@gmail.com

DATE:

5/13/23

Google Maps

Taco Buddha



Imagery ©2023 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, Map data ©2023 50 ft

Live traffic Fast Slow



Department of Public Works

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

TRAFFIC REQUEST FORM

LOCATION OF REQUEST: **Mount Olive Avenue (north of Olive Blvd.)**

STATE THE NATURE OF YOUR REQUEST:
Traffic calming measures to slow driving at unsafe speeds on our street

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST?
Installation of speed bump(s)

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS?
No negative impacts anticipated. Would deter speeding and make our street safer for children

NOTE: The Public Works Department staff will review this request and, if warranted, this matter will appear as an agenda item for a traffic commission meeting. If a meeting is held, you will be encouraged to attend so that you may state your concerns.

NAME: **Shaela Woody**
ADDRESS: **1227 Mount Olive Avenue**
PHONE (HOME): **3147453677** PHONE (WORK): _____
Email: **shaela.woody@gmail.com**
Date: **June 1, 2023**

Pleasereturnthecompletedform to the Public Works and Parks Department, 3rd floor of City Hall,attention,Public Works Liaison of the Traffic Commission, via email at

Darren Dunkle
ddunkle@ucitymo.org

Or, by mail/fax: Traffic Commission
C/O Public Works Department
6801 Delmar Blvd. 3rd Floor
University City, MO 63130
(314)505-8560
(314)862-0694 (fax)



▼ 1227 MOUNT OLIVE AVE >

Show search results for 1227 M...

FAIRVIEW AVE

EASTOVER AVE

MOUNT OLIVE AVE

AVE

WELLINGTON AVE

NORTH AND SOUTH RD

OLIVE BLVD

WHITE ST



1309
1249
1247
1243
1237
1233
1229
1225
1221
1217
15
7901
7930
7940

1302
1254
1238
1236
1232
1224
1210
7853
7847
7843
7831
1299
1251
1245
1239
1235
1231
1223
1215
1227
7827
7819
7805
7801

1308
1304
1300
1250
1246
1242
1234
1230
1226
1222
1220
1214
7827
7819
7805
7801
1301
1254
1252
1238
1236
1232
1228
1224
1233
1231
1221
1217
1219

1310
1306
1254
1252
1238
1236
1232
1228
1224
7733
7733

1309
1305
7728
7724
7720
7716
7712
7708
7704
1257
1255
1253
1245
1239
1233
1231
7701
7701
7701

1260
1282
1276
1270
1266
1309
1305
1301
7585
7589
7590
7588
7584
7580
7576
1236
1220
1214
7587
7577
7593
7589
7587
7579
7579



Department of Public Works and Parks

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

TRAFFIC REQUEST FORM

LOCATION OF REQUEST:

Crosswalk from ~~the~~ Jackson / Cornell area to Mooney Park

STATE THE NATURE OF YOUR REQUEST:

I am requesting a safer crosswalk across Jackson to Mooney Park. I'd like to request the replication of the crosswalk by the high school that protects pedestrians from cars with a red light / flashing lights for pedestrians.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST?

Put in a safer crosswalk with flashing lights + a stop sign for cars to protect walkers. Very few cars yield to pedestrians currently @ this crosswalk and it has become very dangerous.

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS?

It would slow down speeding cars coming downhill on Jackson.

NOTE: The Public Works Department staff will review this request and, if warranted, this matter will appear as an agenda item for a traffic commission meeting. If a meeting is held, you will be encouraged to attend so that you may state your concerns.

NAME: Elizabeth Karches
ADDRESS: 7440 Stanford Ave. St. Louis, MO 63130
PHONE (HOME): 832 / 863-8444 PHONE (WORK):
Email: elizabeth.karches@gmail.com
Date: 6/12/2023

Please return the completed form to the Public Works and Parks Department, 3rd floor of the City Hall, attention Angelica Gutierrez, Public Works Liaison of the Traffic Commission, via email at agutierrez@ucitymo.org.

Or, by mail/fax: Traffic Commission
C/O Public Works Department
6801 Delmar Blvd. 3rd Floor
University City, MO 63130
(314) 505-8560
(314) 862-0694 (fax)

Darin Girdler

From: Dennis Fuller <fullerucity@gmail.com>
Sent: Monday, May 22, 2023 2:18 PM
To: Elizabeth Karches
Cc: Darin Girdler; Gregory Rose
Subject: Re: Mooney park crosswalk

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

I am exactly the guy to talk to about this! There used to be a stop sign at that crosswalk it was taken out and there was also a sign that said, stop for pedestrians at the crosswalk that has been removed! With your approval I want to forward your email on to the traffic commission and I am concil liaison to traffic commission. I have been very concerned about this myself. On my way to an appointment this morning I stopped to let a mother with a stroller and a walking child cross in front of me and was almost rear-ended by someone traveling south on Jackson!!!! First of all give me your permission to use your email and I will then use your email to put a request in to the traffic commission! I might come by and have you Ashley sign a request or perhaps we could have you submit it via email! Thank you for bringing this to our attention again.

Sent from my iPhone

- > On May 22, 2023, at 1:53 PM, Elizabeth Karches <elizabeth.karches@gmail.com> wrote:
- >
- > Hi Dennis,
- >
- > I saw your information in the roars magazine. I'm uncertain if you're the right person for me to contact but I'm hoping you can lead me in the right direction.
- >
- > My name is Beth Karches and I live at 7440 Stanford Avenue. I have three children 6, 3, and 1. I, along with many of my neighbors, visit Mooney park (with the fire truck) frequently with our children.
- >
- > Walking along Jackson there is a crosswalk to get over to the park on the corner of Cornell. The crosswalk there has a sign that says to stop for pedestrians, but I witness on a daily basis cars not obeying this sign. They speed past with pedestrians extremely close. More than once I have had to stop a kid riding a bike or scooter from almost getting hit by a car.
- >
- > I want to speak to an alderman or council man about what we can do to make this crosswalk safer. Is there the ability to put in a stop sign and prevent speeding down that hill? Is there the ability to mimic the lighted crosswalk up Jackson by university city high school? We need more protection for our children and families crossing Jackson to go to and from Mooney Park. This is an accident waiting to happen.
- >
- > Thank you for your help!
- > Beth Karches
- >
- > Sent from my iPhone

Proposed Multi-Family Residential Parking Permit System

Why is this needed? The areas of multi-family neighborhoods that have the greatest parking challenges are the areas new Washington University and its students. These areas also have high turnover rates year to year. In the case of Forsyth, one of the biggest issues is commuter parking during the school year that restricts the availability of the residents to park near their residences. The current plan was developed for single family neighborhoods. Under the existing plan, the stickers do not expire and each household receives two visitor hang tags, which also do not expire. There are many students that live in areas such as Forsyth (and the 6600 block of Washington) during the school year. If the existing plan were to be applied, it could very quickly lead to a scenario where the hang tags (and stickers) would change hands from year to year due to the demand for parking among WU students close to the school. This has been an issue the traffic commission has discussed for almost 10 years now and I think through this process and talking with Mrs. Novack, I may have a solution that could be very workable.

A new Multi-Family Residential Parking Permit should include all of the existing requirements spelled out in A-L in 355.030 with the exception. The following additions/modifications should be included in the new plan.

- Separate Designation or Zones for each multi-family residential parking area.
- Multi-family residential parking permit zones would be designated by zone number and/or zone color.
- Multi-Family residential parking permits are limited to the designated zone number and/or zone color to which the permit was issued.
- 2 hour general parking except by residential parking permit for up to 12 hours per day to permit short term visitor parking (similar to Linden)
- Do not include H from 355.030, removing visitor parking passes from the plan.
- Annual residential parking stickers are required of a different color than the single family red stickers that would be effective Sept 1 – August 31 and clearly show that they are valid through August with the posted expiration year. (This would ensure that students would need new tags to coincide with the school year).



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

- A. Parking on public streets within residential neighborhoods may be restricted to the residents along not more than three (3) blocks of a street pursuant to this Section if:
 - 1. The residential block contains a traffic ingress and egress to or from a commercial area comprising multiple retail businesses;
 - 2. The daily traffic count exceeds two thousand five hundred (2,500) cars on any part of the block containing the traffic ingress and/or egress referred to in Subsection (A)(1) of this Section; and
 - 3. The problems caused by non-resident parking on the block referred to in Subsection (A)(1) of this Section are chronic and well documented.
- B. Parking on public streets within residential neighborhoods may be restricted to the residents along not more than three (3) blocks of a street pursuant to this Section if:
 - 1. The street is within two (2) blocks of Washington University or another municipality's boundary; and
 - 2. The problems caused by non-resident parking on the block are chronic and well documented.
- C. Residential permit parking areas must be initiated by petition. The petition must state the problems caused by non-resident parking; the specific area requested to be restricted; the requested restricted time period; and be signed by at least one (1) owner of record for each of the parcels of real estate constituting in excess of seventy-five percent (75%) of the parcels of real estate adjacent to the block of the public street involved.
- D. The petition shall be addressed to the Traffic Commission for its review. The Traffic Commission shall make an investigation and submit its recommendation to the City Council, which may thereafter take whatever action it deems appropriate, including establishing a residential parking permit area with conditions that are consistent with this Section.
- E. Restricted hours shall not exceed twelve (12) hours daily to be specifically recommended by the Traffic Commission after consideration of legitimate business and residential needs.
- F. Individual permits for residents of the restricted area shall be obtained by application to an officer designated by the City Manager.
- G. Unless exempt, applicants for individual permits must possess a valid University City occupancy permit for an address on the designated block(s), and a current and lawful State motor vehicle registration certificate for each permit requested. The motor vehicle must be registered or leased to an individual listed on the occupancy permit. The number of permits shall not exceed the number of vehicles owned by the resident.
- H. A maximum of two (2) transferable visitor permits shall be made available to each residence regardless of whether the resident owns an automobile.
- I. No permit issued under this Section shall guarantee or reserve to the holder a particular parking space within the restricted area, but shall allow to the holders of permits general parking in said area during the restricted hours specified by this Section and so posted.

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

- J. This Section shall not apply to corporations or individuals who are performing commercial services, repairs, or emergency assistance for any resident living in the specified area.
- K. It is unlawful for any owner or operator to park any vehicle on any street designated to be a residential parking permit area, during the restricted hours, without having a current and lawful residential permit displayed on the vehicle, unless exempt as provided in Subsection (J) of this Section.
- L. Residential permit parking areas may be established from time to time; and when established, the provisions of this Section shall apply to them.