



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, October 11, 2023
6:30 PM**

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

❖ August 9, 2023

5. Agenda items:

- A. Request restricted parking on Blackberry Avenue. Requested by Anna Bilyer 7800 Blackberry Avenue.
- B. Request installing speed reduction measures at 6500 Block Corbitt Avenue. Requested by Fontaine Keogh and Colin Keogh 6552 Corbitt Avenue.
- C. Discussion item: Proposed Mixed Use-Residential Development at Loop South by Subtext Living.
- D. Request a permanent amendment to the Outdoor Dining Policy.

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

Prior to the meeting, we recommend that you visit the site(s). Please e-mail dqirdler@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: August 9, 2023

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

2. Roll Call

Bart Stewart	Commissioner & Chair - Present
Craig Hughes	Commissioner - Present
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 Schaefer to approve the agenda and motion 2nd by Commissioner Tiers. Motion approved by a unanimous voice vote of the Commission.

4. Approval of Minutes of:

Corrections: Modify item 7 to add UUMC sale

Motion by Commissioner Zelenovich to approve the minutes of 7/12/2023 and motion 2nd by Commissioner Moran. Motion approved by a unanimous voice vote of the Commission.

5. Agenda items

A. Taco Buddha's no parking/curbside pick up request. Discussion ensued. Motion by Commissioner Tiers to recommend a 90 day trial for (2) parking spots to be designated as 15 minute only parking for loading/unloading at 7405 Pershing from 11am-8pm, motion second by Commissioner Zelenovich. Motion approved by a unanimous voice.

B. Cursed Coffee/Bikes request for loading/unloading restricted parking at 7401 Pershing was tabled for discussion.

6. Council Liaison Report. Report by Council member Fuller

7. Miscellaneous Business. Commissioner Moran reported on a proposed mixed use building in the loop on the old Commerce Bank site that was presented at the Planning commission meeting.

Commissioner Hughes discussed easements that are being utilized on Delcrest Apartment new building.

8. Director Girdler reports he will be interim parks director. Street paving is continuing.

Adjournment. No further business appearing,
Commissioner Schaefer made a motion to Adjourn, Motion was 2nd by
Commissioner Moran Meeting Adjourned at 7:50PM

Respectfully submitted,

Larry Zelenovich, Commissioner/Secretary



Department of Public Works

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

TRAFFIC REQUEST FORM

LOCATION OF REQUEST:

Intersection of Blackberry Ave. and Hanley Rd.

STATE THE NATURE OF YOUR REQUEST:

Residents parked on both sides of Blackberry Ave. including one parked very close to the stop sign, make it unsafe for cars to navigate, especially when school buses are involved.

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

Ask residents to park further away from the stop sign, limit parking to one side of the street.

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

It would make the intersection safer for everyone. Residents would need to park only on one side and park in their own driveways.

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: Anna Bilyeu

ADDRESS: 7800 Blackberry Ave. University City, MO 63130

PHONE (HOME): 314-265-0961 PHONE (WORK): 314-762-1814

Email: toeborn1@gmail.com

Date: September 22, 2023

Please return the completed form to the Public Works and Parks Department, 3rd floor of City Hall, attention Darin Girdler Public Works Liaison of the Traffic Commission, via email at

dgirdler@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)

St. Louis County Map



10/10/2023, 2:04:46 PM

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Image



Green: Band_2



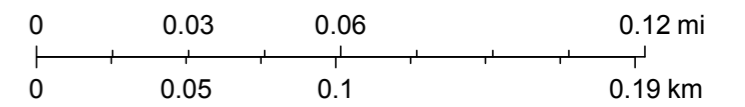
Override 1



Red: Band_1



Blue: Band_3



St. Louis County GIS Service Center



TRAFFIC REQUEST FORM

LOCATION OF REQUEST:

(6552) 6500 BLOCK OF CORBITT AVENUE

STATE THE NATURE OF YOUR REQUEST:

We're having a serious problem with cars that frequently drive at high speeds on our residential street, threatening the lives of adults, children, and pets.

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

We are asking The City of University City to discourage this reckless, illegal, dangerous activity by installing SPEED BUMPS on our block, or making it a one way street or adding bollards

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

This will ensure safety for all residents including: Adults, children, and pets while maintaining the property value from homes being damaged by reckless drivers.

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: Fontaine Keogh, Colin Keogh
ADDRESS: 6552 CORBITT AVENUE ST. LOUIS MO 63130
PHONE (HOME): (314) 215-6500 PHONE (WORK): (314) 583-7943
Email: fontainebanner4@gmail.com
Date: 9/27/2023

Please return the completed form to the Public Works and Parks Department, 3rd floor of the City Hall, attention **Darin Girdler** Public Works Liaison of the Traffic Commission, via email at dgirdler@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)

St. Louis County Map



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Image

Red: Band_1



Green: Band_2

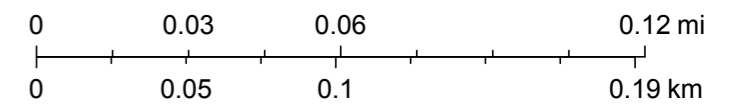


Blue: Band_3



Override 1

1:2,400



St. Louis County GIS Service Center

subtext

LOCAL University City | Traffic Commission | October 11th, 2023

Community Benefits



Community Focused Retail

LOCAL University City will provide over 8,000 SF of modern retail space, reconnecting existing retail along Delmar.

Enhanced Streetscape

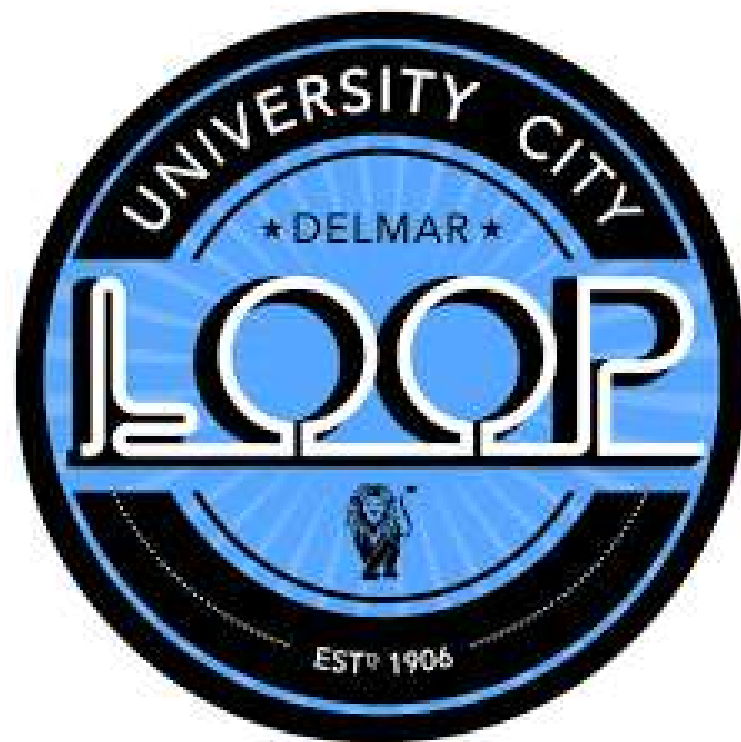
An enhanced pedestrian and patio dining experience will allow residents to experience everything The Loop has to offer, while attracting new visitors from outside the area.

Urban Residential Experience

LOCAL University City will offer a unique urban residential experience, featuring a variety of options from Townhomes to Studios.

Redevelopment of Vacant Space

LOCAL University City will replace vacant retail and surface parking lots to bring a renewed vitality to the block and increased revenue to the tax rolls.



Site Context Diagram



Existing Conditions



Birdseye of Site



View along Delmar Blvd



View along Loop St.

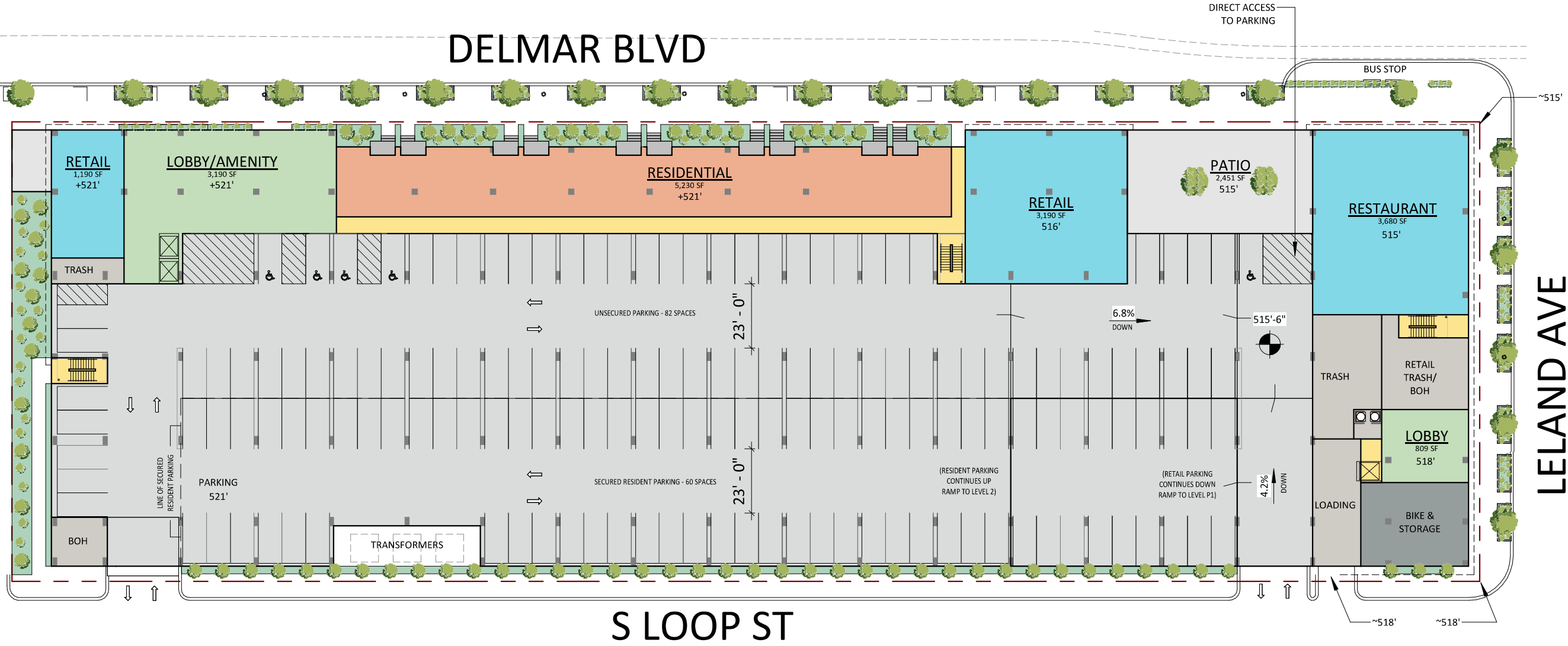


View at Loop St. & Leland Ave.

Renderings



Concept Street Level Plan



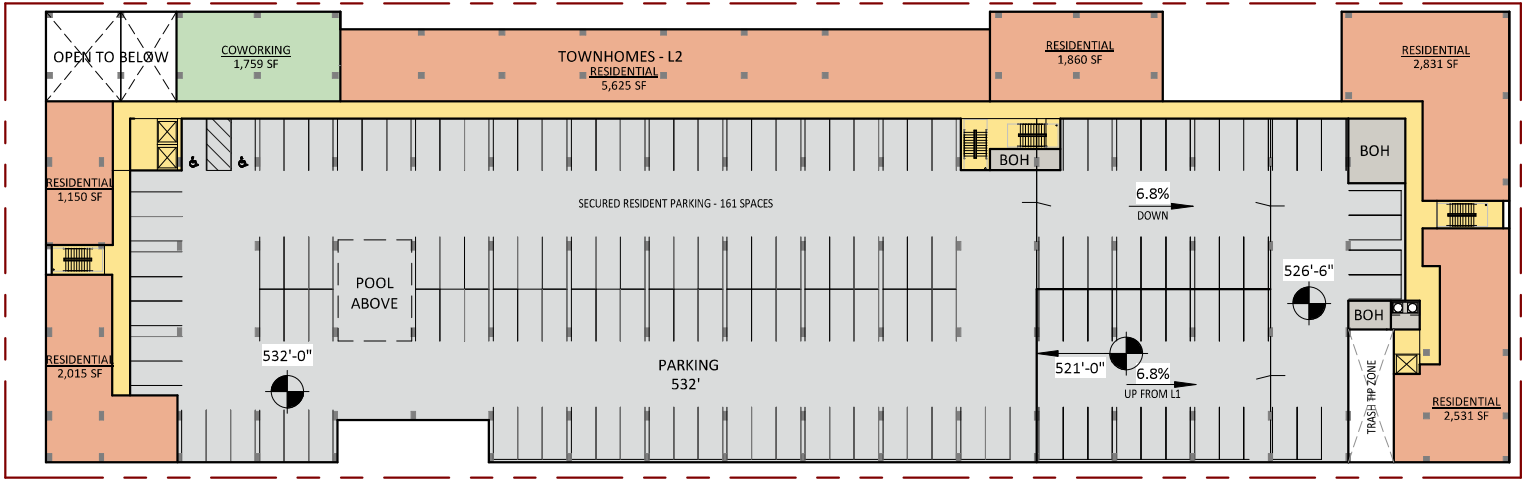
STREET LEVEL

**329
UNITS**

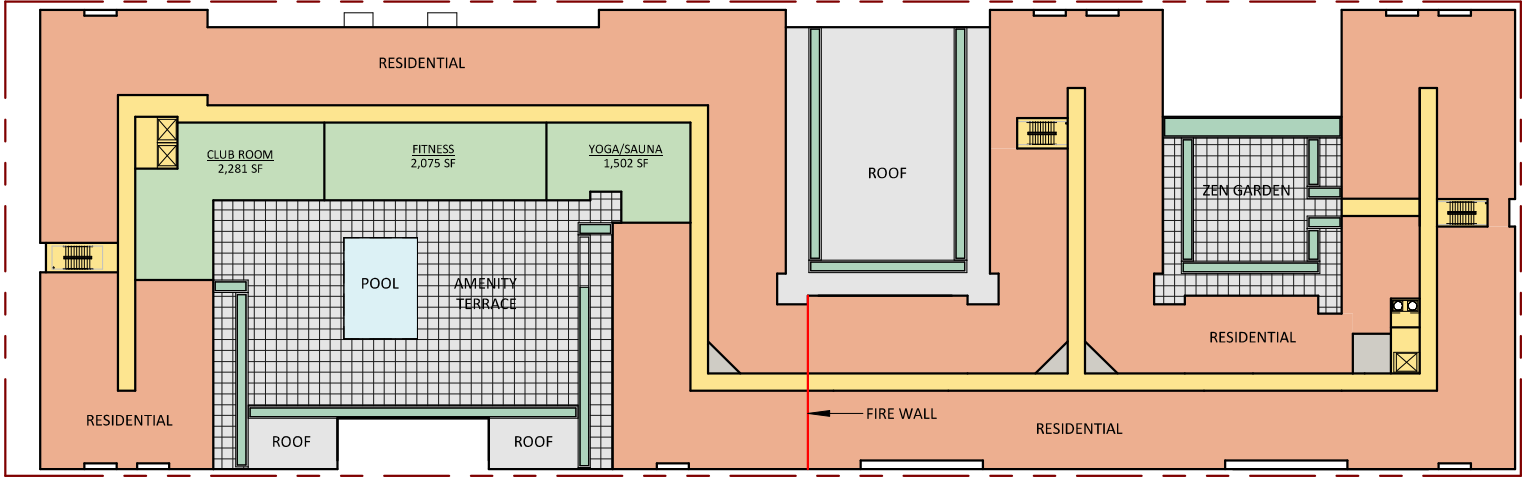
**8,000+
SF RETAIL**

**379
PARKING SPACES**

Concept Building Plans



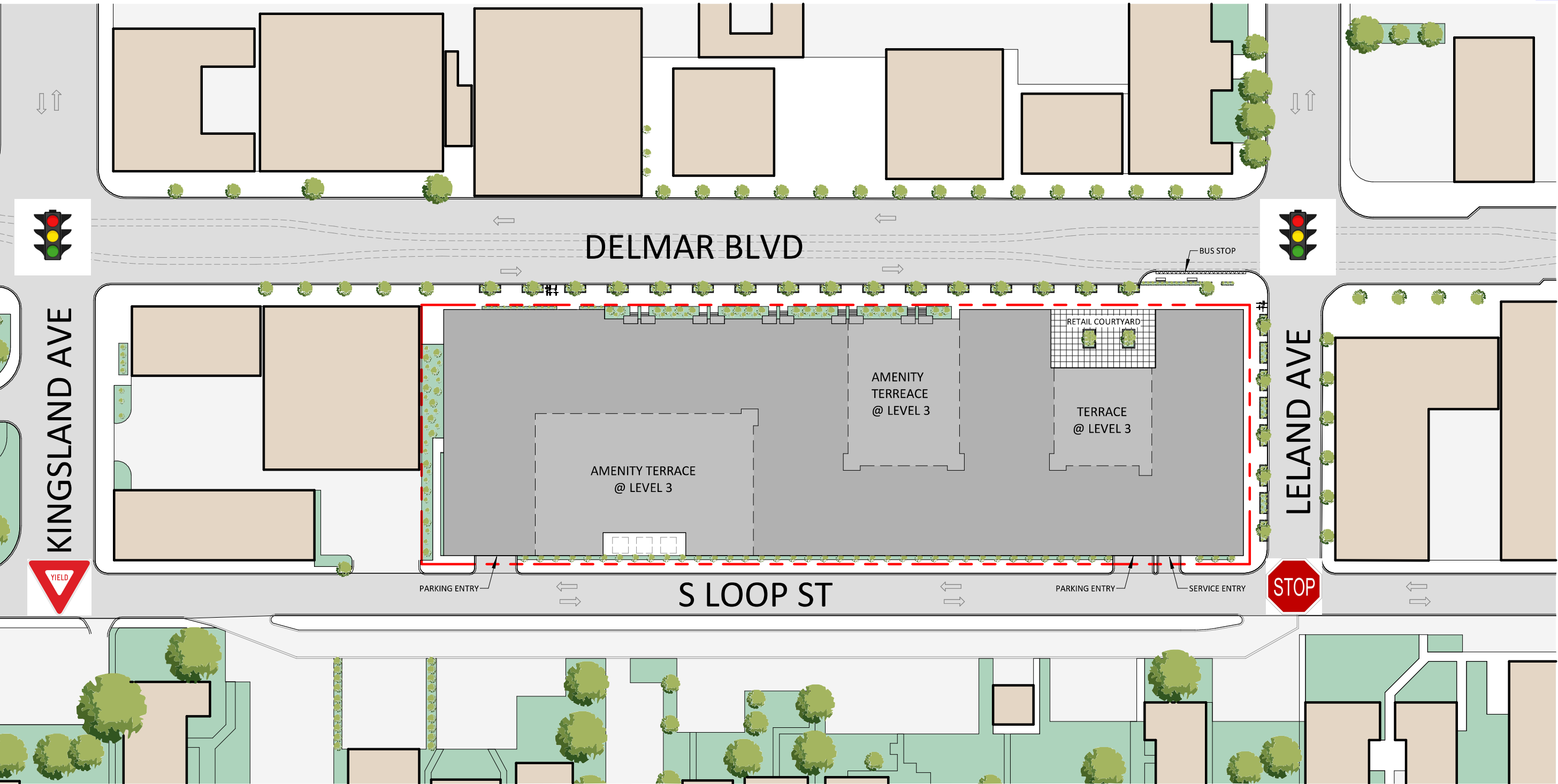
LEVEL 2 PLAN



LEVEL 3 PLAN

Traffic Impact Study

Concept Site Plan



Existing Level of Service

ITE Level of Service Capacity Analysis

	Existing LOS
Delmar and Kingsland	B
Loop North and Kingsland	A
Delmar and Leland	A
Delmar and Melville	A
Loop South and Leland	A
Loop South and Site Access	-

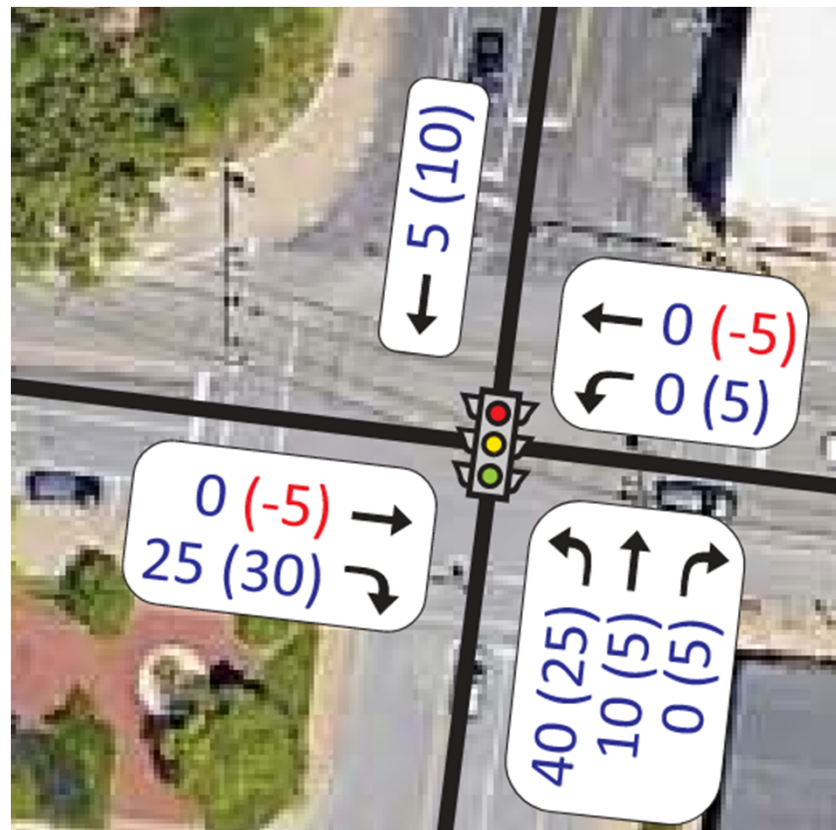
ITE Trip Generation

Table 1: Trip Generation Estimate – Proposed Development

Land Use (ITE Code)	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Housing (221)	314 Units	15	65	80	60	25	85
Retail (876)	1,106 sf	15	10	25	10	10	20
Sit-Down Restaurant (932)	4,000 sf	--	--	--	35	30	65
Walk-In Bank (911)	3,054 sf	35	35	70	40	40	80
Gross Trips		65	110	175	145	105	250
Common Trip Reduction (40%)		--	--	--	-60	-40	-100
Net Trips		65	110	175	85	65	150
Pass-By Trips		--	--	--	10	10	20
New Trips		65	110	175	75	55	130

Site Generated Trips

Delmar and Kingsland



Delmar and Leland



Future Level of Service

ITE Level of Service Capacity Analysis

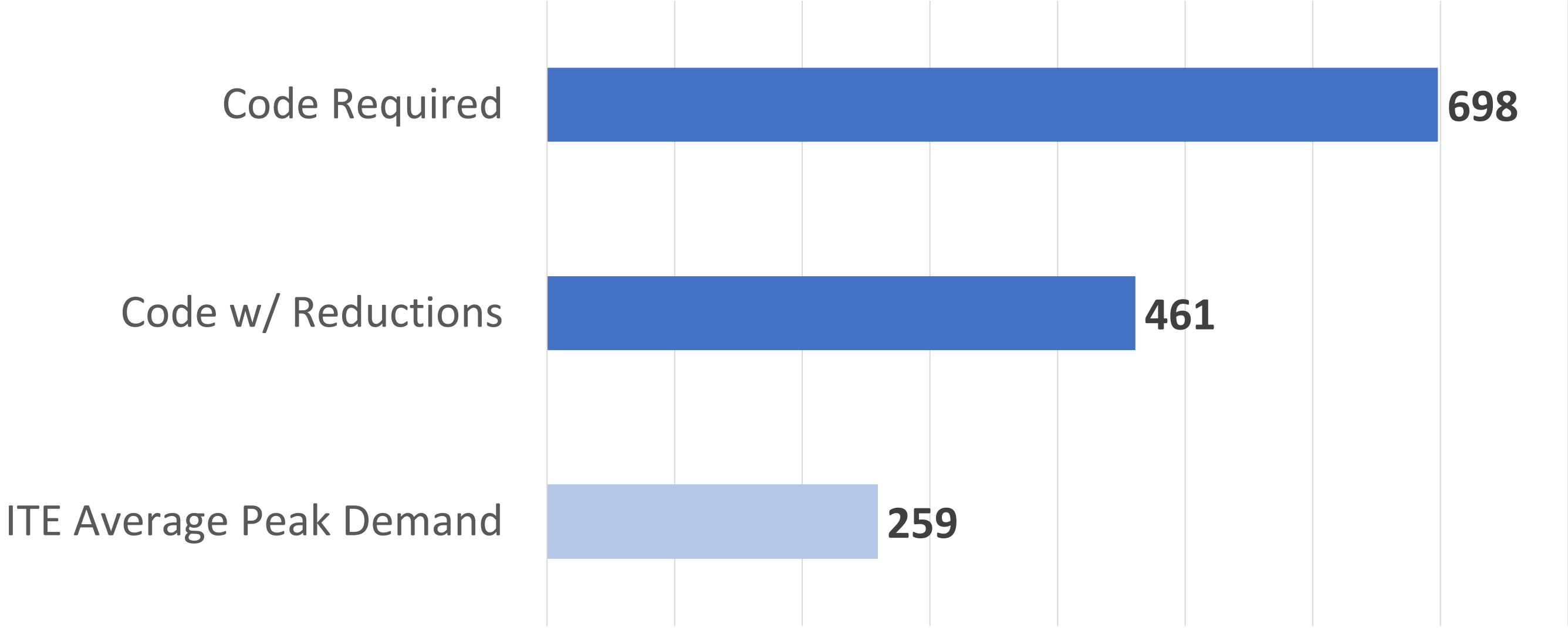
	Existing LOS	Future LOS
Delmar and Kingsland	B	B
Loop North and Kingsland	A	A
Delmar and Leland	A	A
Delmar and Melville	A	A
Loop South and Leland	A	A
Loop South and Site Access	-	A

Parking Demand

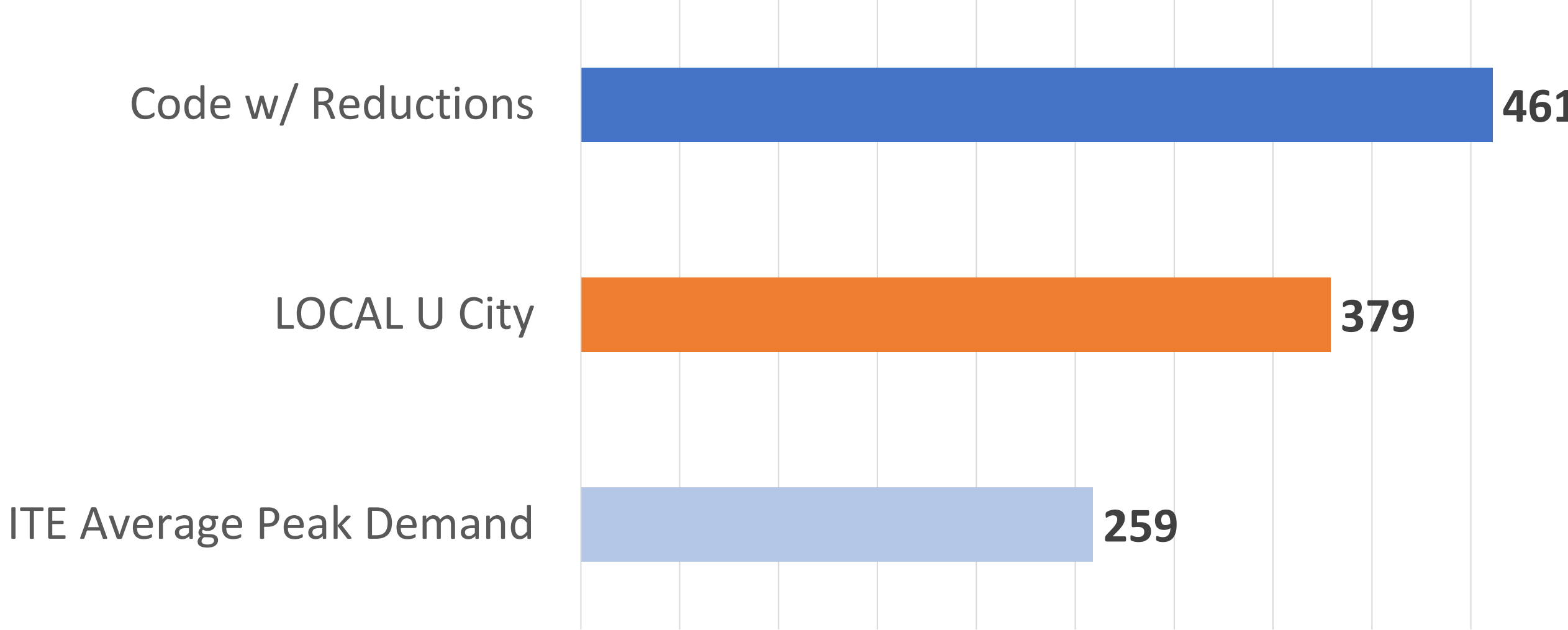
Required Parking Spaces per Code



ITE Parking Demand



Parking Provided



Parking Comps

St. Louis Multifamily Parking Comps

	LOCAL U City	The Expo*	The Hudson	Chelsea STL
Units	329	153	153	152
Total Parking Spaces	379	342	164	152
Ratio by Unit	115%	119%	107%	100%

*Includes 15,000
sqft of retail space

subtext

LOCAL University City | Traffic Commission | October 11th, 2023

Parking Sufficiency Memorandum

Date: September 22, 2023

To: Mr. Ryan Bumb, Subtext Living

From: Mr. Srinivasa Yanamanamanda, P.E., PTOE, PTP
Mr. Brian Rensing, P.E., PTOE

CBB Job Number: 2023-053

Project: Proposed Mixed-Use Residential Development
University City, Missouri

As requested, CBB has completed a parking sufficiency assessment pertaining to the proposed mixed-use development in University City, Missouri. The location of the site relative to the surrounding area is depicted in **Figure 1**.

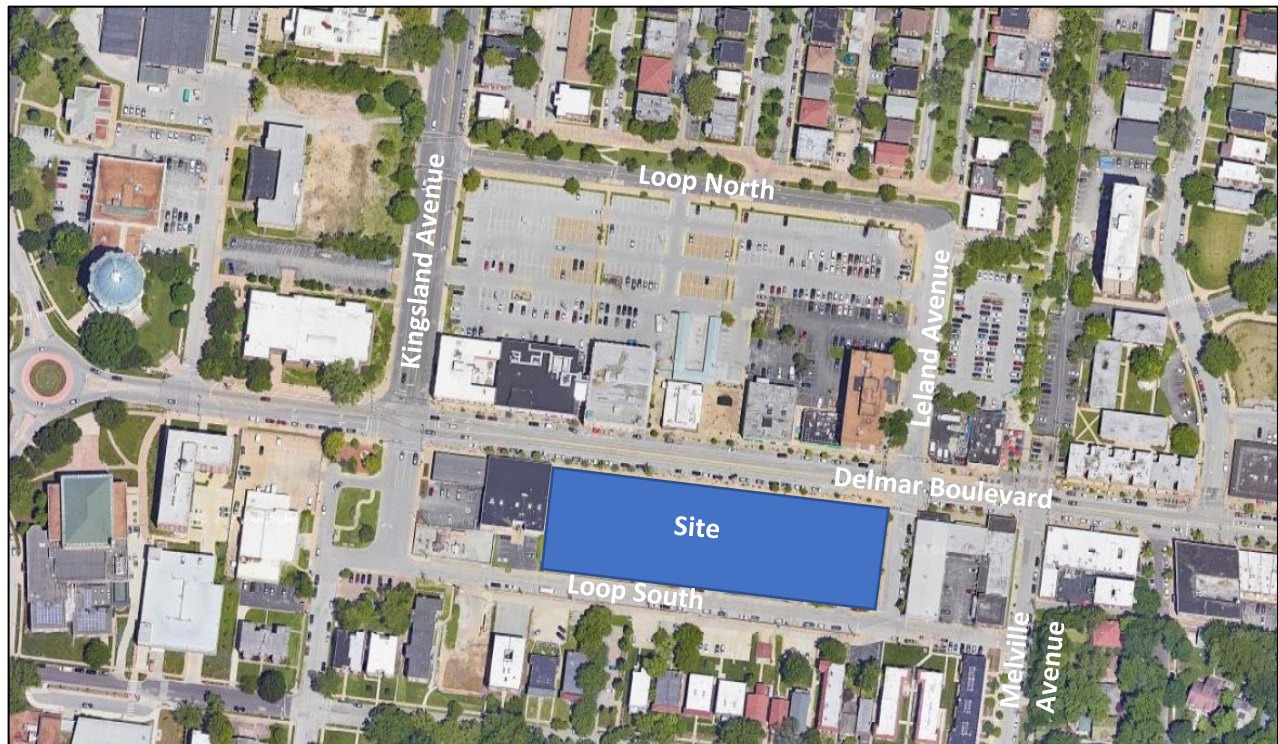


Figure 1: Project Location Map



Based on the preliminary site plan provided by you, the development will consist of a 314-unit mixed-use residential building with proposed retail, bank, and restaurant on the first two levels. Access to the development is proposed as three curb cuts on Loop South.

Basic Parking Terminology and Concepts

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

Parking facilities are generally perceived to be full by users and illegal parking and cross-parking increases when more than 85-95% of the parking spaces supplied are full. It is generally appropriate to supply 5-10% more parking than the peak parking demand. The cushion (or surplus) reduces the need to circulate and search the entire area for the last few available parking spaces, reduces user frustration, provides for recurring peak operating load fluctuations, visitors, misparked vehicles, snow cover, vehicle maneuvering, and vacancies created by reserving spaces for specific users. The supply cushion also provides for unusual peaks in activity on the site.

Estimated Parking Demand

In order to forecast the anticipated parking needs for the proposed mix of uses, the Institute of Transportation Engineers (ITE) Parking Generation Manual (5th Edition) was referenced. This manual provides peak parking demand rates for various land uses based on empirical nationwide studies. **Table 1** at the end of this memorandum summarizes the estimated parking demand for the proposed development.

SUMMARY

Based on ITE's estimated parking demand for the proposed development, it is our opinion that 250 spaces be provided to meet the average parking demand and 410 spaces be provided to meet the 85th percentile parking demand.

We trust that this memorandum adequately addresses the parking demands associated with the proposed development. If additional information is desired, please contact me at nyanamanamanda@cbbtraffic.com.

TRAFFIC IMPACT STUDY REPORT

Date: September 22, 2023

To: Mr. Ryan Bumb, Subtext Living

From: Mr. Srinivasa Yanamanamanda, P.E., PTOE, PTP

CBB Job Number: 2023-053

Project: Proposed Mixed-Use Residential Development
University City, Missouri

As requested, CBB has completed a traffic impact study pertaining to the proposed mixed-use development in University City, Missouri. The location of the site relative to the surrounding area is depicted in **Figure 1**.

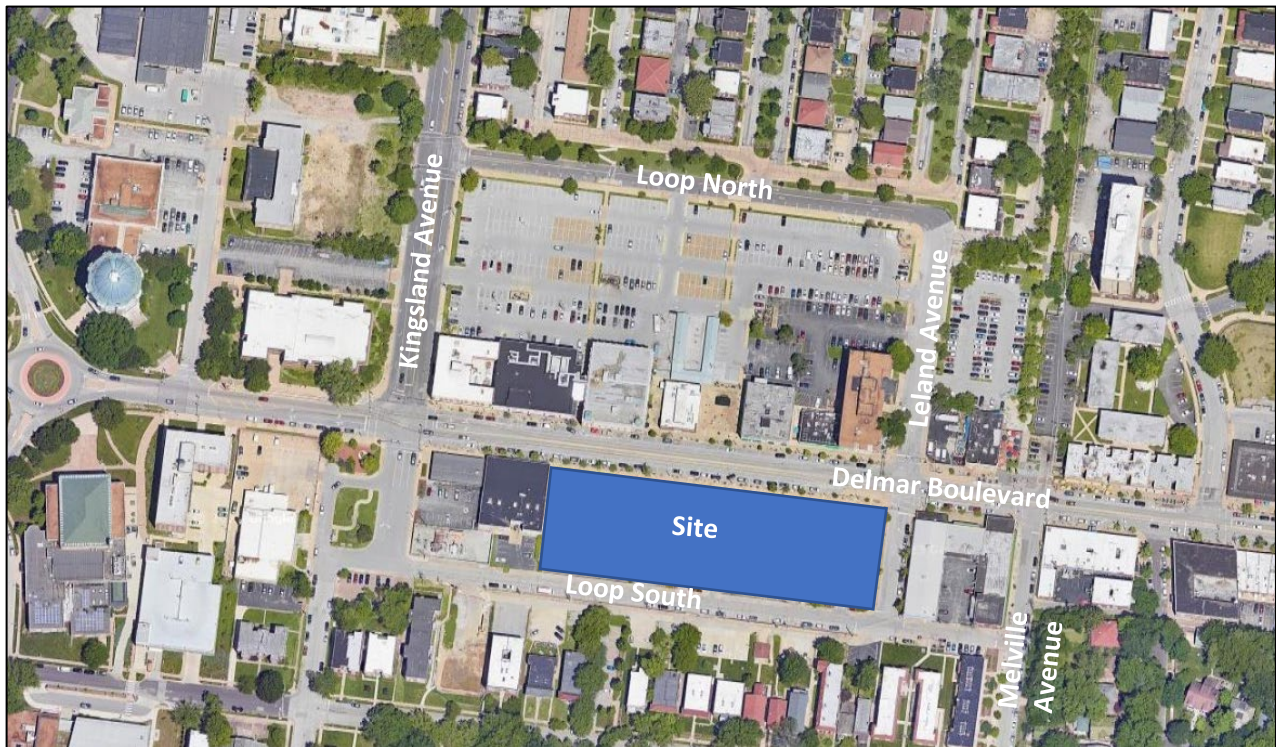


Figure 1: Project Location Map



Based on the preliminary site plan provided by you, the development will consist of a 314-unit mixed-use residential building with proposed retail, bank, and restaurant on the first two levels. Access to the development is proposed as three curb cuts on Loop South. A schematic of the concept plan provided is shown in **Exhibit 1**.

The purpose of this study was to determine the adequacy of the existing roadway, specifically the roundabout, to accommodate the proposed development by estimating the number of additional trips that would be generated by the proposed development and evaluating the impact on the operating conditions for the adjacent roadways. If necessary, roadway improvements (lane additions and/or traffic control modifications) were recommended to mitigate the impact of the development and to accommodate the additional traffic. The focus of this study was the AM and PM peak hours of a typical weekday.

The following intersections were included in the study:

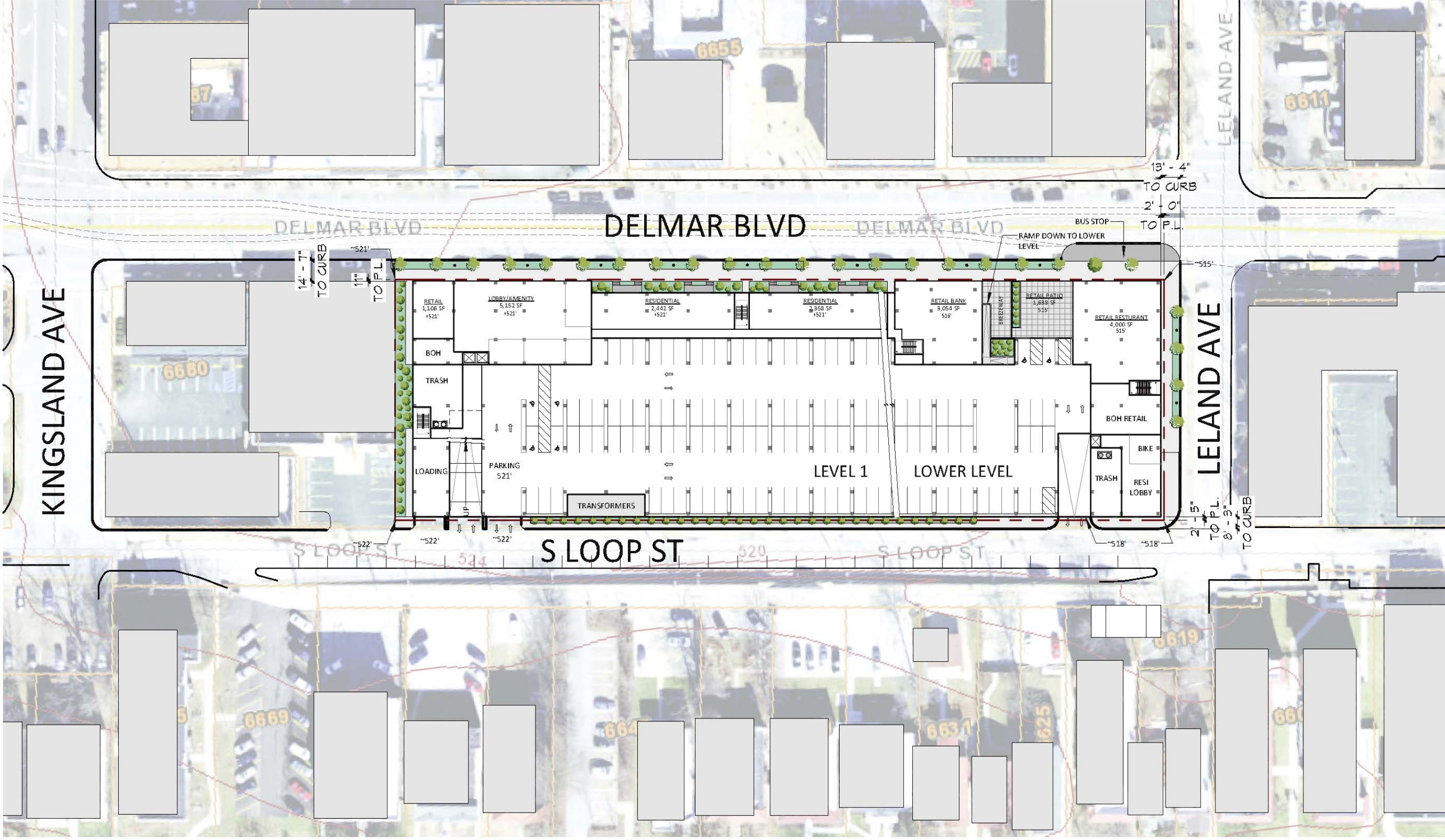
- Delmar Boulevard and Leland Avenue;
- Delmar Boulevard and Melville Avenue;
- Delmar Boulevard and Kingsland Avenue;
- Kingsland Avenue and Loop North; and
- Leland Avenue and Loop South.

The following analysis scenarios were evaluated for the weekday AM and PM peak hours:

- 2023 Existing Conditions; and
- 2023 Build Conditions (Existing plus site trips).

The following report presents the methodology and findings relative to the 2023 Existing and 2023 Build conditions.

Concept Street Level Plan





EXISTING CONDITIONS

Area Roadway System: Delmar Boulevard is an east-west minor arterial roadway that runs between St. Louis County and the City of St. Louis proper. Within the study area, Delmar Boulevard is owned and maintained by the City of University City and provides access to several commercial sites. The posted speed limit is 20 miles per hour (mph). Generally, Delmar Boulevard provides two lanes, one lane in each direction as well as on-street parking and sidewalks on both sides of the roadway. Along the frontage of the site, the Loop Trolley travels and operates with vehicular traffic, similar to a bus.

Leland Avenue is a north-south local roadway that is owned and maintained by the City of University City. Within the study area, Leland Avenue provides access to several commercial sites. Sidewalks are provided along both sides of the roadway. There is not a posted speed limit, but 25 mph was assumed. North of Delmar Boulevard, Leland Avenue changes orientation to an east-west roadway and becomes **Loop North**.

Melville Avenue is a north-south local roadway that is owned and maintained by the City of University City. South of Delmar Boulevard, Melville Avenue provides access to several residential and commercial sites. North of Delmar Boulevard, Melville Avenue provides access to a small surface parking lot. South of Delmar Boulevard, Melville Avenue provides sidewalks on the west side of the roadway and on-street parking on the east side of the roadway. There is not a posted speed limit, but 25 mph was assumed.

Kingsland Avenue is a north-south major collector that is owned and maintained by the City of University City. Within the study area Kingsland Avenue provides access to several commercial sites. The posted speed limit is 30 mph and sidewalks are provided along both sides of the roadway.

Loop South is an east-west local roadway that is owned and maintained by the City of University City. Within the study area, Loop South provides access to several residential and commercial sites. Sidewalks are provided along both sides of the roadway and on-street parking is provided on the south side of the roadway. There is not a posted speed limit, but 25 mph was assumed.

The intersection of Delmar Boulevard and Leland Avenue is controlled by a traffic signal. All approaches provide one left-turn lane and one shared through/right-turn. **Figure 2** provides an aerial of the Delmar Boulevard and Leland Avenue intersection.

The intersection of Delmar Boulevard and Melville Avenue is controlled by a traffic signal. All approaches provide one shared left-turn/through/right-turn. **Figure 3** provides an aerial of the Delmar Boulevard and Melville Avenue intersection.



The intersection of Delmar Boulevard and Kingsland Avenue is controlled by a traffic signal. The eastbound and westbound approaches provide one left-turn lane and one shared through/right-turn. The northbound and southbound approaches provide one left-turn, one through lane, and one right-turn lane. **Figure 4** provides an aerial of the Delmar Boulevard and Kingsland Avenue intersection.

The intersection of Kingsland Avenue and Loop North is controlled by a traffic signal. The westbound approach provides one shared left-turn/through/right-turn lane. The northbound approach provides one through lane and one right-turn lane. The southbound approach provides one left-turn lane and two through lanes. **Figure 5** provides an aerial of the Kingsland Avenue and Loop North intersection.

The intersection of Leland Avenue and Loop North is under all-way stop control. All approaches provide one shared left-turn/through/right-turn. **Figure 6** provides an aerial of the Kingsland Avenue and Loop North intersection.

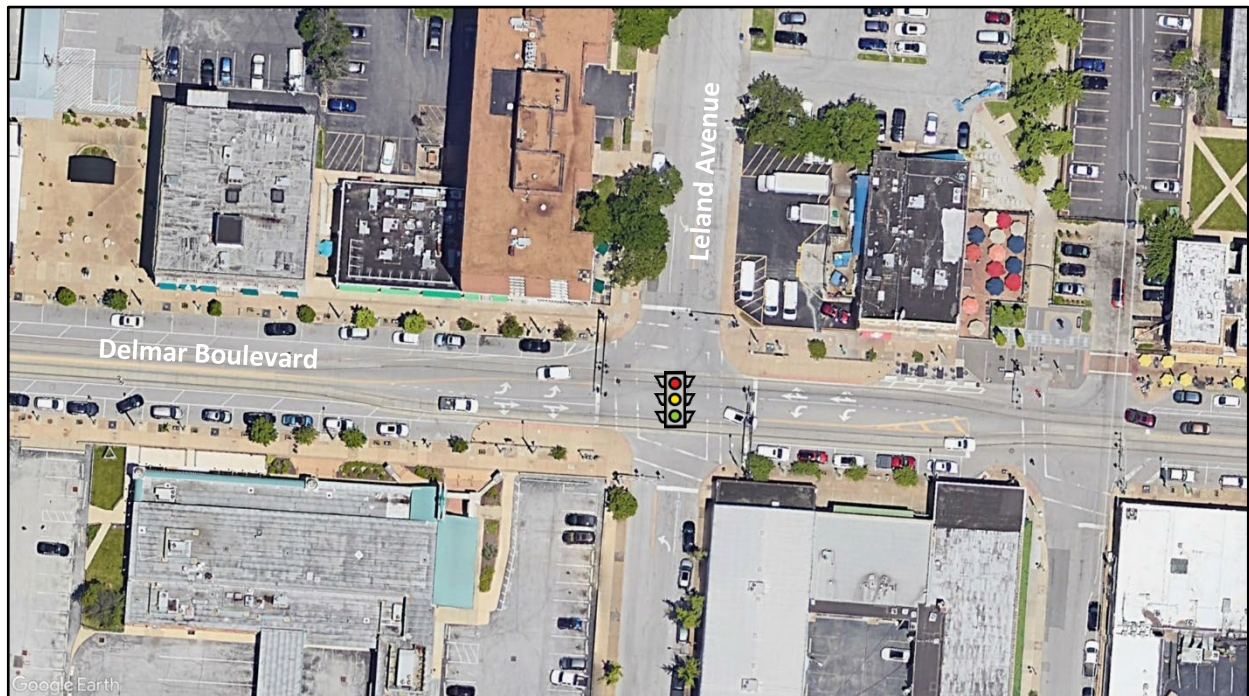


Figure 2: Aerial View of the Delmar Boulevard and Leland Avenue Intersection

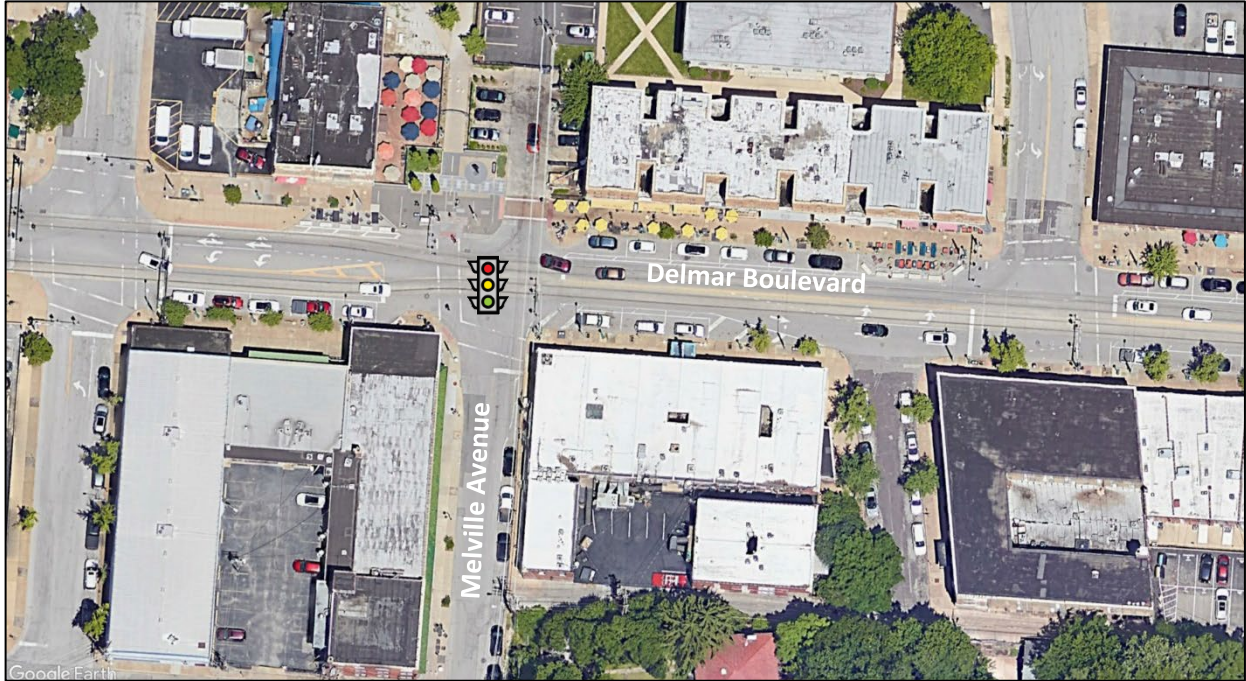


Figure 3: Aerial View of the Delmar Boulevard and Melville Avenue Intersection

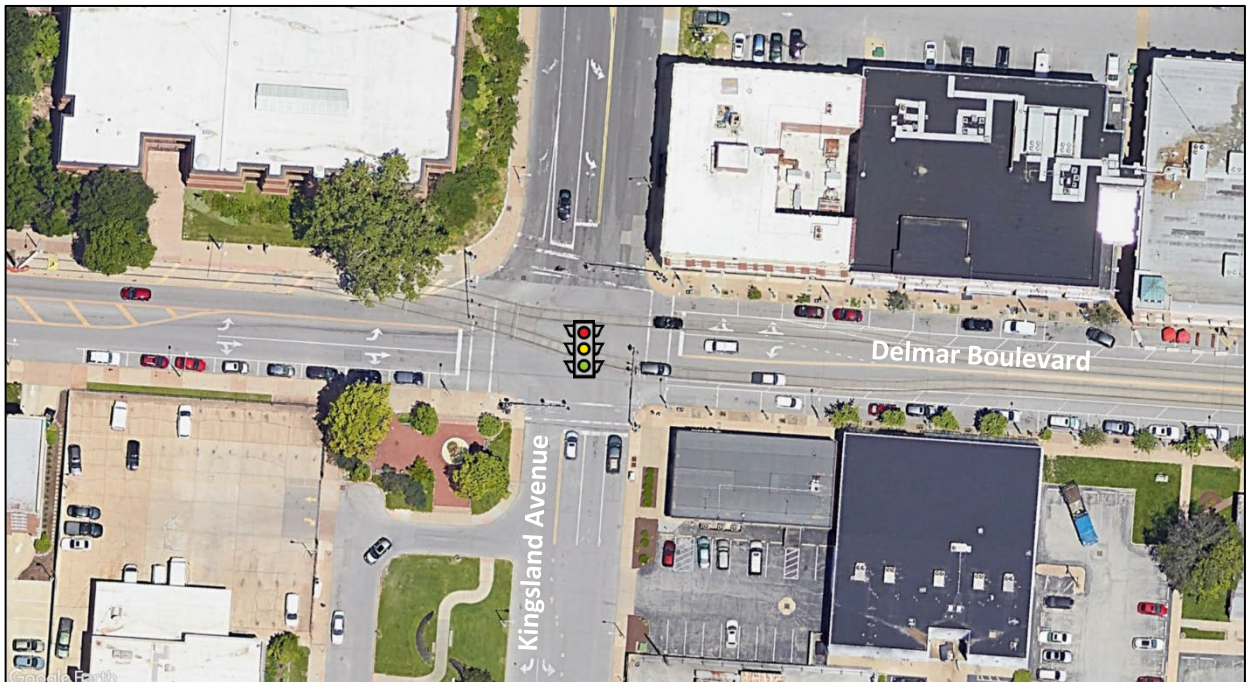


Figure 4: Aerial View of the Delmar Boulevard and Kingsland Avenue Intersection



Figure 5: Aerial View of the Kingsland Avenue and Loop North Intersection

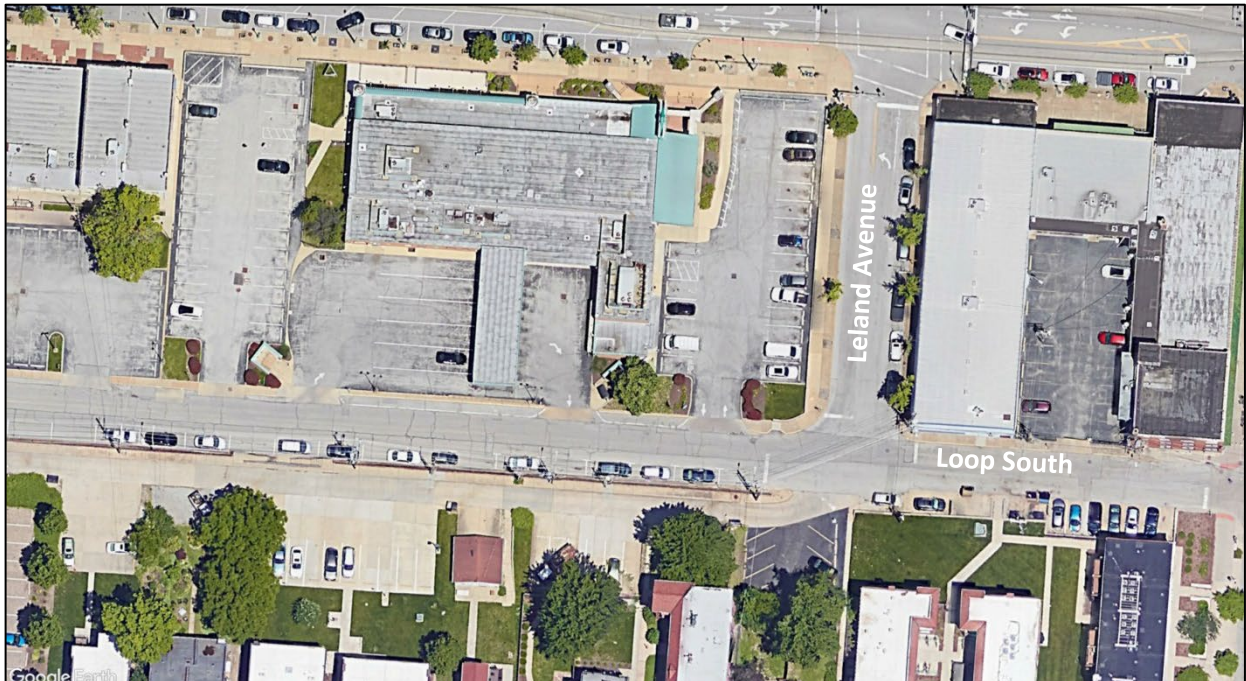


Figure 6: Aerial View of the Leland Avenue and Loop South Intersection



Existing Traffic Volumes: Video turning movement traffic counts were conducted during the weekday commuter morning (6:00 - 9:00 a.m.) peak period on Friday, May 5th and May 19th, 2023, and the weekday commuter afternoon (3:00 - 7:00 p.m.) peak period on Thursday, May 4th and May 18th, 2023, at the following intersections:

- Delmar Boulevard and Leland Avenue;
- Delmar Boulevard and Melville Avenue;
- Delmar Boulevard and Kingsland Avenue;
- Kingsland Avenue and Loop North; and
- Leland Avenue and Loop South.

Based on the traffic data collected, the AM peak hour occurred between 7:45 and 8:45 a.m. and the PM peak hour occurred between 5:00 and 6:00 p.m. The 2023 Existing Traffic Volumes are summarized in **Exhibit 2**. Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the weekday AM and PM peak periods would represent a “worst-case scenario” with regards to the traffic impact. If traffic operations are acceptable during these peak periods, it can be reasoned that conditions would be acceptable throughout the remainder of the day.

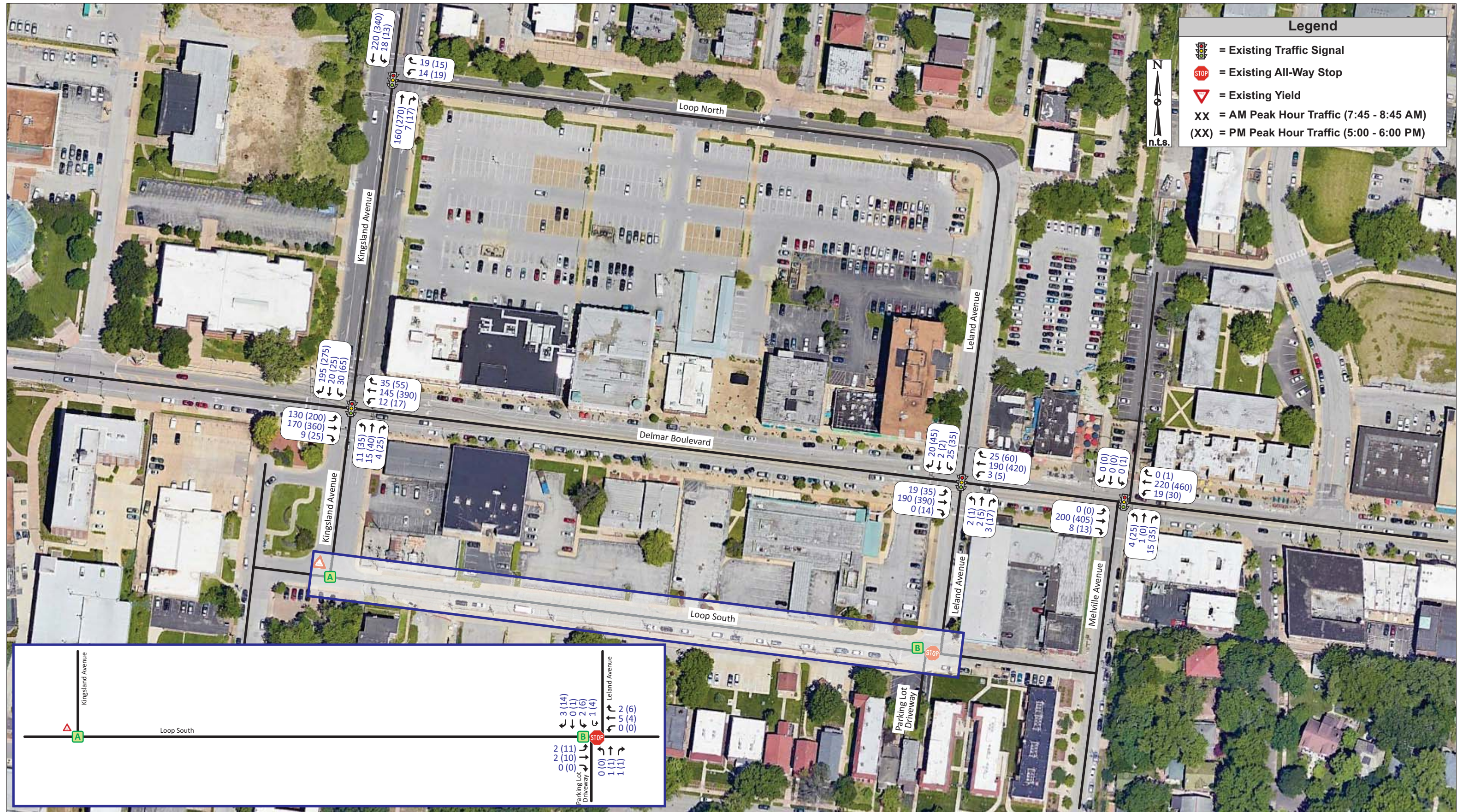


Exhibit 2: Existing Traffic Volumes



PROPOSED SITE

Proposed Land Use: Based on the concept plan provided by you, shown in Exhibit 1, the proposed development would consist of a 314-unit mixed-use residential building with proposed retail, bank, and restaurant on the first two levels.

Site Access: Access to the development is proposed as three curb cuts on Loop South.

Sight Distance: Adequate sight distance is necessary at intersections to allow drivers to perceive potentially conflicting vehicles and allow those motorists sufficient time to adjust their speed to avoid a collision or make a choice of when to cross or enter the mainline traffic flow. All drivers approaching or stopped at the intersection should have an unobstructed view of the entire intersection so that potential collisions can be avoided.

As more detailed plans are developed, it is recommended that the site civil engineer illustrate the minimum sight distance requirements on the plans to ensure that adequate sight distance can be achieved within the clear area of the right-of-way; i.e., the sight distance triangles.

Furthermore, careful consideration should be given to sight distance obstructions when designing the intersections or planning any future aesthetic enhancements, such as signage, berms, fencing and landscaping to ensure that these improvements do not obstruct the view of entering and exiting traffic at the intersections with the public roads. It is generally recommended that all improvements wider than two inches (posts, tree trunks, etc.) and higher than 3.5 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

Trip Generation: As a primary step in this analysis, forecasts were prepared to estimate the amount of traffic that the proposed mixed use residential building would generate during the weekday AM and PM peak periods. These forecasts were based upon information provided in the *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the characteristics of various land uses. Trip estimates for the proposed mixed use residential building were based on the following ITE land uses:

- ITE 221 – Multifamily Housing;
- ITE 876 – Apparel Retail;
- ITE 932 – High-Turnover (Sit-Down) Restaurant; and
- ITE 911 –Walk-In Bank.



It is important to note that ITE estimates assume each of the development’s uses would be freestanding. Instead, the uses within the development area would share access to the main roadways surrounding the site and, in some cases, parking. Published studies show that patrons of multi-use developments, such as this, often visit more than one use within the development during a single visit. As a result, a portion of the trips generated by the development would be captured internally and not impact the external road system. In order to account for internal capture trips within the Subtext apartment plan, a 40% “common trip” reduction was applied to the PM peak hour trip estimate to account for motorists that would visit other sites within the development (i.e., trips that would be captured internally and not impact the external road system).

The trip generation estimates were further adjusted to account for the fact that not all of the trips generated by the development would be new to the surrounding road system, but instead are trips already passing the site. These “pass-by trips” would be attracted to the development on their way to or from other destinations. The actual percentage of pass-by traffic depends on the nature of the use, the volume on the adjacent street, and time of day. Therefore, statistical information provided in the *Trip Generation Handbook, A Recommended Practice* was utilized to estimate pass-by percentages for the proposed uses. These pass-by trips would create turning movements at the driveways serving the site, but they would not represent new traffic on the adjacent roadways.

The resulting trip generation estimate for the proposed mixed-use development is summarized in **Table 1**. As shown in the table, the proposed mixed-use development is estimated to generate 175 new trips during the weekday AM peak hour and 130 new trips during the weekday PM peak hour.

Table 1: Trip Generation Estimate – Proposed Development

Land Use (ITE Code)	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Housing (221)	314 Units	15	65	80	60	25	85
Retail (876)	1,106 sf	15	10	25	10	10	20
Sit-Down Restaurant (932)	4,000 sf	--	--	--	35	30	65
Walk-In Bank (911)	3,054 sf	35	35	70	40	40	80
Gross Trips		65	110	175	145	105	250
Common Trip Reduction (40%)		--	--	--	-60	-40	-100
Net Trips		65	110	175	85	65	150
Pass-By Trips		--	--	--	10	10	20
New Trips		65	110	175	75	55	130

~ Trips rounded to nearest 5 vph



Trip Distribution: The new trips for the proposed development will be assigned into and out of the site based upon an assumed directional distribution. Based upon the existing travel patterns in the area, it is anticipated the distribution of new site-generated trips would be as summarized in **Table 2**.

Table 2: Trip Distribution Assumptions

DIRECTION OF TRAVEL	AM / PM PEAK HOURS
To/from the north on Kingsland Avenue	10%
To/from the south on Kingsland Avenue	10%
To/from the west on Delmar Boulevard	35%
To/from the east on Delmar Boulevard	45%

The resulting assignment of site-generated trips for the proposed development during the weekday AM and PM peak hours are summarized in **Exhibit 3**.



Exhibit 3: Site-Generated Trips



2023 Build Traffic Volumes (2023 Existing plus site trips): The site-generated trips for the proposed mixed-use development (Exhibit 3) were added to the 2023 Existing traffic volumes (Exhibit 2) to determine the total volumes in the 2023 Build scenario. The 2023 Build Traffic Volumes for the weekday AM and PM peak hours are shown in **Exhibit 4**.



Exhibit 4: 2023 Build Traffic Volumes



TRAFFIC ANALYSIS

Study Procedures: The Existing and Build operating conditions were analyzed using SYNCHRO 11, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is often considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differs from that at unsignalized intersections primarily because varying transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 3** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 3: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
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

It should be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, more delay is usually tolerated in urban regions compared to rural areas. Based on the character of this area, we believe that LOS D would be an appropriate target for overall peak period traffic operations.



2023 Operating Conditions: The study intersections were evaluated using the methodologies described previously. **Table 4** summarizes the results of this analysis, which reflects the Existing and Build operating conditions and average delay at the study intersections during the weekday AM and PM peak hours. The existing lanes and traffic control for the study intersections were assumed for the existing intersections. A single-lane approach was assumed for the approach exiting the proposed development.

Table 4: Capacity Analysis Summary

INTERSECTION/MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
	EXISTING	BUILD	EXISTING	BUILD
Delmar Boulevard and Kingsland Avenue (Signal)				
Eastbound Delmar Boulevard Approach	A (4.1) 95 th Queue: 70' TH	A (5.9) 95 th Queue: 80' TH	A (7.8) 95 th Queue: 190' TH	A (9.1) 95 th Queue: 215' TH
Westbound Delmar Boulevard Approach	A (7.9) 95 th Queue: 80' TH	B (10.5) 95 th Queue: 80' TH	B (18.2) 95 th Queue: 385' TH	C (20.4) 95 th Queue: 385' TH
Northbound Kingsland Avenue Approach	C (32.3) 95 th Queue: 25' TH	C (33.2) 95 th Queue: 60' LT	C (24.1) 95 th Queue: 45' TH	C (24.3) 95 th Queue: 60' TH
Southbound Kingsland Avenue Approach	C (21.4) 95 th Queue: 40' LT	C (21.3) 95 th Queue: 65' RT	C (21.1) 95 th Queue: 75' RT	C (21.5) 95 th Queue: 75' RT
Overall	B (11.6)	B (14.0)	B (15.3)	B (16.6)
Loop North and Kingsland Avenue (Signal)				
Westbound Loop North Approach	A (8.8) 95 th Queue: 20'	A (8.9) 95 th Queue: 20' TH	B (10.4) 95 th Queue: 25' TH	B (10.4) 95 th Queue: 25' TH
Northbound Kingsland Avenue Approach	A (1.9) 95 th Queue: 35' TH	A (1.9) 95 th Queue: 35' TH	A (1.8) 95 th Queue: 55' TH	A (1.9) 95 th Queue: 60' TH
Southbound Kingsland Avenue Approach	A (1.7) 95 th Queue: 20' TH	A (1.6) 95 th Queue: 20' TH	A (1.5) 95 th Queue: 30' TH	A (1.5) 95 th Queue: 30' TH
Overall	A (2.3)	A (2.2)	A (2.1)	A (2.1)
Delmar Boulevard and Leland Avenue (Signal)				
Eastbound Delmar Boulevard Approach	A (2.3) 95 th Queue: 60' TH	A (3.8) 95 th Queue: 60' TH	A (3.2) 95 th Queue: 120' TH	A (4.5) 95 th Queue: 125' TH
Westbound Delmar Boulevard Approach	A (2.0) 95 th Queue: <20' TH	A (2.2) 95 th Queue: 5' TH	A (6.6) 95 th Queue: 185' TH	A (6.4) 95 th Queue: 190' TH
Northbound Leland Avenue Approach	D (35.4) 95 th Queue: 15' TH	B (19.2) 95 th Queue: 40' TH	C (24.3) 95 th Queue: 25' TH	B (19.5) 95 th Queue: 40' TH
Southbound Leland Avenue Approach	D (36.2) 95 th Queue: 45' LT	D (37.0) 95 th Queue: 45' LT	C (32.1) 95 th Queue: 55' LT	C (32.1) 95 th Queue: 55' LT
Overall	A (5.9)	A (7.4)	A (7.6)	A (8.1)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)
 95th percentile queue for the critical movement of the approach and lane (L-Left, T-Thru, R-Right)



Table 4: Capacity Analysis Summary (Continued)

INTERSECTION/MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
	EXISTING	BUILD	EXISTING	BUILD
Delmar Boulevard and Melville Avenue (Signal)				
Eastbound Delmar Boulevard Approach	A (7.1) 95 th Queue: 40' TH	A (7.3) 95 th Queue: 75' TH	A (4.4) 95 th Queue: 140' TH	A (5.4) 95 th Queue: 140' TH
Westbound Delmar Boulevard Approach	A (6.6) 95 th Queue: 85' TH	A (6.8) 95 th Queue: 95' TH	A (3.1) 95 th Queue: 115' TH	A (3.3) 95 th Queue: 130' TH
Northbound Melville Avenue Approach	B (17.2) 95 th Queue: 20' TH	B (17.2) 95 th Queue: 20' TH	C (32.2) 95 th Queue: 55' TH	C (32.2) 95 th Queue: 55' TH
Southbound Melville Avenue Approach	A (<1.0)	A (<1.0)	D (41.0)	D (41.0)
Overall	A (7.2)	A (7.4)	A (5.5)	A (5.9)
Loop South and Leland Avenue (All-Way STOP)				
Eastbound Loop South Approach	A (7.1)	A (7.6)	A (7.2)	A (7.5)
Westbound Loop South Approach	A (6.8)	A (6.9)	A (6.7)	A (6.8)
Northbound Leland Avenue Approach	A (6.7)	A (6.9)	A (6.7)	A (6.8)
Southbound Leland Avenue Approach	A (6.7)	A (6.7)	A (6.8)	A (6.8)
Overall	A (6.8)	A (7.2)	A (6.9)	A (7.1)
Loop South and East Site Driveway (Side-Street STOP)				
Eastbound Loop South Approach		A (<1.0)		A (2.2)
Westbound Loop South Approach		Free Flow		Free Flow
Southbound Site Driveway Approach		A (8.8)		A (8.5)
Loop South and Center Site Driveway (Side-Street STOP)				
Eastbound Loop South Approach		A (4.1)		A (4.6)
Westbound Loop South Approach		Free Flow		Free Flow
Southbound Site Driveway Approach		A (9.0)		A (8.9)
Loop South and West Site Driveway (Side-Street STOP)				
Eastbound Loop South Approach		A (1.0)		A (2.2)
Westbound Loop South Approach		Free Flow		Free Flow
Southbound Site Driveway Approach		A (8.9)		A (8.7)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)
 95th percentile queue for the critical movement of the approach and lane (L-Left, T-Thru, R-Right)



As shown in the table, all approaches at the study intersections currently operate at favorable levels of service (i.e., LOS D or better) during all peak periods. All approaches at the study intersections, as well as the proposed site driveway approaches, would continue to operate at favorable levels of service for the Build condition during the AM and PM peak periods with negligible differences in the forecasted delay as compared to the Existing conditions. The 95th percentile queue reaches the intersection of Delmar and Melville and continues to do so under the build conditions.



SUMMARY

CBB completed the preceding study to address the traffic impacts associated with the proposed mixed-use development, located on the southwest corner of Delmar Boulevard and Leland Avenue in University City, Missouri.

- The proposed mixed use is estimated to generate 175 new trips in the AM peak hour and 130 new trips in the PM peak hours to the adjacent roadways.
- All approaches to the existing study intersections, as well as the proposed site drives approaches, would continue to operate at acceptable levels of service for the Build conditions during the AM and PM peak hours of a typical weekday.
- CBB recommends that the site civil engineer illustrate the necessary intersection sight distance triangles on the site plan for all site drives. These areas should be kept clear of all obstructions to provide adequate visibility for safe operations.

We trust that this traffic impact study adequately describes the forecasted traffic conditions that should be expected in the vicinity of the proposed mixed-use development in University City, Missouri. If additional information is desired, please contact me at ryanamanamanda@cbbtraffic.com.



City of University City

Outdoor Dining Permit and Application Process

Introduction

The City of University City encourages outdoor dining to increase use of public space, enjoyment and security. With proper design and management, outdoor dining can be a great way to encourage walking, add vitality to the street, and promote local economic development.

All food and beverage establishments that want to provide accessory outdoor seating (tables, chairs, furniture, etc.) on public or private property within the City of University City must obtain an Outdoor Dining Permit, annually.

An Outdoor Dining Permit allows the holder of the Permit to place tables and chairs within an outdoor area adjacent to an established restaurant, food and beverage establishment, cigar-smoking lounge, and bar or tavern that s/he owns or operates. The Permit requires the permittee to ensure that its outdoor dining meets the regulations as set by the City of University City.

This packet contains all of the information you need to understand and apply for an Outdoor Dining Permit. Please read the contents before you start the application process. If you have any questions, feel free to contact the City's Department of Community Development at 314-505-8500.

Outdoor Dining Permit

Permit Requirements

Every business providing outdoor seating for patrons on public or private property must obtain a valid outdoor dining permit. Said permit shall be renewed on an annual basis. An annual fee of one-hundred dollars (\$100) is due with the permit application. For first time applicants, required documents include:

- Outdoor Dining Application
- Outdoor Dining Concept Drawing
- Outdoor Dining Property Owner Consent
- Outdoor Dining Responsible Party Agreement

If permittee is applying for a renewal, only an application and \$100 fee is required unless the responsible party, property owner, or outdoor dining area concept have changed.

Commented [BS1]: Fee is the same as before

Outdoor Dining Season

Outdoor dining is allowed between January 1 and December 31 of each year or any day the temperature is at least fifty (50) degrees Fahrenheit. During the off-season, all outdoor dining furniture and barriers shall be stored indoors.

Commented [BS2]: Requesting year round. Current policy allows for March 1st - December 31st

Outdoor Dining Hours and Location

Outdoor dining is allowed during any hours that the business is opening and operating within the season. Outdoor dining can only be located directly adjacent to the business storefront for which the outdoor dining permit has been issued and may not encroach or spill over in front of neighboring businesses or properties. Standard Outdoor dining shall only be located between the front building wall of the establishment and the curb. Expanded Outdoor dining shall only be located between the front building wall of the establishment and 2' x 2' x 6' 4000 LBS concrete block barriers that separate the right-of-way. The following guidelines must be adhered to in order to obtain an Outdoor Dining Permit:

Commented [BS3]: They want to keep the barriers that take up the parking spaces.

1. All outdoor dining furniture must be located so that a minimum four (4) foot wide clear zone for pedestrians is maintained at all times, in compliance with the American with Disabilities Act (ADA) requirements;
2. Within the pedestrian clear zone, there shall not be any obstructions including but not limited to trees, bike racks, newspaper stands, parking meters, trash receptacles, and light poles;
3. No outdoor dining furniture shall obstruct the pedestrian clear zone at any time;
4. No element of outdoor furniture can block any ingress/egress to the business establishment or any fire department connections;
5. Outdoor dining furniture must be at least five (5) feet from any curb ramps at intersections;
6. Temporary barriers or planters are allowed so long as they do not interfere with the pedestrian clear zone.
7. The hours for outdoor dining shall not be earlier or later than the restaurant's hours of operation.

Commented [BS4]: These are new policies.

Outdoor Dining Standards

Furniture – Tables and Chairs

The City does not regulate the material for tables and chairs. However, furniture should be made of a durable material and maintained in appearance and kept clean. Tables and chairs are allowed to be secured outside overnight during outdoor dining season.

Commented [BS5]: Current policy makes it a requirement that chairs and tables be kept up in appearance and cleaned. This new policy changes it to "should"

Umbrellas

Umbrellas must be located completely out of the pedestrian clear zone, unless they are at least six and one-half (6.5) feet above the sidewalk when opened.

Commented [BS6]: They have removed the suggestion to make sure furniture is accessible to those with disabilities, wheelchairs, and mobility devices.

Fencing, Barriers, and Planters

Expanded Outdoor dining must be separated from the right-of-way by the use of 2' x 2' x 6' 4000 LBS concrete barriers. Planters inside the fence, on top of the concrete barriers must be maintained with live plants. All barriers and fences must adhere to the following guidelines:

Commented [BS7]: This is new. Previous policy allowed for fences, planters, or railings.

- No portion of a fence or barrier can be located in the four (4) foot wide pedestrian clear zone
- Any fencing must be at least thirty (30) inches in height but no taller than forty-two (42) inches
- Barriers shall not be anchored to the public sidewalk, street curb, or parking spaces at any time

Commented [BS8]: They removed the requirement that barriers must be removed in the off-season, likely because this new policy will not have an off-season.

Trash

Businesses are required to maintain the outdoor dining area and adjacent public places free of all refuse of any kind. Trash shall not overflow onto the ground and the sidewalk shall be kept clean from food and beverage materials. Any food, drink or other items spilled must be cleaned and removed for the safety of the pedestrians.

Expanded Outdoor Dining

Outdoor dining encourages a pedestrian-oriented environment, helps to create a visually attractive streetscape, and promotes overall commerce. The purpose of the Expanded Outdoor Dining permit is to ensure that the Loop Special Business District's policy is consistent with the City's aesthetic, economic and community goals and assures a safe and inviting pedestrian environment. All Expanded Outdoor Dining must adhere to the following guidelines:

Commented [BS9]: This entire section is new.

- Expanded Outdoor Dining must be separated from the right-of-way by the use of wood fence and/or planter box inside the fence on top of the 2' x 2' x 6' 4000 LBS concrete block barriers.
- Concrete block barriers may be painted a base color of black, white or gray. Wood Fencing must be painted brown, black, or gray. Fence painting can take place 3 months after installation if the materials need time to cure. Retro reflective safety tape and Right of Way traffic signage must not be removed at any time and should always be visible.
- Materials permitted to be utilized for expanded dining buildout are 2"-3" composite wood for the flooring and 2"-3" treated wood for the fencing. Only stainless steel nails may be used to prevent rusting. Materials cannot be permanently affixed to the road, curbs, or sidewalks.
- Expanded outdoor dining buildouts that extend into the street will be built flush to the curb to ensure accessibility and meet ADA Compliance.
- Each business is responsible for the maintenance, cleanliness, and appearance of their expanded outdoor dining area.
- Expanded outdoor dining buildouts must allow for water to travel freely underneath to maintain proper drainage. A removable screen is to be installed to collect large debris and allow of easy access for power-washing if needed.
- Each parking space utilized will incur a fee of \$350 per calendar year.
- No handicapped accessible parking spaces may be utilized for expanded outdoor dining/seating.
- Access to fire hydrants, fire hose connections for sprinkler systems, and entrances and exits of all buildings shall not be obstructed at any time by barriers or seating.
- The hours for expanded outdoor dining shall not be earlier or later than the restaurant's hours of operation.
- Contract buildouts must be approved by the LSBDD board before construction may begin. Contract buildouts must be contracted out to licensed professionals.

Commented [BS10]: Per the 2020 request, there were 28 parking spaces converted to expand outdoor dining during COVID.

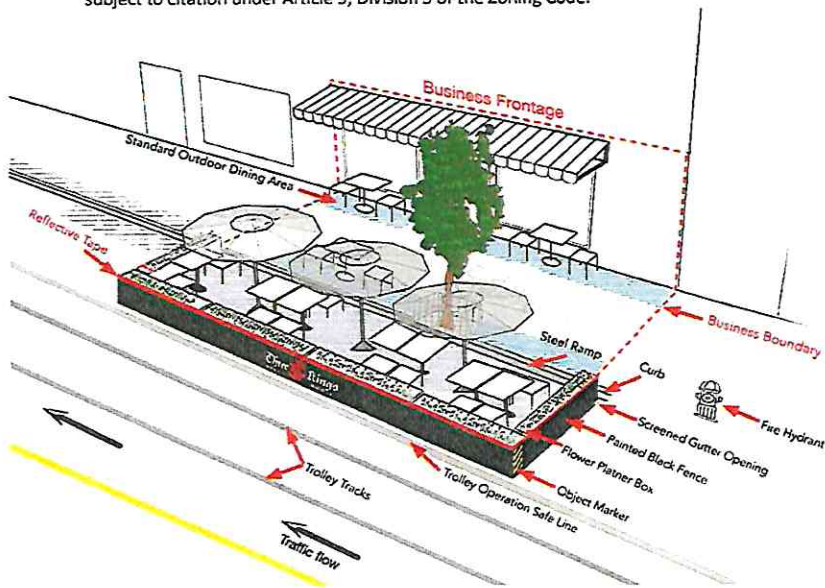
- Business owners assume full responsibility for any damages or liabilities that may be incurred during their expanded outdoor dining buildout.
- During construction of the Temporary Outdoor Dining buildouts, contractors must not impede traffic without filing the appropriate permits with University City.
- Must complete and submit Certificate of Liability Insurance with this application.

Revocation

The Department of Community Development staff will conduct inspections to ensure compliance with these regulations and require corrections to any violations in a timely manner. Any business that does not adhere to the outdoor dining regulations shall be subject to permit revocation at any time during the dining season, or subject to non-renewal of the outdoor dining permit.

Citations

Any business that provides an outdoor seating area without obtaining an outdoor dining permit shall be subject to citation under Article 9, Division 5 of the Zoning Code.



Appendix 1: Expanded Outdoor Dining Illustration



Outdoor Dining Permit APPLICATION

Type of Application: New Renewal

Applicant Contact Information

Applicant Name: _____ Business Owner: Yes No Property Owner: Yes No
Phone: _____ E-Mail Address: _____
Mailing Address: _____
City: _____ State: _____ Zip: _____

Business Information

Business Name: _____
Business Phone: _____
Business Address: _____
City: _____ State: _____ Zip: _____

Accessory Outdoor Dining Location

Street(s): _____
I have completed and attached the Concept Drawing: Yes No
I am applying for Standard Outdoor Dining or Expanded Outdoor Dining
I am applying to utilize _____ # of Parking Spaces for Expanded Outdoor Dining (\$350 per space annually)

Renewals Only

If renewal, please describe proposed changes from previous year and update the Concept Drawing, if needed.

Signature

I certify that the information contained in the application and all other materials submitted with the application for an Outdoor Dining Permit is true to the best of my knowledge.
Applicant Signature: _____ Print Name: _____ Date: _____

Complete Application Checklist

- The following materials must be submitted to complete your application; if all materials are not received within 30 days of initial submittal your application may be returned as incomplete.
- Outdoor Dining Application (this form) - Annual
 - \$100 annual fee at time of application submittal; check made payable to the City of University City
 - Outdoor Dining Responsible Party Agreement – New only, unless Applicant changes
 - Outdoor Dining Property Owner Consent – New only, unless ownership changes
 - Outdoor Dining Concept Drawing – New or renewal with changes

Submit to: City of University City, Department of Community Development, 6801 Delmar Boulevard, 4th Floor, University City, MO 63130



Outdoor Dining Permit

Concept Drawing

In the space below, provide a conceptual drawing of the location of your proposed outdoor dining area. Please measure your building width and indicate the approximate number of tables and chairs. Also, indicate the distance from the exterior wall of your building to the street curb. Please indicate the minimum 4-foot pedestrian clear zone. Please indicate if your concept drawing includes Standard Outdoor Dining or Expanded Outdoor Dining.

Mail to: City of University City, Department of Community Development, 6801 Delmar Boulevard, University City, MO 63130

Outdoor Dining Permit

Property Owner Consent

I, _____, own the building at *(property address)* _____ and _____
Name of Property Owner

authorize _____
Name of Applicant

to apply for an Outdoor Dining Permit for an outdoor dining area at the above address.

I certify that the applicant is a tenant in my building.

I understand that the applicant will hold the City of University City, its officers, agents and employee, and the adjacent property owners free and harmless from any claims for damages to persons or property including legal fees and costs of defending any actions or suits thereon, including any appeals thereon, which may result from the granting of the permit.

I understand that as the property owner, I am ultimately liable for any damages resulting from the condition of the sidewalk or any obstructions placed thereon. I agree to hold the City harmless for any damages resulting from the operation of the outdoor dining area.

Property Owner Name (Print): _____ Date: _____

Property Owner Signature: _____

Phone: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

E-mail Address: _____

Mail to: City of University City, Department of Community Development, 6801 Delmar Boulevard, University City, MO 63130



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If permittee is applying for a renewal, only an application and \$100 fee is required unless the responsible party, property owner, or outdoor dining area concept have changed.

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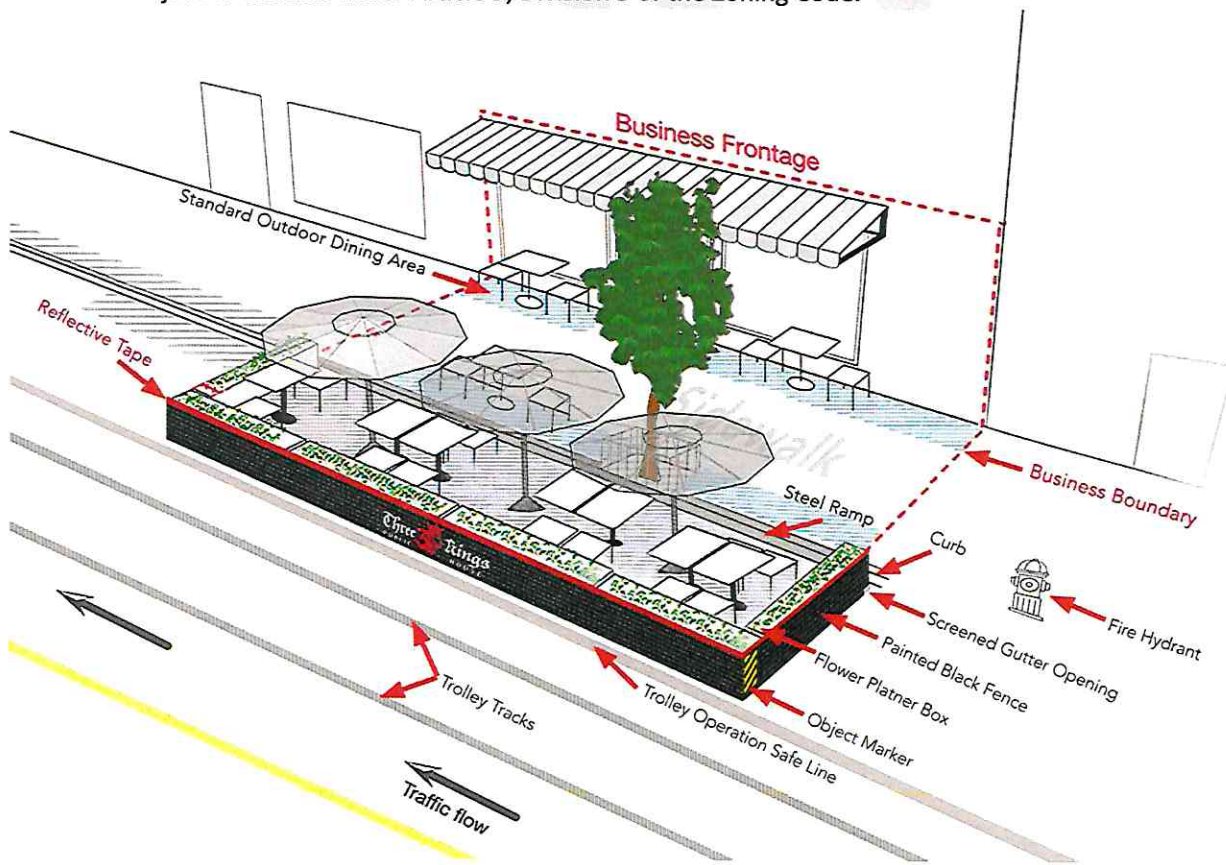
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- Outdoor Dining Concept Drawing – New or renewal with changes



Concept Drawing

In the space below, provide a conceptual drawing of the location of your proposed outdoor dining area. Please measure your building width and indicate the approximate number of tables and chairs. Also, indicate the distance from the exterior wall of your building to the street curb. Please indicate the minimum 4-foot pedestrian clear zone. Please indicate if your concept drawing includes Standard Outdoor Dining or Expanded Outdoor Dining.



Property Owner Consent

I, _____, own the building at (property address) _____ and _____
Name of Property Owner

authorize _____
Name of Applicant

to apply for an Outdoor Dining Permit for an outdoor dining area at the above address.

I certify that the applicant is a tenant in my building.

I understand that the applicant will hold the City of University City, its officers, agents and employee, and the adjacent property owners free and harmless from any claims for damages to persons or property including legal fees and costs of defending any actions or suits thereon, including any appeals thereon, which may result from the granting of the permit.

I understand that as the property owner, I am ultimately liable for any damages resulting from the condition of the sidewalk or any obstructions placed thereon. I agree to hold the City harmless for any damages resulting from the operation of the outdoor dining area.

Property Owner Name (Print): _____ Date: _____

Property Owner Signature: _____

Phone: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

E-mail Address: _____

Mail to: City of University City, Department of Community Development, 6801 Delmar Boulevard, University City, MO 63130



Responsible Party Agreement

I, _____

Name of Applicant applying for the Outdoor Dining Permit

understand that my outdoor dining establishment must follow all the regulations as set forth by the City of University City and that failure to do so may result in the revocation of my permit.

I understand that I am ultimately responsible for all applicable codes and regulations to operate the outdoor dining establishment. I am familiar with any applicable codes and the regulations and will take immediate action to ensure that any violations are corrected.

I have read the regulations and requirements to operate an outdoor dining area and I will familiarize all my employees with the regulations. I will ensure that all employees will take immediate action to ensure all violations are corrected.

I understand that I must notify the City of University City of any changes to my approved Outdoor Dining Permit application during the dining season.

I shall hold the City of University City, its officers, agents and employees, and the adjacent property owner free and harmless from any claims for damages to persons or property including legal fees and costs defending any actions or suits thereon, including any appeals therefrom, which may result from the granting of this permit. And I verify that I hold insurance on the business and outdoor dining area.

Applicant Signature: _____ Date: _____

Mail to: City of University City, Department of Community Development, 6801 Delmar Boulevard, University City, MO 63130

FOR OFFICE USE ONLY

- Community Development Intake Date _____
- Community Development Review and Approval _____
- Finance Issue Date _____