

The consulting team report has concluded a definite need to increase parking for the South Grand business area for its current needs as well as a substantial increase for future growth.

The report also concluded the need to maintain a strong sensitivity to the historic nature of the residential and business area as a whole.

We as members of the steering committee representing each of the neighborhoods as well as the business district agree with both conclusions. In addition, no single solution or group of solutions will be perfect but can significantly address a number of the issues involved. The Commerce lot plays a significant role in this issue.

We strongly suggest the implementation of solutions be handled under the umbrella of the Community Improvement District.

The following items are preferable and should be implemented according to the cost effectiveness involved. Where cost is prohibitive other alternatives will need explored. The items fall into three groups. These are not meant to be all-inclusive but represent a majority of the solutions available.

- I Immediate Items with Minimal Capital Investment
 1. Increase the pedestrian friendly environment by
 - A. Limb up the trees
 - B. Clearly marked pedestrian crossings
 - C. Install signage to public parking as it becomes available
 2. Encourage business owners and employees to park in away from the immediate public parking spaces that can be used for visitors to the area.
 3. Create 45 degree parking on Arsenal West of Grand
 4. Explore utilization of parking north of Arsenal on Grand Avenue
 5. Add metered parking by elimination of selected loading zones and ADA parking.
 6. Encourage business's with limited parking availability to explore valet parking
 7. Reduce the time limit on the two hour meters to one hour or less which will encourage parking turnover
 8. Implement a reduced fine method for parking violations to reduce the hostility of visitors who are ticketed

II Medium-Term Items with moderate capital investment

1. Significantly Increase lighting to the area
2. Explore and implement lease arrangements for the use of a portion of the Commerce lot and the Wyoming church lot. Install the necessary fencing lighting and signage

III Long-Term items with major capital investment

1. Install “bump outs” to increase a pedestrian friendly environment as well as an acceptance of parking on the opposite sides of the street according to availability of space.
2. Acquire a portion of the Commerce lot and develop parking, fencing and lighting
3. Acquire the old post office building, the adjacent four family to tie into the public parking lot to the south. Explore a two story garage at this site.
4. Acquire the church on Wyoming as well as the garages behind the commercial buildings on the west side of Grand and develop parking

These items are not meant to be all-inclusive to address the significant need for parking in the business district. The final items implemented will all be market driven and be highly dependent on the cost effectiveness involved.

We greatly appreciate the work the consulting team and our alderpersons who without them this would have been impossible.

David Drebes, Tower Grove East
Brian Marston, Tower Grove Heights
David McCreery, Business District
Patrick Moore, Tower Grove East

**Reply to Review Comments on Phase III Report “ Parking Solutions”
of David Drebes, Brian Marston, David McCreery and Patrick Moore (the group)
of December 19, 2002**

Introduction: *The group agree with report that there is a definite need to increase parking for the business area and to maintain a strong sensitivity to the historic nature of the residential and business areas as a whole. No solution will be perfect, but can significantly address a number of issues involved. The Commerce lot plays a significant role in this issue. The group suggests that the implementation of solutions be handled under the Community Improvement District (CID). The group recommends organizing items into three groups: Immediate Items with Minimal Capital Investment, Medium–Term Items with Moderate Capital Investment, and Long-Term Items with Major Capital Investment.*

The Executive Summary (Phase IV) will include an expanded section based on Phase III Report’s “General Design Details and Planning Principles” that will address many of the topics addressed in this introduction. In many solutions the plan will call for cooperation between business owners, building owners, residents and institutions. The CID may be a good mechanism for forging the cooperation of various people over a long period of time. The Executive Summary will feature Short, Intermediate and Long-Range Parking Solutions. The consultants will look at the group’s ideas on what solutions should be in each plan phase.

Immediate Items with Minimal Capital Investment: *The group supports a list of solutions that are featured in the Phase III Report plus some new or revised ideas. The Executive Summary will feature Short, Intermediate and Long-Range Parking Solutions. The consultants will look at this group’s ideas to see if some of the new ideas on parking are logical for the Short-Term Plans. Other ideas may fit in the Planning Principles Section. Examples include #2 Encourage business owners and employees to park away from the immediate public parking spaces, #4 Explore utilization of parking north of Arsenal on Grand Avenue, #6 Encourage businesses to explore valet parking, #7 Encourage parking turnover by reducing the time limit on parking meters to one hour.*

Medium-Term Items with Moderate Capital Investment: *1) Significantly increase lighting to the area and 2) reach lease arrangements for a portion of the Commerce parking lot and the Wyoming church parking lot. The consultants will consider putting the lighting solution in the Intermediate-Range Solutions. The Executive Summary will emphasize in Intermediate-Range Solutions the redesign of existing parking lots to be functional, attractive and services nearby commercial and/or residential uses. The Executive Summary will provide more detailed, direct information about implementation of leased or shared parking arrangements; including identifying what groups should be involved, and how the general design can serve several groups. However, the plan will be more a guide to what should be done, than a guide to how it should be implemented.*

Long-Term Items with Major Capital Investment: *The group mentions four long-term items. Two of the group's items advance medium-term items from temporary agreements into permanent projects.*

1) A portion of the Commerce parking lot is acquired and developed as a permanent parking lot.

2) Acquire the church and its parking lot on Wyoming, as well as acquire the garages behind the commercial buildings on the west-side of Grand, in order to develop parking lots. The other items include 1) Install bump outs and other pedestrian related improvements and 2) Acquire the old post office and adjacent 4-family to tie into the nearby public parking lot to the south, and explore the development of a two story parking garage.

The consultants will look at this group's ideas to see if ideas on parking are logical for the Long-Term Plans. The group proposes a major change to the old post-office site by doubling the site's size with the acquisition of a 4-family building and doubling the site's capacity with a two story garage. Also, it appears that the group recommends CID acquire and develop the Commerce lot, the old post office site, and the church on Wyoming for the development of enhanced, shared parking facilities.

TO: Dick Zerega
Planning & Urban Design Agency
City of St. Louis
FAX (314) 622-3413

RE: South Grand Parking Study
Review Comments of Draft Report

Dick:

The comments within are collective of myself, Mark Abbott (on the steering committee) and Bill Kapes (a resident at 3627 Hartford). We met on 12-16-02, discussed the issues and offer the following list of principals, reactions and new suggestions. I should note that no one felt the draft report was acceptable as is:

Principals

After reviewing the report, it seems that structure needs to be established to help prioritize the contents of the report and to have a plan for “phasing in” its suggestions.

Principal 1: Demolition should be the “last resort” once all other options are implemented. Avoid at all costs unnecessary demolition.

Principal 2: No parking should be developed west of the existing north-south line of cross-alleys on the west side of Grand and at a similar north-south line approximately 150’ east of Grand on the Tower Grove east side.

Principal 3: No building should be built on any existing open lot which can first be used for parking. To free existing lots for new building development you must first build a garage to avoid housing demolition.

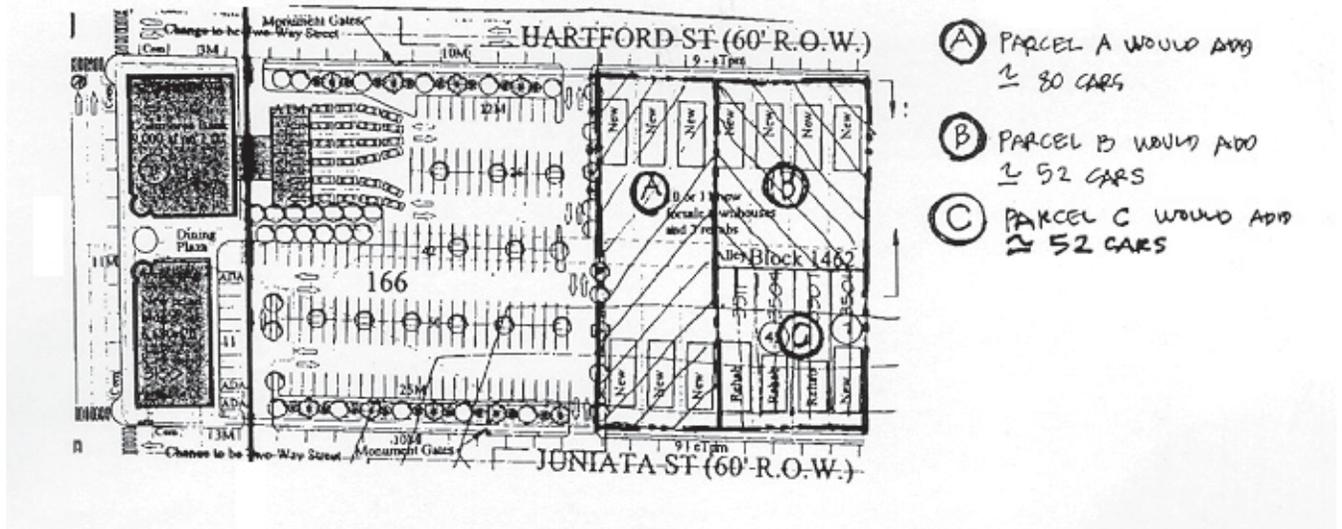
Principal 4: Focus needs for parking at the district on block 1462 bounded by Grand, Arkansas, Hartford and Juniata.

Reactions

The following are directly related to parking study suggestions.

1. Item 32. The steering committee as a group made up of business and residential representatives already said “no” to this suggestions. These homes are historic, some of the better examples of architecture on thier block and should not be demolished. We want to see this item removed.
2. Item 33. The draft proposal does not “maximize” the Commerce lot as requested and only has added 60 surplus spaces “on the lot”. We would want to see the

entire block used for parking except for the new bank and suggested new retail. This would gain 184 cars over the draft report. The three buildings to be rehabbed only work if more houses are added to support them, but adding houses to this block results in demolitions elsewhere. Not a good trade. We would be better off removing the three remaining houses.



3. Please show the following:

Parking ratios for:

City of St. Louis
Town Center
Suburban

What are the cars per square foot required for each typical use group: office, restaurant, retail, housing, etc?

What is the amount of square foot for each of the above uses for each block?
Example: If you have 60,000 square feet of need, how much is office vs. retail vs. housing?

4. Page 42.1: It appears that the table does not include diagonal parking at Arsenal shown on the proposed plan. If you add 54 cars, block 2102 no longer has a big deficit.

5. Apparent Ratios: Without finding it stated, I used page 42.3 and backed into the cars/square foot ratio. These appear to be, on average;

1.8/1,000 City
3.9/1,000 Town Center
4.5/1,000 Suburban

It would seem that the town center is not far below the suburban standard. Why not split the difference and use 3.25/1,000 for our study?

6. Tables 42.3 - 42.8: The top table on each sheet does not show street parking which is available. Why show this top table at all. The bottom table in all cases is the accurate one while the upper table is misleading.
7. Item 30: We feel that we should not show new buildings on blocks 1462 and 1463 if they force demolition of housing deeper into the block.
8. 3615 Juniata should not be shown to be demolished.
9. The plan shows the Phillips 66 building being demolished for another building and then taking houses for parking. Why? Use the "66" site for parking.
10. The demolition proposed at 3619 and 3621 Hartford was petitioned against by the neighborhood several years ago and rejected. These homes should not be demolished.

New Suggestions

1. Phasing:

Phase One

Hold the "Development" line to follow the existing alleys running north and south on the west side of Grand. Hold the "Development" line to follow the line about 150' east of Grand. Maximize parking on Commerce block and tear down three existing houses on Commerce lot for more parking. Next, if more parking is needed, put a garage on Commerce lot.

Phase Two

Only can be put in place if phase one is implemented and there still exists demand for parking. The "Development" lines can expand approximately one building width into the neighborhood. A minimum of five years should transpire between phases.

2. Set a requirement for bonding. If a party requests demolition within districts for a parking lot, garage, or a new building, the applicant must provide full plans, elevations and color renderings for review prior to approval at a public hearing. Post a bond of \$15.00/s.f. of lot to "Secure Development" that conforms to approved proposal. No bond -- No demolition permit. A bond for a typical 40' x 150' lot would be $\$15.00 \times 6,000 = \$90,000.00$
3. Consider a parking garage behind Streetside and Bread Company. This lot would make a good candidate for a structured parking garage. The garage would face existing parking along Arsenal to the north, the new Commerce project to the

south, existing commercial to the west. Only two residences would be adjacent to the garage and perhaps a law office or smaller business could occupy the two houses to avoid such a close relationship of private and public spaces.

Unfortunately, it may be necessary to remove the house at 3539 Hartford to have an adequate footprint for the garage.

Another plus for this site would be the fact that it is already owned by City Properties, the owner of the Dickman Building.

4. Consider demolition of 2 story apartment building behind 3171 Grand and the leg of building behind 3171 Grand to obtain a linear lot behind the Grand businesses.
5. Consider demolition of 3609 Wyoming to achieve same as #4 above.
6. I will prepare a plan which shows two development lines, phase one and two and send to you in the next few days.

Thank you,

Paul Stefanski

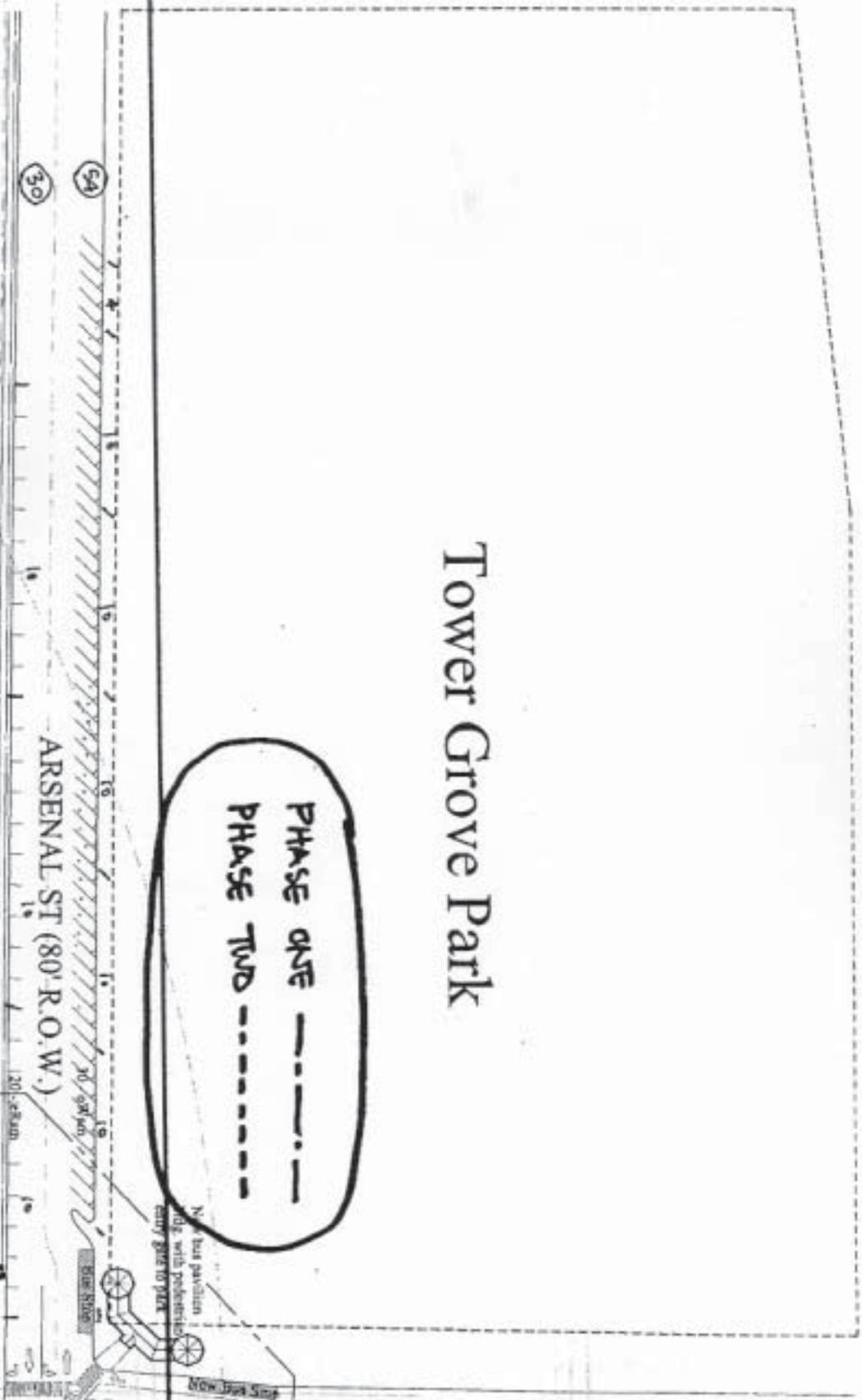
cc: Emily Andrews

Tower Grove Park

PHASE ONE - - - - -
 PHASE TWO - - - - -

ARSENAL ST (80' R.O.W.)

- 14 1F 2 gar
- 10 1F 2 gar
- 18 1F 2 gar
- 16 2F 1 pad
- 12 2F 2 pad
- 3 2F none
- 5 1F pad
- 6 2F 2 gar
- 2 2F none Office
- Church none
- 14
- 10 2F 2 gar
- 6 2F 2 gar
- 14 2F 2 gar
- 0 1F 2 gar
- 6 4F 2 gar
- 14 2F 2 gar
- 10 2F 2 pad
- 16 2F 2 pad
- 14 1F 2 gar
- 10 2F 2 gar
- 8 4F 2 gar
- 4 4F 2 gar
- 22 2F 2 pad 3618
- 18 2F 2 pad 3618
- 14 2F 2 pad 3614
- 12 2F 2 pad 3612





Sheet A
Sheet 1

**Reply to Review Comments on Phase III Report “ Parking Solutions”
of Paul Stefanski, Mark Abbott and Bill Kapes (the group) of December 19, 2002**

Principal 1: *Demolition should be last resort.* The Executive Summary (Phase IV) will include an expanded section based on the Phase III Report’s “General Design Details and Planning Principles” that will address demolitions.

Principal 2: *Proposal of Phase One and Phase Two each with more restrictive lines of Demarcation than Phase III’s Short-Range Plan.* The Executive Summary will feature Short, Intermediate and Long-Range Parking Solutions. The consultants will look at this group’s ideas on lines of Demarcation to see if some of the ideas on parking in residential area are logical especially for the Short and Intermediate Plans. However, the parking needs on particular blocks will continue to play a major role in determining the size of solutions.

Principal 3: *No building on existing open lots that can be used for parking. Build garage rather than demolish housing.* The Executive Summary will emphasize in Intermediate-Range Solutions the redesign of existing open lots for parking that is functional, attractive and services nearby commercial and/or residential uses. The Long-Range Parking Solutions will deal with trying to fill in gaps in the district’s façade along South Grand with buildings. The Executive Summary will provide more direct information on general facts about implementation including identifying specific acquisition and demolition of existing building for the particular development or renovation projects.

Principal 4: *The group sees City Block 1462 as the focus for the entire district.* The plan establishes limits to the distance a customer or employee is willing to walk. The usefulness of the eastern most portion of City Block 1462 as a parking resource for distant buildings is likely to remain a topic upon which there is disagreement.

Reaction 1: *The group want removal of Item 32 – Parking Garage on Arsenal.* The Steering Committee favored looking at alternative sites including on City Block 1460 behind Streetside Records and St. Louis Bread. The consultants will investigate alternative sites for a parking garage in the northern part of the district in the Executive Summary. The Steering Committee will discuss the topic of garage sites and may vote on the various sites.

Reaction 2: *The group wants to maximize the use of the Commerce lot by using the entire block for parking except for the new bank and retail building. The three houses at the east end of the block would be demolished.* The plan recommends rehabbing the houses and adding 10 new residences. This reaction, which is related to principal 4 above, is a topic upon which there is disagreement.

Reaction 3: *Show parking ratios for City of St. Louis, Town Center and Suburban by typical use group.* The calculations were made based on the size in square feet of existing and proposed buildings and by the type of uses. The existing square footage is listed by building and by floor in the Program Document of Phase I, (South Grand Commercial Property Pages 1-3). The space was assigned based on full occupancy by likely uses, usually retail or restaurant on 1st floor, and residential or office on upper floors).

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Type of City	Retail	Office	Restaurant	Residential
City of St. Louis	1.43	0.80	5.00	1.00
Town Center	2.90	2.00	8.00	1.25
Suburban	5.50	3.30	seat calc.	1.50

Building #36 at 3212-26 South Grand (Tan My Restaurant) has 5681 square feet on the first floor (1/2 restaurant, 1/4 retail, & 1/4 office) and 5681 square feet on the second floor (residential). See next table for parking calculation results at full occupancy. The Suburban calculation is revised based on the number of restaurant seats. Building #36's figures are combined with building #34 to get the number of parking spaces for City Block 1488: City = 55, Town = 87, and suburban = 162.

Type of City	Retail	Office	Restaurant	Residential	Total
City of St. Louis	2	2	14	6	24
Town Center	4	3	23	8	38
Suburban	8	5	59	9	81

Reaction 4: *Table 42.1 does not include diagonal parking at Arsenal (54 cars) in City Block 2101. The plan's 54 diagonal spaces are an increase of 34 spaces over the existing 20 parallel parking spaces. The table shows an increase of only 10 spaces. Therefore, all of the increase from diagonal spaces has not been shown.*

Reaction 5: *Apparent ratios of 1.8 /1000 for City, 3.9/1000 for Town Center and 4.5/1000 for Suburban. It would seem that town center is not far below suburban standard, why not use 3.25/1000. The plan never has calculated average ratios for each of the three types of cities. The answer to #3 above shows that town center ratios are in the middle ground between the City of St. Louis and Suburban Standards.*

Reaction 6: *Tables 42.3-42.8 at the top do not show street parking available. Plan showed without and with street parking because the City's Standard is based only on off-street parking and does not include street parking.*

Reaction 7: *Item 30 should not show new buildings on blocks 1462 and 1463 if they force demolition of houses for parking. Consultants may examine smaller infill buildings on South Grand that would not include as much demolition.*

Reaction 8: *The group opposes demolition of 3615 Juniata. This demolition allows an important alley connection between a string of proposed parking lots.*

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Phase III Report

Reaction 9: *The group opposes demolition of house next to Phillips 66 building site. No demolition other than the “66” site is included in the plan.*

Reaction 10: *Neighborhood signed petition against demolition of 3619 and 3621 Hartford and the group oppose demolished. Long-Range Plan reacts to large parking needs on City Block 2102.*

New Suggestions

Phase One: *Hold development line to north/south alley west-side of Grand and a line about 150 feet east of Grand. Maximize parking on the Commerce Lot and if needed put a garage on Commerce Lot site. See answers to Principle 2 and Principle 4.*

Phase Two:

Number 1: *Phase Two put in place if phase one is implemented and is demand for parking. Expand development lines by approximately one building width. See answer to Principle 2.*

Number 2: *Set a requirement for bonding for parties requesting demolition. Steering Committee choose to use City’s existing procedure to approve any building demolitions. This is alternative or additional procedure could be brought up at a committee meeting.*

Number 3: *Consider a parking garage behind Streetside and Bread Company. The Group gives many reasons this site is a good candidate for a structured parking garage. The consultants will investigate alternative sites for a parking garage in the northern part of the district including this site in the Executive Summary.*

Number 4: *Consider demolition of 2 story apartment building behind 3171 Grand and the leg of building behind 3171 Grand to obtain a linear lot behind the Grand businesses. The consultants will investigate this opportunity to provide additional off-street parking.*

Number 5: *Consider demolition of 3698 Wyoming for same reasons as #4. The consultants will investigate this opportunity to provide additional off-street parking.*

Number 6: *Group prepared plan showing two development lines, phase one and two. See Principle 2.*