

On March 20, 2020, City Manager Gregory Rose declared a State of Emergency for the City of University City due to the COVID-19 Pandemic. Due to the ongoing efforts to limit the spread of the COVID-19 virus, the January 24, 2022 study session be conducted via videoconference

STUDY SESSION
Annex & Trinity Building Renovation Updates
VIA VIDEOCONFERENCE
January 24, 2022
5:30 p.m.

AGENDA

1. MEETING CALLED TO ORDER

At the Study Session of the City Council of University City held on Monday, January 24, 2022, via videoconference, Mayor Terry Crow called the meeting to order at 5:32 p.m.

In addition to the Mayor, the following members of Council were present:

Councilmember Stacy Clay
Councilmember Aleta Klein
Councilmember Steven McMahon
Councilmember Jeffrey Hales
Councilmember Tim Cusick
Councilmember Bwayne Smotherson

Also in attendance were City Manager, Gregory Rose; Attorney, John F. Mulligan, Jr., Chief of Police, Larry Hampton, Public Works Director, Sinan Alpaslan, and Amanda Truemper of Trivers.

2. CHANGES TO THE REGULAR AGENDA

No changes were requested.

3. ANNEX & TRINITY BUILDING RENOVATION UPDATES

Mr. Rose stated that an update on the Annex and Trinity Building updates will be presented by Ms. Amanda Truemper of Trivers.

Ms. Truemper stated this is an update on the progress of the schematic design completed in December, and cost estimating to compare this budget with prior conceptions projected in the Space Needs Study.

Scope of Work – Schematic Design Overall Updates

Renovations for the Annex + Connector and Trinity Buildings for Police and Courts include:

- A new Main Entry point for the City Hall Campus
 - *Connector structural condition requires restructuring for entry addition*
- Restore remaining historic architectural features in the Annex and Trinity buildings
 - *Restore historic third-floor skylight at Annex*
- Provide accessible entries and security checkpoints for the Annex Connector and Trinity buildings at new public front entries; new elevator for the Trinity Building
 - *New south egress stair at Annex not required (historic stairs are sufficient)*
 - *Extent of stack removal is better defined for accessibility and public uses*
- Updated/added restrooms to meet accessibility requirements
- Create a one-stop window for public-facing City Hall services in the Connector; amenities in the Connector to support Community Programs

- Finance counter included for Connector; all Court admin to be located in Trinity
- Structural retrofit as required for essential services
 - Seismic Retrofit is priced as an alternate for cost visibility

Site Improvements include:

- Remove temporary police structures (by others)
- Provide secure parking areas for police parking and sally port
 - Consolidate secure parking to all Annex adjacent; re-grading required
 - Provide MSD required infrastructure improvements for water retention/detention
- Provide new Public and Accessible Parking and drop-offs
- Improve entry plazas and landscaping
- Provide new generator for Police Facility

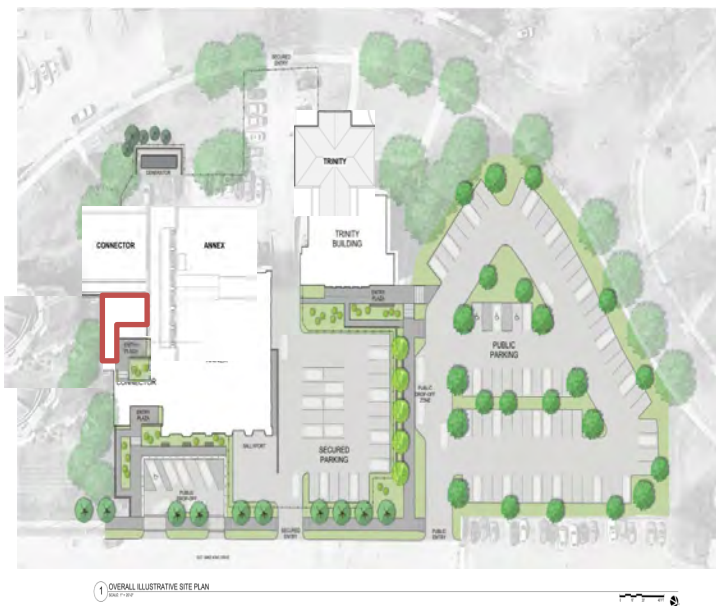
Connector Entrance Design



Trivers

Portions of the Connector were in poor condition and need to be restructured. This provided an opportunity to right-size and make structural elements that were better suited for the Annex and U City campus.

Site Plan



Deviations:

- Relocation of Plan North; (located on the right side of the map). As Trivers learned more through in-depth studies, they determined that the better location for secured parking; (police vehicles and City staff), would be to consolidate both areas and move them immediately adjacent to the Annex

- Relocation of public parking adjacent to the Trinity Building
- Restoration of the skylight on the second floor of the Annex

❖ *The totality of these additions is about 1400 square feet, which entails approximately 700 square feet for the restructured Connector.*

Ms. Truemper stated when Trivers conducted the Space Needs Study their assumptions for the Annex came in at about \$15.6 million; \$2.3 million for Trinity, and \$1.5 million for the site work.

In the next round of cost estimates completed at the beginning of January; which was based on a host of additional assumptions and studies, the cost for the Annex decreased by about \$2.3 million; increased for Trinity by about \$1.2 million and increased for the site work by about \$1.3 million. This represents an approximate 3.6% increase in costs.

Construction Cost Estimate Summary

Comparison from Space Needs Study to Schematic Design

November 12, 2020		January 5, 2022		DEVIATIONS	
Annex	\$15,656,001	Annex	\$13,667,158	Annex	-\$2,297,843
Trinity	\$ 2,270,657	Trinity	\$ 3,517,536	Trinity	+\$1,246,879
Site Work	\$ 1,628,174	Site Work	\$ 2,936,054	Site Work	+\$1,307,880
TOTAL	\$19,563,832	SUB TOTAL	\$19,820,748	SUB TOTAL	+ \$256,916
		Seismic Retrofit \$	438,639	Seismic Retrofit +	\$438,639
		TOTAL	\$20,259,441	TOTAL	+ \$695,609

- Seismic retrofit allowance reduced significantly upon structural modeling and design; SD assumptions to be confirmed via forthcoming geotechnical investigations
- Mechanical allowances increased per sustainability goals
- Electrical power allowances increased per definition of COPS/DCOA requirements
- Site improvement allowances increased for revised site design grading and MSD requirements
- Escalation continues to trend high due to current supply chain climate

Footnotes:

- Seismic retrofit allowance reduced significantly upon structural modeling and design; SD assumptions to be confirmed via forthcoming geotechnical investigations
- Mechanical allowances increased per sustainability goals that were not part of Trivers' initial assumptions reflects an increase of roughly \$250,000
- Electrical power allowances increased per the definition of COPS/DCOA requirements
- Site improvement allowances increased for revised site design grading and MSD requirements
- Escalation continues to trend high due to the current supply chain climate; (the prior study conducted in November of 2020 assumed a certain amount of escalation, but typically that number trends down instead of up.)


❖ *The total project cost is now \$2.2 million, representing an approximate \$700,000 increase from Trivers' prior assumptions.*

Space Needs Study

Construction Cost Estimate Summary

From Space Needs Study

University City - Space Needs Study					
November 12, 2020					
	Raw Cost	GC and OH & P 20.00%	Design Contingency 15.00%	Escalation 5.50%	Total Cost
Annex	\$10,759,668	\$2,151,934	\$1,936,740	\$816,659	\$15,665,001
Trinity	\$1,559,624	\$311,925	\$280,732	\$118,375	\$2,270,657
Sitework - City Hall Campus	\$1,118,328	\$223,666	\$201,299	\$84,881	\$1,628,174
Total Estimated Construction Costs	\$13,437,620	\$2,687,525	\$2,418,771	\$1,019,915	\$19,563,832



1315 South Meyers Road
Suite 1070
Oakbrook Terrace, IL 60191
630.678.0888
www.CCSArchitecture.com

Footnotes:

- Estimates based on drawings dated October 20, 2020
- Escalation assumed construction start of July 2022
- FF&E and Design fees not included


Annex & Trinity Building

Construction Cost Estimate Summary

From Schematic Design Documents

+ \$695,609 from
previous estimate (3.6%)

University City - Annex & Trinity Buildings Schematic Design						
January 5, 2022						
	Base Estimate Cost	General Conditions 5.50%	Escalation 5.60%	Design Contingency 12.00%	GC Overhead & Profit 12.00%	Total Cost
A01 Annex + Connector Bldg.	\$9,565,037	\$526,077	\$565,102	\$1,278,746	\$1,432,196	\$13,367,158
B01 Trinity Building	\$2,517,017	\$138,436	\$148,705	\$336,499	\$376,879	\$3,517,536
C01 Sitework - City Hall Campus	\$2,100,930	\$115,551	\$124,123	\$280,872	\$314,577	\$2,936,054
Total Costs	\$14,182,984	\$780,064	\$837,931	\$1,896,118	\$2,123,652	\$19,820,748
	Base	20.00%	5.60%	20.00%	20.00%	Total
D01 Annex Seismic Retrofit	\$240,410	\$48,082	\$16,156	\$60,930	\$73,116	\$438,693



1315 South Meyers Road
Suite 1070
Oakbrook Terrace, IL 60191
630.678.0888
www.CCSArchitecture.com

Footnotes: Estimates based on drawings dated December 10, 2021

- Escalation assumes a construction start of Fall 2022; (the previous escalation was at 5.5%, current escalation is at 5.6%)
- FF&E and Design fees not included

Scope of Annex & Connector

Annex + Connector Summary of Deviations by Subtotals (-\$2.3M)

- **Superstructure Retrofit** (- \$2,700,000)
 - Seismic retrofit allowance placeholder moved entirely out of building total
 - Seismic retrofit is better defined by Structural Drawings (+\$440,000. Further geotechnical studies are being conducted to confirm this number.)
- **Exterior Closure** (+\$75,000)
 - New addition added and windows and exterior scope better defined
- **Roofing** (+\$85,000)
 - New addition and repair allowance added; skylight restoration allowance
- **Interior Construction & Demolition** (-\$900,000)
 - Scope of demolition and renovations better defined; new third stair omitted
- **Conveying Systems** (no change to elevators)
- **Mechanical** (+\$200,000)
 - All new systems better defined including Energy Code Compliance
- **Electrical** (+\$1,800,000)
 - COPS & DCOA power requirements defined
 - All new electrical, lighting and access controls are better defined
- **Equipment** (+\$420,000)
 - Police equipment requirements better defined

Scope of Trinity

Trinity Summary of Deviations by Subtotals (+\$1.2M)

- **Superstructure Retrofit** (+\$105,000)
 - Stack removal and floor build-back are better defined by Structural Drawings
- **Exterior Closure** (+\$65,000)
 - Window replacements better defined
- **Roofing** (+\$51,000)
 - Repair allowance added
- **Interior Construction & Demolition** (no change)
- **Conveying Systems** (-\$50,000)
 - Elevator scope better defined by Elevator Consultant Report
- **Mechanical** (+\$435,000)
 - All new systems are better defined including Energy Code Compliance
- **Electrical** (+\$375,000)
 - All new electrical, lighting and access controls are better defined

Scope of Site Work

Site Summary of Deviations by Subtotals (+\$1.3M)

- **Electrical** (+\$325,000)
 - Lighting and access controls better defined
- **Site Preparation** (+\$215,000)
 - Planning revisions to consolidate secure parking to all Annex adjacent
 - Demolition is better defined, including additional paving removal required
- **Site Improvements** (+\$460,000)
 - Paving and Landscaping better defined by Civil and Landscape Drawings
 - Re-grading better defined and additional areas of new pavement required
 - MSD required infrastructure improvements for stormwater (BMP) assumptions
 - Added site retaining walls to accommodate the best location for New Generator
- **Site Utilities** (no change)

Design Development - Next Steps

Moving Through the City's Approval Process & Timeline

- Preliminary Site Plan & Building Department Review
- Historic Preservation Commission (HPC) Review
 - City Council Update(s) and/or Public Engagement
 - Others/Commissions?

Additional Consulting Recommendations (DD through CDs)

- *Geotechnical Investigations*
 - *Approved via January 10, 2022, City Council Meeting, Consent Agenda*
- Way-finding Scope; (making the campus easy to navigate)
- Furniture Fixtures & Equipment Scope (FFE); (currently excluded from construction costs)
- Abatement Scope

Project Schedule

- a) Schematic Design – 9/2021 – 12/2021
 - i) *SD Document submitted on 12/10/2021*
 - ii) *Cost Estimate to be received on 12/28/2021*
- b) Design Development – 1/2022 – 3/2022
 - i) *DD Document Submission on 3/25/2022*
- c) Construction Documents – 4/2022 – 7/2022
- d) Bidding + Contractor Selection – 8/2022 – 9/2022
- e) Construction Begins – 10/2022
- f) Final Completion – 12/2023 (estimated)

Ms. Truemper stated in the next three months, more breakout sessions will be conducted with each department as additional details become available. Trivers' bi-weekly group meeting has now been upgraded to a weekly meeting.

Councilmember Clay posed the following questions:

Q. Barring something completely unforeseen, is Trivers confident of this being the total cost for this project?

A. (Ms. Truemper): *What I failed to be more explicit about is our design contingency which is still almost 2 million dollars. So, between escalation and the contingency, there's about \$2.5 million for those gray areas.*

A. (Mr. Rose): *These estimates do not include furniture, fixtures, and some equipment, which is something he intends to recommend be purchased on a pay-as-you-go basis. Staff will be working with the Chief, as well as the Courts, to discern what equipment is still useable or needs to be purchased.*

Q. What is the vision in terms of community engagement?

A. (Mr. Rose): *A couple of presentations are included in Trivers' contract, so at the very least, there will be presentations to the public once there is a solid design. Staff will work with Trivers to ensure that happens and will continue to update the Mayor and Council with periodic updates.*

Q. The Green Practices Commission has expressed an interest in being a part of this process, especially as it relates to sustainable designs. Has any thought been given to engaging them in some form or fashion?

A. (Mr. Rose): *This project is on a very tight schedule and any delays could potentially increase costs. So, if the Mayor and Council are interested in garnering the Commission's perspective, I think the best way to accomplish that without slowing down the process is to conduct a joint meeting during a future presentation of these updates.*

Councilmember Smotherson posed the following question:

Q. Can you explain how the secured parking has been designed to accommodate employee parking for the various shifts and the department's fleet of vehicles?

A. (Ms. Truemper): *Trivers met the program requirement of plus or minus 65 spaces for the Police Department that are fully contained within a secure parameter, and there are over 100 spaces for public parking on the remainder of the site to the north. There are also 5 accessible spaces for the public in front of the entrance to accommodate their short-term business needs.*

A. (Chief Hampton): *Like many other jurisdictions, his department has never had secured parking for its fleet of vehicles. So, this area or the garage; which is a standard that is reviewed during the accreditation process, will enhance prisoner operations, and be shared with Public Works' vehicles and City officials. Public parking areas will be under surveillance 24/7.*

Mayor Crow posed the following questions:

Q. Does Clayton and Creve Coeur have secured parking for their police departments?

A. (Chief Hampton): *While I'm uncertain about Creve Coeur, Clayton's vehicles are parked inside of a secure garage. Florissant and Bridgeton also have secured parking.*

Q. I want to make sure we are just as respectful when it comes to public parking. Because it looks like anyone wanting to visit City Hall or the Police Department are now being asked to park in the North 40; which is quite a distance further than where they park today. Am I reading the map right?

A. (Chief Hampton): *This is still a point of discussion in our weekly meetings with the Trivers Group. The goal is to provide more public parking, and what has not been addressed is the west side of the building on Sgt. Mike King Drive, where there is additional access to public parking on the street.*

A. (Ms. Truemper): *You're correct, staff and members of the public that need to access City Hall for an extended period of time will have to use the North 40 or Mike King Drive parking spaces. However, there are also 5 public spaces in front of the main entrance for short-term parking. What we learned about parking from our conceptual public engagement study is that the highest volume of people on this site at one time will likely be people attending Council meetings and Court proceedings. So, part of the impetus was to put as much parking as possible close to the Trinity Building to accommodate that volume.*

Q. So, when a member of the public walks into the main entrance they can either go left into City Hall or right into the Police Station?

A. (Ms. Truemper): *Yes, this is the new accessible entry into both areas.*

Q. I, along with my colleagues would like to know the depth of involvement the Police Department has had in these meetings with Trivers to make sure this building is being designed to meet their needs?

A. (Chief Hampton): *A member of every bureau meets with Amanda and her team every other week on Thursdays. Currently, they are conducting breakouts to delve into specific aspects of the design.*

A. (Mr. Rose): *We wanted to ensure that the police participated in the design phase because while I understand it from a process perspective, they are the experts who perform these tasks on a daily basis. So, from my point of view, their input is invaluable. And the same process is being employed with the Courts.*

Q. Councilmember Klein asked Ms. Truemper what aspects of this presentation would they be providing to the Historic Preservation Commission?

A. Ms. Truemper stated Trivers is truly a historic practice, so hopefully, the meeting will demonstrate that they are treating these buildings with the utmost respect.

She stated they will be sharing things like window details, the restoration of plaster, and the reassurance that they will not be adding incompatible additions or removing any portion of these structures that contribute to their significance.

Councilmember Hales posed the following questions to Ms. Truemper:

Q. This is one of the oldest buildings in U City that has already experienced some abatement. So, from a health and safety perspective what process will be utilized should Trivers come across anything that needs abating during this renovation?

A. Unfortunately, there is only so much testing, assessments, and assumptions that can be made, so if a wall went in over a floor they were unable to test and exposes something when it is removed, as a due course of construction, the general contractor is tasked with managing that process. Typically, a phone call is made to the abatement contractor who comes out, abates, and demobilizes, before anyone can come back to the job site. This is such a common practice in projects like this that Trivers looks for general contractors who are familiar with historic buildings to make sure everything is done safely. So, abatement kind of becomes a rolling issue at the beginning of construction, which is why Trivers will be asking for days to be built into the schedule for these kinds of unexpected delays.

Q. The building probably has a hodge-podge of existing conditions, many of which are probably HVAC-related. Is this a complete demo, start over from the beginning type of plan?

A. Yes, the plan is designed to replace 100% of all systems; i.e., plumbing, mechanical, ducts, and electrical wiring. Everything will meet U City's Enhanced Energy Code. There is a tunnel that connects Trinity to the Annex where the route will be reused, but it is all subsurface.

Councilmember Hales stated he thinks as this renovation moves forward abatement will be a concern, and it will be incredibly important to convey this process to all of the folks that will be working in that building.

Q. Since we currently have electric vehicles in Public Works, is there any thinking and planning in terms of infrastructure for a fleet of electric police vehicles in the future?

A. My understanding is that our drawings include conduit and wiring that can be tapped into for future parking spaces.

Q. Given the current location of Council's chambers accessibility will be very important in the Trinity Building. So, will there be one or two elevators, or an ADA redundancy like a chairlift to support access and egress for someone with those needs?

A. We are moving the front door from the west to the east, and that is where the new elevator and monumental staircase will go. The stairway at the former main entrance will mostly be an egress-only corridor, but the hope is that there will be far greater consistency with a brand new elevator. So, although we have not talked about creating an ADA redundancy via a chairlift, we can certainly look at it if there are concerns about the need to do so.

Councilmember Hales asked Mr. Rose if the public parking spaces designated for this renovation would be shared with the hotel planned for Kingsland? Mr. Rose stated there are certainly no initial intentions to share parking, however, it could be a possibility if it becomes apparent that there are more spaces than needed. Should that scenario arise, any proposal will be presented to Council for a thorough discussion and decision.

4. ADJOURNMENT

Mayor Crow thanked Ms. Truemper and Chief Hampton for their participation and adjourned the Study Session at 6:18 p.m.

LaRette Reese,
City Clerk