

STUDY SESSION
Annex and Trinity Renovations Update
CITY HALL, Fifth Floor
6801 Delmar Blvd.
University City, Missouri 63130
Monday, June 27, 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, June 27, 2022, in the absence of Mayor Terry Crow, Mayor Pro Tem Bwayne Smotherson called the meeting to order at 5:30 p.m.

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

Councilmember Stacy Clay
Councilmember Aleta Klein; (excused)
Councilmember Steven McMahon
Councilmember Jeffrey Hales
Councilmember Tim Cusick

Also in attendance were City Manager, Gregory Rose; City Attorney, John F. Mulligan, Jr.; Police Chief, Larry Hampton; Senior Project Manager, Amanda Truemper of Trivers, and Landscape Designer, Derek Don, of DG2 Design Landscape Architecture.

2. CHANGES TO THE REGULAR AGENDA

Mr. Rose stated he would like to recommend removing Item M-2; Bill Number 9469, from the Agenda.

Councilmember Hales moved to approve, it was seconded by Councilmember McMahon, and the motion carried unanimously.

3. ANNEX AND TRINITY BUILDING RENOVATIONS UPDATE

Mr. Rose stated Amanda Truemper the Senior Project Manager for Trivers is here to present Council with an update on the Annex and Trinity Building Renovations. At the conclusion of this presentation, Mr. Rose stated he would be open to receiving any questions or guidance from Council.

Ms. Truemper stated Mr. Derek Don, a Landscape Designer at DG2 Design Landscape Architecture, will be assisting her in providing this update presented at the Community Design Review.

Community Design Review Summary

- Recap of Public survey conducted during the Space Needs Study
 - ▶ Existing building stock vs. the proposed need
 - ▶ Frequently visited Public Departments/One-Stop-Shop
 - ✓ Public Works
 - ✓ Police
 - ✓ Planning & Development
 - ✓ City Manager's Office
 - ✓ Management
 - ✓ Finance

- City Hall's Functions/Challenges/Impressions
- Police Facility Functions/Challenges/Impressions
- Take-Aways from the study
 - ✓ Improving public access to departments
 - ✓ Separate police and municipal court programs
 - ✓ Increased accessibility
 - ✓ Revitalizing historically significant buildings

✚ *The One-Stop-Shop is designed to host an ancillary employee from each department being represented. All departments will remain in City Hall.*

Building Design Progress Report

Project Schedule

- March 17, 2022: Green Practices & Historic Preservation Commission Reviews
- March 31, 2022: Design Development Submission
- May 17, 2022: Community Design Review
- June 27, 2022: City Council Meeting Update
- July 2022: Construction Documents Submission
- August - September 2022: Bidding
- October 2022: Construction start
- December 2023: Substantial completion & move-in (estimated date)

Project Scope

- Overview
 - City Hall –no work on this project
 - One-Stop-Shop for City Services
 - Police Headquarters
 - Municipal Courts
- Architecture
 - New accessible main entry point for City Hall and Police
 - One-stop area for public-facing City Hall services
 - Accessible entrances and security checkpoints
 - Updated/new restrooms
 - Structural retrofit as required for essential services
 - Restore character-defining features
- Site Work
 - Remove temporary police structures
 - Provide secure parking for police parking and sallyport
 - Public parking

Annex Connector: New Main Entry



Exterior Finish Selections

- Concrete panels compatible with the Annex/City Hall, and historic materials

Annex Connector: One-Stop-Shop

- Metal and package detection scanners
- Information desk
- 20 seats for public
- Department transaction counters behind archways
- Police records
- Police entrance

Annex: Police Break Room

Trinity: Main Entry

- Separates Police from Municipal Courts
- Accessibility
- Historic Renovations

Trinity: Municipal Courtroom (*Former Reading Room*)

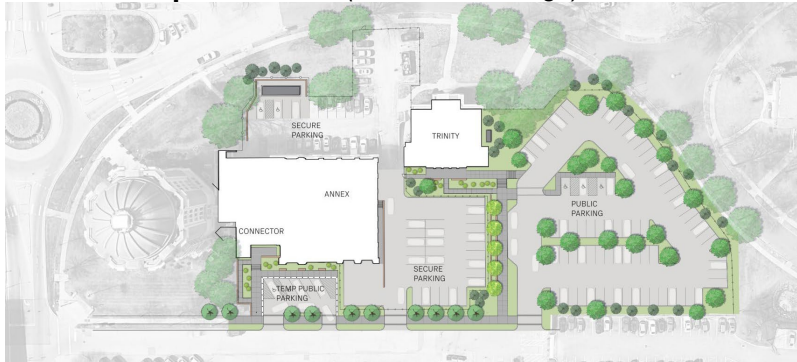
Site Design Progress Report

- **Design Development Review**

Existing Project Site

- Public parking on the north

Site Plan Improvements (*Accessible Design*)



Site Arrival Points & Vehicular Circulation

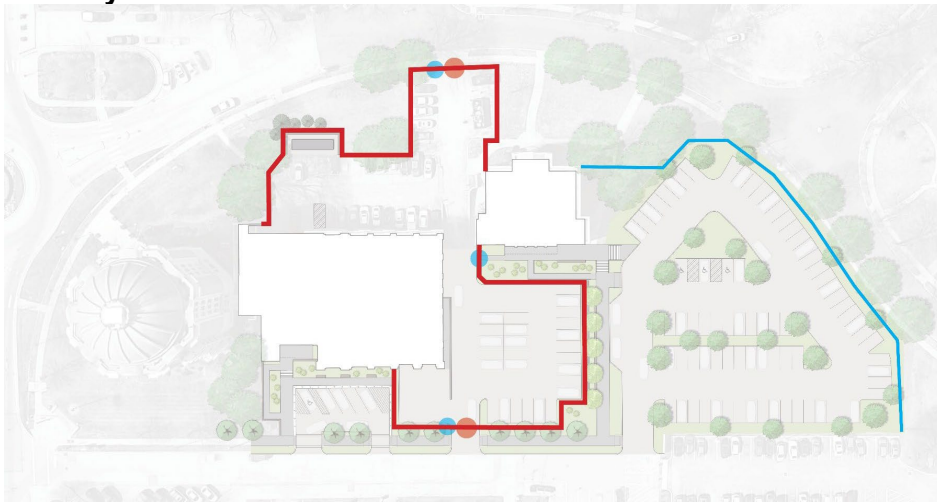
- Public entry points off Mike King Drive
- Drop off point near the connector for temporary parking and a drop lane at the new Trinity entrance
- Two police and staff entry points; west side of Trinity & Mike King Drive with vehicular access gates with badge reader for police/city staff

Parking Counts

- Temporary & ADA parking
- 71 public spaces (on-site)
- 13 public spaces (street)
- 67 secured parking spaces within the fencing

Private/Secure zone in the center with the public access zones on the north and south sides

Security



- Red Line = 8' anti-climb security fence
- Blue Line = wrought iron fence
- PVC fencing to be removed
- Fencing will maintain the character of the Lewis Collaborative and Harvard Avenue fences

Landscaping

- Meeting with U City in Bloom
- Canopy trees, evergreens, and shrubs used for screening adjacent residential neighborhoods
- Existing trees to be protected
- Seasonal and Native landscape pallets throughout the campus
 - Blue Cedar
 - Norway Spruce
 - Blue Spruce
 - Red Winterberry
 - Yellowwood
 - Viburnum
 - Juniper

Site Materials

- Complimentary to the architecture and historic character of the buildings
- Standard broom finished concrete
- Sidewalks matching public sidewalks along Delmar/City Hall
- Accent colored bands to define parking from public walkways
- Security bollards
- Stainless steel handrails

Stormwater Management Overview

MSD had reported downstream issues of the project site. As such, MSD requires the treatment of the new work to be equal to that of a Greenfield site. Two MSD stormwater requirements will be met:

1. Volume Reduction (reducing the amount of stormwater leaving the site);
2. Flood Protection (reducing the rate at which stormwater water is leaving the site)

Both requirements will be addressed with an underground chamber-style detention system located at the north end of the site.

Neighborhood Adjacency Improvements

- Decreased Neighborhood Traffic: Reorientation of building entry points to East Site primarily accessed by the public from Sgt. Mike King Drive
- Fencing Enhancements along Trinity Avenue: Removal of police PVC fencing, restoration of wrought iron & landscaping
- Layered landscape design to shield headlights from neighborhood
- Site Lighting: Dark-sky approach

Green Practices Commission Summary

- **Mechanical System**
 - ▶ Design Goals
 - ✓ System Fits in with Interior Design Goals / Preserve Building Character
 - ✓ High System Efficiency to meet City Goals
 - ✓ High Level of Space Control
 - ▶ System Characteristics
 - ✓ Distributed Cooling Units
 - ✓ Separated Dedicated Outdoor Air Systems
 - ✓ Minimize large ducts thru spaces
 - ▶ Advantages
 - ✓ Highly Efficient Design
 - ✓ De-Couple Outdoor Air from Space Cooling
 - ▶ Early Analysis Results
 - ✓ This project is improving the City's minimum energy efficiency, renewable energy, and greenhouse gas reduction goals outlined in Section 500.260 of the Ordinance.

Historic Preservation Commission Summary

Historic Significance of Annex

1903: Constructed

1908: Deconstructed

1910: New Design

1930: Women's Magazine acquired for U City's City Hall

1934: Houses U City's Police & Fire Departments

1940: A fire at the Annex building left only 5 original bays remaining

The Trinity Building

- Period of Significance: 1902-1912
- The boundary includes the Trinity site
- Still being treated as a significant historic structure
- In compliance with Secretary of the Interior's Standards for Rehabilitation and Treatment of Historic Properties

Key Features

Annex - Seismic Upgrades to the Interior

Location of concrete shear wall on the interior

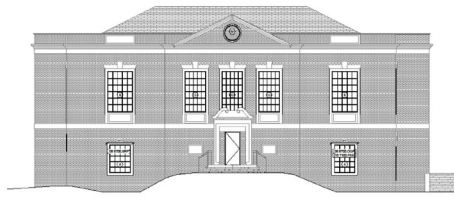
Window infill for structural or planning needs

Window upgrade for security

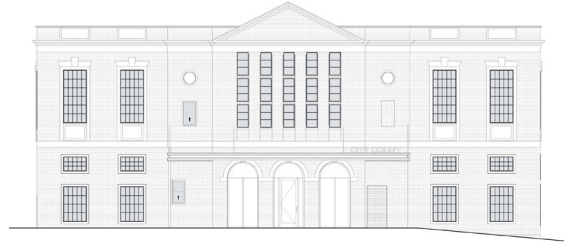
Third-floor skylight and clerestory restoration

✚ *Annex windows were replaced several years ago; the Trinity windows are original and will be replaced.*

**New
Trinity West Primary Elevation**



**New
Trinity East Secondary Elevation**



- Restoration of the historic stairway and all woodwork
- Radiators will be removed, and their casings used for the new mechanical system

Cost Estimate Comparisons

- Deviations are trending less from the Space Needs Study, from (SD) to DD), which is good.
- These totals do not reflect any changes to the scope of work

November 12, 2020	January 5, 2022 (SD)	April 26, 2022 (DD)	Deviations
Annex			
\$15,656,001	\$13,367,158	\$14,102,024	+\$734,866
Trinity			
\$ 2,270,657	\$ 3,517,536	\$ 3,968,245	+\$450,709
Site Work			
\$ 1,628,174	\$ 2,936,054	\$ 3,154,730	+ \$218,676
Total	Subtotal	Subtotal	Subtotal
\$19,563,832	\$19,820,748	\$21,225,000	+\$1,404,252
Seismic Retrofit	\$ 438,639	\$ 851,749	+ \$413,110
TOTAL	\$20,259,441	\$22,076,749	+\$1,817,308

Escalation continues to trend high due to the current supply chain climate

- Structural Steel items of note:
 - ▀ Framing for Connector Addition
 - ▀ Framing for new canopies at Connector + Trinity
 - ▀ Floor framing for removed Trinity stacks
 - ▀ Floor framing for raised garage bay at Annex
 - ▀ Seismic retrofit assumptions are better defined by geotechnical investigations
- Mechanical design development to meet Energy Code Requirements
- Electrical power/data development
- Site design development

Construction Cost Estimate Summary

- Base Estimate Cost
- General Condition (6%)
- Escalation (4.44%)
- Design Contingency (10%)
- GC Overhead & Profit (12%)

		<u>Total Costs</u>
A01	Annex + Connector Bldg.	\$14,102,024
		+\$734,866
B01	Trinity Building	\$3,968,245
		+\$450,709
C01	Site Work - City Hall Campus	\$3,154,730
		+\$218,676
	Total Costs	\$15,561,956
		+\$1,404,252

- Estimates based on drawings dated March 31, 2022
- Escalation assumes construction starts in Fall 2022
- Design fees not included
- FFE not included

Next Steps: Approvals Processes & Timeline

June/July 2022

- City Council Update
- Lot Consolidation (Plan Commission & City Council)
- Submission of Site Development Plan (City Council)
- Procurement Review & Prep

Client Meeting Schedule

- 04/28/2022 – DD Cost Estimate Overview
- 05/26/2022 – Detention Area Design Review
- 06/23/2022 – Security, Engineering Review
- 07/14/2022 – Client Meeting Final Check-in

✚ *Trivers meets with the consortium; which includes police & fire on a monthly basis*

Construction Documents: 4/2022 –7/2022

- 07/29/2022 –100% CD Final Submission
- 08/11/2022 –100% CD Cost Estimate Complete
- Bidding + Contractor Selection – 8/2022 thru 9/2022
- Construction Begins –10/2022
- Final Completion –12/2023 (estimated)

Mr. Rose stated the financing will be discussed after a bid has been received if Council elects to move forward. \$900,000 has been set aside in the budget for the initial debt service payment; \$200,000 from the General Fund, \$300,000 from the Capital Fund, and \$400,000 from the Public Safety Fund, but more than likely, the type of financing will be Certificates of Participation.

Councilmember Hales stated the need for secure parking was identified in Trivers' initial analysis, as well as a separate analysis conducted in 2014. And he believes the Chief referenced this fencing as one of the measures evaluated in the department's accreditation assessment. So, while the need for secure parking is understood, he would not characterize the fence being proposed as being decorative. Councilmember Hales then posed the following questions:

Q. What discretion do we have as far as the type of materials that can be used?

A. (Mr. Don): The decorative fence referred to in the packet is the existing ornamental fence. And while there are a few options on the market for anti-climb fences; one of which was installed around the MLS facility downtown, the 8-foot, anti-climb fence with vehicular gates and card readers was requested by Chief Hampton.

Q. Does this particular fence meet these standards or best practices; installed below grade level to prevent people from digging underneath, and screened from both sides to prevent people from viewing activities inside the fence?

A. (Mr. Don): *This fence will not be buried 6 feet below grade, but it will have footings set right to grade, with cameras located around the fence. However, we would be happy to look into some of the fencing available from other manufacturers.*

A. (Ms. Truemper): *In response to your question about transparency, the Chief was verbal about not wanting to create a complete public block. We talked about creating blind corners for wayfinding and he thought the semi-transparency of this fence was good.*

A. (Mr. Don): *Early on we looked at several different options; one where the secure parking was to the north and the non-public was towards the south. But that sort of intermingled the police and secure core into the public zone. We really tried to massage exactly where that secure core should be located to provide optimal operations for the Police Department.*

Councilmember Hales stated he appreciates the Chief's desires but thinks there needs to be some balance by using materials that fit the historic character of the area.

Q. Can you tell me how the number of parking spaces was determined for the secure area?

A. (Ms. Truemper): *Both the square footage and parking needs were determined during Trivers' Space Needs Study and HOK's programming with the police. The 67 spaces were updated at the beginning of the schematic design.*

Councilmember Clay posed the following questions:

Q. I've received a couple of questions from the community questioning the need for such an elaborate facility since officers spend most of their time in cars. Can you speak to these concerns, explaining the need for such an elaborate design and how the building will be utilized?

A. (Mr. Rose): *Keep in mind that a large number of the employees like, dispatchers, command, and administrative staff are going to be at the facility eight to ten hours a day. And officers also perform activities like, writing reports or conducting interrogations that simply cannot happen in their vehicles.*

A. (Chief Hampton): *There are about 35 officers whose responsibilities require them to work in the office. So, while they certainly encourage rolling officers and community patrols, all of their paperwork has to be processed within this secured zone.*

Q. Most folks just want to know where to go to transact business. So, can you walk us through a typical trip to City Hall, including parking, accessing the Connector, and what they should do if they need to conduct business with a specific department?

A. (Ms. Truemper): *The hope is that most of their transactions can be accomplished by using the short-term public parking spaces but if that's full, they can use the larger public lot. A lot of paving and landscaping have been designed to encourage the feel of an open plaza. So, the sidewalks are wider, there is a generous slopped walkway leading to the building with fully accessible crossings, and a lot of universal design standards and material way-finding cues for their approach.*

They will enter into the vestibule where the metal detector, package scanner, waiting area, and a transaction counter where someone will be stationed to answer any questions, are located. If they are there to attend a meeting or have questions that cannot be answered at this initial touch base, they will be directed to a specific department within City Hall by using the stairs or elevators.

Q. So simple transactions, like obtaining an Occupancy Permit, can be conducted in the Connector?

A. (Mr. Rose): *The goal is to provide a user-friendly, efficient process for visitors, where 60 to 70% of the transactions that occur on a daily basis can be accomplished in the Connector.*

Councilmember Cusick posed the following questions to Ms. Truemper:

Q. When you talk about accessibility, are you also taking ADA compliance issues into consideration?

A. Absolutely. We have an accessibility consultant on our team who has conducted extensive reviews both from the public side and employee work areas.

Q. Is it correct that no fencing will be erected around City Hall?

A. City Hall is completely out of the scope of this project.

Mayor Pro Tem Smotherson posed the following questions to Mr. Rose:

Q. Does the fencing have to be approved by the Board of Adjustments, and if not, why?

A. As a part of this process what Trivers and Mr. Mulligan have done is look at what the City is legally obligated to do. And our belief is that Trivers and/or staff have taken the required steps of making presentations to any Board or Commission deemed relevant under those obligations. For example, under those requirements, the Site Plan must be presented to the Planning Commission for review. But at this point, he is not aware of a requirement for the City to go before the Board of Adjustments to address the fencing.

Q. My neighbor was informed that she would have to go before the Board of Adjustments to obtain a variance before installing additional fencing. So why is there a difference between the requirements for the City and its residents?

A. The answer to that question can be found in the existing policies. However, if there is a desire to change those policies that's something Council and staff can certainly look into.

Councilmember Hales stated he would like to see other options for the fencing. Ms. Truemper stated they could definitely look at other options for security fencing, including the color, which could help minimize its appearance.

During the Community Design Review there was a comment made about access from University Heights through the public parking lot. And since this is a commonly traveled pathway for folks to get to The Loop or the Library, he wanted to make sure that comment was addressed. Ms. Truemper stated her team heard the comments and presented the question to Chief Hampton. And what he shared in an emailed response about the need for this pathway is, *"The concern for employees and the public's wellbeing in having a secured lot free of vandals, robbers, and assault perpetrators far outweigh the minor walk ground from this area. We currently have this area secured for UCPD activities by a security gate within the current plan. So, comparing a dated layout prior to 2016 with the ability to update and make sure all persons; especially employees late at night, have safe passage to and from our properties is vital. We understand everyone is not going to agree on the design or layout, but many of my civilian employees who are not combat trained desire a secure location to enter their vehicles after working late hours. It also follows the Crime Prevention through Environmental Design tenets."*

Ms. Truemper stated the current pass-through at the Lewis Center Collaborative will not be impacted by this project, so there will still be kind of a cross-site connection.

Councilmember Hales stated that he was referring to the cut-through on the public side in front of the Library, and not the secured area. He then asked if there would still be parallel parking spaces on Mike King Drive, and if so, could they be used for additional public parking? Ms. Truemper stated this is a 4-foot fence that can easily be breached. So, her understanding is that there is a need to reduce porosity and have an enhanced ability to monitor who is passing through the site.

Mayor Pro Tem Smotherson stated as the dissenting vote on this project, even he believes that the elimination of a security fence would be like placing apples; the police, among oranges; the public. So those apples do require some sort of security from this free-flowing, fully accessible plaza.

4. ADJOURNMENT

Mayor Pro Tem Smotherson thanked Ms. Truemper for her presentation and adjourned the Study Session at 6:30 p.m.

LaRette Reese,
City Clerk, MRCC

