

SPECIAL MEETING OF THE CITY COUNCIL
CITY OF UNIVERSITY CITY
VIA VIDEOCONFERENCE
TUESDAY, August 22, 2023
6:00 p.m.

AGENDA

A. MEETING CALLED TO ORDER

At the Special Session of the City Council of University City held on Tuesday, August 22, 2023, via videoconference, Mayor Terry Crow, called the meeting to order at 6:00 p.m.

B. ROLL CALL

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 Dennis Fuller
Councilmember Bwayne Smotherson; (*excused*)

Also in attendance were City Manager, Gregory Rose; City Attorney, John F. Mulligan, Jr.; Assistant City Manager, Brooke Smith; Todd Sweeney, and Katie Aholt of NAVIGATE Building Solutions.

Mayor Crow stated on behalf of his colleagues, the City, and its residents, he would like to express his deepest sympathies to the family of retired Assistant Fire Chief Dave Crismon, who passed away last week at the age of fifty-four. Dave began his civil service career at the age of 17 and helped to protect U City and its residents for thirty-one years. He is survived by his wife, two children, three grandchildren, his mother, sister and brother. All of us send our thanks for his years of service and dedication to this community.

C. APPROVAL OF AGENDA

Councilmember Clay moved to approve the Agenda as presented, it was seconded by Councilmember Hales, and the motion carried unanimously.

D. PROCLAMATIONS - (Acknowledgement)

None

E. APPROVAL OF MINUTES

None

F. APPOINTMENTS TO BOARDS AND COMMISSIONS

None

G. SWEARING IN TO BOARDS AND COMMISSIONS

None

H. CITIZEN PARTICIPATION

Procedures for submitting comments for Citizen Participation and Public Hearings:

Request to Address the Council Forms are located on the ledge just inside the entrance.

Please complete and place the form in the basket at the front of the room.

Written comments must be received **no later than 12:00 p.m. on the day of the meeting.** Comments may be sent via email to: councilcomments@ucitymo.org, or mailed to the City Hall – 6801 Delmar Blvd. – Attention City Clerk. Such comments will be provided to City Council prior to the meeting. Comments will be made a part of the official record and made accessible to the public online following the meeting.

Please note that when submitting your comments, a **name and address must be provided.** Please also note whether your comment is on an agenda or a non-agenda item. If a name and address are not provided, the comment will not be recorded in the official record.

Mayor Crow acknowledged Council's receipt of several written comments and thanked everyone for their participation.

I. COUNCIL COMMENTS

J. PUBLIC HEARINGS

None

K. CONSENT AGENDA - (1 voice vote required)

None

L. CITY MANAGER'S REPORT – (Voice vote on each item as needed)

1. Receive presentation from NAVIGATE and provide feedback regarding the Annex and Trinity Renovations

Mr. Rose stated Council is being asked to receive a presentation regarding the Annex and Trinity Renovations by Todd Sweeney of NAVIGATE Building Solutions.

Mr. Rose stated if approved, Bill 9520 would amend the City's renewal energy and greenhouse gas reduction codes. However, upon advice from the City Attorney regarding how the existing codes have to be applied; this Bill was removed from the agenda since staff does not believe a modification is necessary at this point. He stated Mr. Sweeney's presentation will highlight NAVIGATE's analysis relative to the energy efficiency improvements they believe should be pursued.

Mr. Rose then asked Ms. Smith if she had any additional comments on this matter? Ms. Smith stated she had no additional comments.

Mr. Sweeney, Co-Founder of NAVIGATE Building Solutions, the firm selected as an owner-representative of this renovation project, stated that he would like to introduce the other members of his team on this call; Amy and Amanda of Trivers, Matt Kahn of IMEG, a mechanical, electrical, and plumbing engineering firm, and Katie Aholt, NAVIGATE's Project Manager, who will be assisting him with this presentation.

Ms. Aholt stated she is appreciative of the opportunity to work on this project and would like to walk Council through the journey they've taken with City staff on ways to reduce the overall project costs. She stated the hope is to get the City back to its previously established budget.

Budget and Bid Recap

Based on the September 2022 estimate by the Design Team the City established a construction budget of \$24 million.

- The pre-qualification process resulted in the approval of a single General Contractor bid in February 2023
 - Paric's Bid totaled \$34,771,701
 - ✓ Inflation per AGC equals 1.9% +\$660,662; current budget value
 - **Total Construction Cost \$35,432,363**
 - Project status ~\$11.4 million over budget
 - Bid Alternates & Allowances
 - (NOT Included but Optional)
 - ✓ Seismic Upgrades
 - ✓ New Pistol Range Equipment

Costs Outside of \$24 million

Alternate funding sources have been identified by the City's Administration for approximately \$3 million Owner Direct Costs. Those items include:

- Hazardous Material Abatement
- Furniture, Fixtures, and Equipment
- Dispatch Consoles
- Evidence Shelving & Storage
- Professional Services
 - Re-Design Fees
 - Materials Testing
- Technology / IT
- Financing Costs
- Moving
- Temporary Office/Trailer Removals

Progress to Date

- Due Diligence and Data Collection to determine the design intent of the project
- Drawing Reviews – Constructability & Industry Benchmarking conducted by:
 - Todd – NAVIGATE Principal – Industry Benchmarking, Katie – Project Director, Ray – Sr. PM, Steve – Director of Estimating, Joe S. – Architect, Dustin – PM, Scheduling Specialist, John – Construction Manager, Shane – Master Builder, Joe K. – Mechanical Contractor, Brian – Electrical Contractor
- Value Engineering Identification
 - Architectural
 - Mechanical
 - Exterior
 - Site

NAVIGATE has worked with numerous municipal clients on the construction of police departments and is currently working with Eureka and Ballwin. Based on that experience they were able to bring the lens of industry benchmarking to this project, i.e., what things are wanted, but not needed, and what scope items are above and beyond what other municipalities are constructing. These items were all rolled into NAVIGATE's value engineering process to generate a cost estimate.

- NAVIGATE Internal Cost Estimating
 - Subcontractor Input; (*Tuckpointing, Specialty Systems*)
 - Vendor Input; (*Abatement, Bradford Systems, Furniture*)
 - Paric Bid Review
- City Staff & User Group Engagement
 - Worked together to make sure NAVIGATE understood the priorities of the project so that any of their recommendations would have no operational or negative impacts
- Design Team Collaboration
 - Trivers

Back to Budget

Starting at \$35 million, with a goal of reaching a \$24 million construction budget, the target is \$11.4 million to approach the accepted Value Engineering.

General Constructability and Procurement Strategy Changes

- Re-bid to Multiple General Contractors
Paric being the only bidder is anticipated

Anticipated Savings

\$3,250,000

to be on the high end of the bid cycle

- Reduce Overall Project Schedule
Long Lead Procurement \$300,000*
Additional cost savings could be generated by reducing the overall project schedule; reduction in scope & repackaging of items
- Bid Package – Demo & Abatement \$100,000
Pull out the selective demolition scope To be packaged and bid by the General Contractor along with the abatement

Anticipated Savings of **\$3.65 million** without re-design
*Reduced from \$650,000 previously

✚ *Value engineering recommendations specific to what can be done without redesign.*

Value Engineering

After implementing the strategies without redesign the remaining target is **\$7.75 million** in accepted Value Engineering to reach the \$24 million established construction budget through Design Changes.

- Identify the list of scope changes that can be redesigned in 60 days or less (goal)
 - Low hanging fruit
 - Industry benchmarking ideas
- Pinpoint most cost-intensive areas of the project
 - Barrier wall system; jail cells; detention area
 - Structural modifications at FD bay
 - Historic windows
 - Mechanical and electrical systems
 - Site work and landscaping
- Eliminate nice-to-have or wish-list items
 - One-Stop-Shop

✚ *Although the One-Stop-Shop makes sense in design, when you look at the cost savings it is no longer a priority and could be repurposed to support other police functions.*

<u>Value Engineering Summary</u>	<u>Location</u>	<u>Value</u>
1. Relocate basement evidence storage to 1st floor and eliminate structural mods	Annex	\$883,300
2. Replace hollow metal barrier walls with Concrete Masonry Units (CMU) partitions	Annex	\$1,049,400
3. Remove One-Stop-Shop; add user-friendly entry plaza only	Annex/Site	\$662,200
4. Modify historic window spec; use standard profiles	Trinity	\$575,300
5. Reduce landscaping, irrigation, soil types, maintenance agreements	Site	\$462,000
6. Mechanical System Revisions & Sustainability Code Interpretation	Annex/Trinity	\$1,499,300

7. Electrical System & Generator Changes; Shifting loads off of the generator, Reducing its size, simplification of light fixture selections	Annex/Trinity	\$408,855
8. Fire Protection & Plumbing Systems Changes; removing Vents or dry pipe systems vs. wet pipe	Annex/Trinity	\$126,500
9. Misc. Interior Finishes; ceilings, Flooring	Annex/Trinity	\$459,008
10. Misc. Exterior Changes; screening, tuckpointing	Annex/Trinity	\$143,000
11. Misc. Site Changes; grading, walls, asphalt	Site	\$420,620
	Total =	\$6.7 million

 **All items have been reviewed by the user group/staff, and deemed as acceptable changes to the project.**

Sustainability Code Interpretation: Mr. Sweeney stated Article C.2.f, on Fiscal Responsibility contained within the City's Sustainability Policy, allowed NAVIGATE to review all of the Design Team's proposed energy solutions with the Design Team and staff, to look at them from a sustainability perspective; what's best for the environment, and balance that with the associated pay-back. The discussion was a million-dollar difference and a \$12,000 savings per year. IMEG updated their projections to a \$14,000 difference between the most robust systems and the original design. Then they went to an independent estimator to get a value for the first cost associated with the baseline system and the proposed enhanced system. That estimate increased to \$1.6 million, and when they divided that by \$14,000, they were looking at a +100-year pay-back. However, Article C.2.f, says even though the goal is to do the right thing, it must be fiscally responsible and suggests that items have a 15-year payback value; which was not the case for most of these items.

NAVIGATE included about \$800,000 worth of savings associated with the Sustainability Code, and the rest are things that change the duct work, thermostats, and specialty items not associated with sustainability. Mr. Sweeney stated they feel confident that no change is needed, and that the City has a very responsible policy they are excited to put to work.

Back to Budget

Value engineering presented achieves cost reductions totaling **\$10.35 million** of the \$11.4 million needed to meet the initial target.

Starting Construction Cost Value \$35,432,363

1. Re-bid to Multiple General Contractors -\$3,250,000
2. Reduce Overall Project Schedule/**Long Lead Procurement** -\$300,000
3. Bid Package – Demo & Abatement -\$100,000
4. Identified Value Engineering -\$6,700,000

Current Construction Cost Estimate \$25,082,363

Value Engineering - Ongoing Process

- The Design Team's review of NAVIGATE generated constructability review resulted in hundreds of additional comments and additional minor savings opportunities being vetted
- Realize additional savings from Energy Code **interpretation** and commissioning requirements
- Evaluating opportunities for fixed shelving and savings in Bradford Systems equipment vs. high-density rolling system

- Evaluating opportunity for MSD Project Clear reimbursement for stormwater management system as the scope of work is completed

Next Steps

- Approve the project to continue moving forward
- Authorize NAVIGATE and Trivers to proceed with additional services; redesign and packaging of the work
- Provide direction on early bid packages
- Discuss and release of demo & abatement package
- Review the projected design and construction schedule

Mr. Rose stated staff is requesting that Council provide direction on whether they should move forward with this project. He stated although staff and NAVIGATE did discuss early bidding on some of the capital items, that element has been eliminated until the project is found to be financially viable.

Councilmember Clay posed the following question to Mr. Sweeney:

Q. Both of the elements associated with shortening the schedule; re-bidding for more options and the construction schedule, seem to have a number of factors in them that may not necessarily be in the City's control. So, what is NAVIGATE's proposal for managing these two things?

A. *One thing we are able to do is market your project. There are a lot of opportunities in the market right now, and what NAVIGATE does very well is market the project to make sure there is a lot of buzz in the marketplace and everyone; contractors; subcontractors, and minority vendors/suppliers, are aware of what you're doing. In the last six years, NAVIGATE has had 3+ bidders on every project where it's been involved in the bidding process. And even though this is a public bid where everyone must be given an opportunity, NAVIGATE absolutely believes that based on the size of the project, its location, an architect who has a reputation for producing quality drawings, and the strength of this community, they will be able to identify contractors and assure their participation before the PDF goes out to market.*

Competition places general contractors in a situation where they have to use their tricks of the trade. When the supply chain issue became so complicated a lot of generals created strategies like stock-piling materials or establishing relationships with freight liners to get materials faster, to give them a competitive advantage. And when you have multiple bidders those advantages show up.

When it comes to the schedule, over the years, NAVIGATE has adopted a method of how to procure work that benefits the public agencies they've served by gaining a solid understanding of what is going on in the market. So, our suggestion is to shift from creating and demanding a timeframe to allowing the contractor to establish and insert the total duration of the job within their bidding document. By doing so, we're clearly articulating in those documents that by state law you are allowed to consider best value; which could be a shortened schedule, even if it costs a little more, or a lower number that takes a little longer. Either way, you end up getting the best value on costs because when there is competition, people become very aggressive with their schedules. But when they are not competitively tied to determining their schedule oftentimes they default to the longest palatable duration because the risks are shifted from them to you.

The second component is that we will be working with the City Attorney to get his thoughts on adding liquidated damages to the contract. Because what we've also learned is that liquidated damages add more substance and can help with managing the schedule when it is established by the contractor.

NAVIGATE scrubbed everything produced by Trivers to see if something was triggering Paric's schedule and found nothing. So, we can assure you that 30 months exceeds the amount of time needed to build this project. Another suggestion would be to prohibit the contractor from mobilizing on the site until you're ready to begin construction. So, don't do ground-breakings or anything that would force them to occupy the site because that allows them to do a lot of long lead item procurement submittal reviews that can be accomplished while the demo and abatement are being done. The goal is to make sure they have the materials needed to complete the job so that

when they do show up they can get to work right away.

Councilmember Clay stated removing the One-Stop-Shop does give him some degree of concern in that the design of City Hall does not create the best user experience. And while he certainly appreciates that the Police Department is the prime directive, he was excited about this concept because it would provide a more efficient experience for anyone needing to access City services. So, for him; and he thinks the community, who also recognizes the challenges with the current setup, this was a big selling point.

Mr. Rose stated at this point, the question being addressed by this proposal is simply how can the City bring this project back to, or as close as possible, to the approved budget. And a component of that solution indicates that the inclusion of a One-Stop-Shop would be cost-prohibitive. So, while this would be the ideal time to include the shop, it does not preclude this type of design from coming to fruition in the future.

Councilmember Clay stated even though he understands their value proposition, it's still disappointing. Most people have very little interaction with the Police Department, but they do have frequent interactions with the City's other services, so he thinks there was some excitement in the community about this addition.

Councilmember Hales concurred with the concern expressed by Councilmember Clay and stated the analysis provided to the City is approximately 88 pages, yet this presentation only represents about 10 pages of that analysis. And while he appreciates the comments about being fiscally responsible; which is absolutely top of mind for members of this Council, he would like to be provided with more information that he could dig into to gain a better understanding of NAVIGATE's analysis.

Mr. Rose asked Councilmember Hales if he was asking for a list of the items that were identified and the costs associated with them? Councilmember Hales stated while he does not necessarily disagree with the results and is totally in support of many of their suggestions, what he's looking for is how NAVIGATE reached these conclusions in order to make a more informed decision.

Mayor Crow stated while he is certainly pleased to see these cost-savings, he thinks there is a little bit of professional skepticism about how they can make these numbers work. And he also thinks Councilmember Clay brought up a good point about the One-Stop-Shop because clearly City Hall is not designed to accommodate the public. That said, his only question at this point, is what is Council being asked to do this evening? Mr. Rose stated the purpose of tonight's presentation was to garner Council's concerns and direction. And since one of those concerns seems to be focused on the One-Stop-Shop, he will direct staff to look at the cost so Council can decide whether it wants to increase the overall cost of the project to include it.

Mr. Rose asked if this addition would constitute a major redesign? Mr. Sweeney stated to go from \$35 million to \$24 million is a Herculeaneum task, and to do it without impacting some of the programs is even more challenging. So, while it was not this administration's position to eliminate this concept, it was their need to remove some of the square footage to achieve this kind of savings. He stated NAVIGATE's understanding was that the City's priorities were Police and Courts, but this footage can be taken from any of these three entities, Police, Courts, or the One-Stop-Shop. Anything can be added back in, but he does not think there is another pathway for getting back to that \$24 million.

Mr. Rose stated he believes what he is hearing from the Mayor and Council is that they recognize that it would increase the overall cost of the project.

Councilmember Clay stated he's also a pragmatist and sees this as an opportunity to be creative. Is there a way to save money and still provide a better experience for our residents without going back to the drawing board? So, he would ask that no stone be left unturned in an effort to figure

out a way to do a smaller or different version of this concept. Something that would provide a resource for residents within this new building they are paying for, that allows them to easily walk in and get the things they need accomplished.

And perhaps, after you've done your best work and you still tell me that it can't be done, he would have no choice but to accept the outcome.

Mayor Crow stated he definitely wants the police and residents; who will be in and out of this building on a daily basis, to get most of what they want. So, if he had to choose between making it more user-friendly for citizens or more comfortable for the Court; which is only there sporadically, he would prioritize it in this order; the Police Department, citizens, and then the Court.

Trivers Representative: One thing of importance to citizens was way-finding, so we didn't want to lose the orientation that the One-Stop-Shop was providing at the new entrance. So, while we will look at ways to bring a portion of the Shop back, it is not a total loss because you'll still have the one accessible entrance point with parking at City Hall where citizens can navigate.

Councilmember Clay stated he agrees that while the City's Court personnel do yeomen's work, it's the citizens who come in and out every day. And there was excitement about the ability to easily access services. So, my hope is that this team will go back and put everything they have into trying to preserve as much of this amenity as possible.

Mr. Sweeney stated the list of value engineering items that the Design Team is working off of is 90 pages long, so there is some depth there. But the question is how to effectively package it? And the first thing everybody said was to eliminate the renovations for the Trinity Building. That direction by itself would be a much easier path.

Mayor Crow stated he does not think Council is at the point where they would say to eliminate the Courts; just that the priority is not as great for a building being used intermittently versus one that will be used every single day.

Mr. Rose stated the Trinity Building is also going to house the Traffic Violations Bureau which has a full-time staff.

Ms. Smith stated you also have to keep in mind that the previously enacted court reform policies require that the courts be separated from the police.

Councilmember McMahon stated he thinks everyone's priority is to get the Police Department out of the trailers. And while he's not sure that Council has made a decision on a drop-dead number for this project, he would hate to see a desire to add or redesign an element within these buildings hinder that priority.

He stated another thing they've heard from the community is just how far behind the curve this City is when it comes to accessing and submitting forms electronically without the need to make a trip to City Hall. So, if we're looking to make a decision about moving this type of advancement forward, perhaps we need to ask ourselves if there's really a need for a brick-and-mortar shop. But the bottom line is that we don't want to shoot ourselves in the foot by delaying this much-needed facility for our police.

Councilmember Klein stated she also thinks community engagement is important and that Councilmember McMahon brought up a good point about enhancing the City's capacity to provide online access. So, she thinks it would be great if they could incorporate that component with some kind of space for residents. Councilmember Klein then asked to what extent has the Police Department been involved with setting these priorities and recommended changes? Mr. Rose stated all of the stakeholders impacted by this project have a representative on the User Group that worked with NAVIGATE to make sure they understood their priorities.

Mr. Rose stated the rationale behind his focus on reducing costs as much as possible is based on

the reality that today's economic climate is different than it was when this project was initiated. He stated the estimated construction costs only represent the principal payment, but interest will also have to be included, and that rate has increased substantially.

So, if acceptable, staff will continue to advance this project by providing the details associated with these reductions as requested by Councilmember Hales, and evaluating whether a condensed version of the One-Stop-Shop is feasible.

Mayor Crow stated Council appreciates the work being done on behalf of the City and thanked everyone for their participation.

M. UNFINISHED BUSINESS - (Roll call vote required for 2nd and 3rd readings)

- 1. BILL 9518** - AN ORDINANCE AMENDING CHAPTER 110 OF THE UNIVERSITY CITY MUNICIPAL CODE, RELATING TO ADMINISTRATION, BY REPEALING SECTION 110.040 THEREOF, RELATING TO DISCLOSURE OF CONFLICTS OF INTEREST, AND ENACTING IN LIEU THEREOF A NEW SECTION TO BE KNOWN AS "SECTION 110.040 DISCLOSURE OF CONFLICTS OF INTEREST." Bill Number 9518 was read for the second and third time.

Councilmember McMahon moved to approve, it was seconded by Councilmember Clay.

Roll Call Vote Was:

Ayes: Councilmember Klein, Councilmember McMahon, Councilmember Hales, Councilmember Fuller, Councilmember Clay, and Mayor Crow.

Nays: None.

- 2. BILL 9519** - AN ORDINANCE REPEALING SECTION 125.080 OF THE UNIVERSITY CITY MUNICIPAL CODE OF THE CITY OF UNIVERSITY CITY, MISSOURI, RELATING TO THE MUNICIPAL COURT REPORT TO THE CITY COUNCIL, AND ENACTING IN LIEU THEREOF A NEW SECTION TO BE KNOWN AS "SECTION 125.080. FINES AND COSTS, WHERE PAID, DEPOSITED -- CASE REPORTING." Bill Number 9519 was read for the second and third time.

Councilmember Hales moved to approve, it was seconded by Councilmember Klein.

Roll Call Vote Was:

Ayes: Councilmember McMahon, Councilmember Hales, Councilmember Fuller, Councilmember Clay, Councilmember Klein, and Mayor Crow.

Nays: None.

- 3. BILL 9521** - AN ORDINANCE AMENDING SCHEDULE III, TABLE III-E OF THE TRAFFIC CODE OF THE UNIVERSITY CITY MUNICIPAL CODE, RELATING TO PARKING PROHIBITED ON CERTAIN STREETS AT ALL TIMES, BY DELETING THE NORTH SIDE OF PERSHING AVENUE FROM THE ALLEY WEST OF JACKSON AVENUE TO WEST POINT COURT FROM THE LIST OF STREETS WHERE PARKING IS PROHIBITED AT ALL TIMES. Bill Number 9521 was read for the second and third time.

Councilmember Hales moved to approve, it was seconded by Councilmember Fuller.

Roll Call Vote Was:

Ayes: Councilmember Hales, Councilmember Fuller, Councilmember Clay, Councilmember Klein, Councilmember McMahon, and Mayor Crow.

Nays: None.

4. **BILL 9522** - AN ORDINANCE AMENDING SCHEDULE III, TABLE III-D OF THE TRAFFIC CODE OF THE UNIVERSITY CITY MUNICIPAL CODE, RELATING TO RESIDENTIAL PERMIT PARKING AREAS, BY ADDING THEREIN, THE SOUTH SIDE OF THE 7400 BLOCK OF KINGSBURY BOULEVARD BETWEEN JACKSON AVENUE AND WEST POINT COURT, AND BOTH SIDES OF THE 400 BLOCK OF WEST POINT COURT BETWEEN KINGSBURY BOULEVARD AND PERSHING AVENUE. Bill Number 9522 was read for the second and third time.

Councilmember Fuller moved to approve, it was seconded by Councilmember Hales.

Roll Call Vote Was:

Ayes: Councilmember Fuller, Councilmember Clay, Councilmember Klein, Councilmember McMahon, Councilmember Hales, and Mayor Crow.

Nays: None.

5. **BILL 9523** - AN ORDINANCE APPROVING AND AUTHORIZING THE CITY MANAGER TO EXECUTE, AN AGREEMENT BETWEEN THE CITY OF UNIVERSITY CITY, MISSOURI AND THE MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION, FOR SIDEWALK CONSTRUCTION ON FERGUSON AVENUE. Bill Number 9523 was read for the second and third time.

Councilmember Clay moved to approve, it was seconded by Councilmember Klein.

Roll Call Vote Was:

Ayes: Councilmember Clay, Councilmember Klein, Councilmember McMahon, Councilmember Hales, Councilmember Fuller, and Mayor Crow.

Nays: None.

6. **BILL 9524** - AN ORDINANCE FIXING THE COMPENSATION TO BE PAID TO CITY OFFICIALS AND EMPLOYEES AS ENUMERATED HEREIN FROM AND AFTER SEPTEMBER 11, 2023, AND REPEALING ORDINANCE NO. 7331. Bill Number 9524 was read for the second and third time.

Councilmember McMahon moved to approve, it was seconded by Councilmember Clay.

Mr. Rose stated he was asked to provide some additional information about this Bill. COLA increases do not apply to seasonal employees. So, if approved, this Bill will reduce the burden on our finance employees by distinguishing part-time seasonal employees from regular part-time employees for the purpose of applying COLA in the future.

Roll Call Vote Was:

Ayes: Councilmember Klein, Councilmember McMahon, Councilmember Hales, Councilmember Fuller, Councilmember Clay, and Mayor Crow.

Nays: None.

N. NEW BUSINESS

Resolutions - (Voice vote required)

None

Bills - (No vote required for introduction and 1st reading)

None

O. COUNCIL REPORTS/BUSINESS

1. Boards and Commission appointments needed
2. Council liaison reports on Boards and Commissions
3. Boards, Commissions, and Task Force minutes
4. Other Discussions/Business

P. CITIZEN PARTICIPATION

Q. COUNCIL COMMENTS

R. EXECUTIVE SESSION - (*Roll call vote required*)
None

Councilmember Hales moved to close the Special Session of Council, It was seconded by Councilmember Fuller, and the motion carried unanimously.

S. ADJOURNMENT

Mayor Crow adjourned the Special Meeting at 7:11 p.m.

LaRette Reese, MRCC
City Clerk

From: bchilton.ucitymo.com
To: [Council Comments Shared](#)
Subject: Concerns about pre-construction services and fencing
Date: Tuesday, August 22, 2023 10:40:25 AM
Attachments: [230822 Civic Plaza Proposed Fence.pdf](#)

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

To: City Council of University City
From: Bill Chilton
Date: August 22, 2023
RE: Concerns about pre-construction services and fencing
Comment is an agenda item

I am a professional architect with extensive experience in historic renovation and other projects. I was the Project Architect on the renovation of the University City, City Hall in 2005, a LEED-certified design.

I am writing to express a number of concerns about the Civic Plaza Design project that is on-going.

I have reviewed the Navigate Building Solutions Pre-Construction Summary.

On Page 13 of the Navigate Pre-Construction Summary, a bullet item is listed that authorizes Navigate and Trivers to proceed with additional services. With that authority, design and cost estimating services will be repeated with, I believe, the same outcome.

Trivers Associates has already fully designed the project, with the intent of designing a project that is within the proposed budget. Their attempt was not successful.

It is understood that cost estimating is a difficult and often imprecise endeavor. It needs to rely on substantial and accurate historic data. Estimators must also be fully aware of market conditions, market pricing, etc. This project, when put out to bid, came in \$11.4 million over budget. Value engineering that amount will be, in my professional opinion, unsuccessful.

It is also my professional opinion that this project site is not appropriate for the project design goal - part of which is a state-of-the-art police facility. The massive budget overrun is clear evidence of that reality. My professional opinion is that the Council should re-evaluate this project in its entirety, and not spend more funds, and time, in trying to value engineer \$11.4 million out of the budget. I do not believe that can be accomplished.

On another note, I do see that on Page 10 of the value engineering summary, the recommended fencing is not included. That is an item that could easily be removed from this project, if you proceed with it. I understand this fencing has been requested by the police department. I do feel it negatively impacts the historic site and will, for generations to come, allow our beautiful Civic Plaza to appear as an armed camp.

I have included a number of pictures of the proposed fencing that I created to give you, and my neighbors, a sense of the scale of this fencing.

I thank you for considering the concerns I have raised. I would be happy to meet with you to discuss them, and my professional opinions on the documents I have reviewed, if you are interested in doing so.

Bill Chilton
7141 Delmar
bchilton@ucitymo.com
314-961-4726



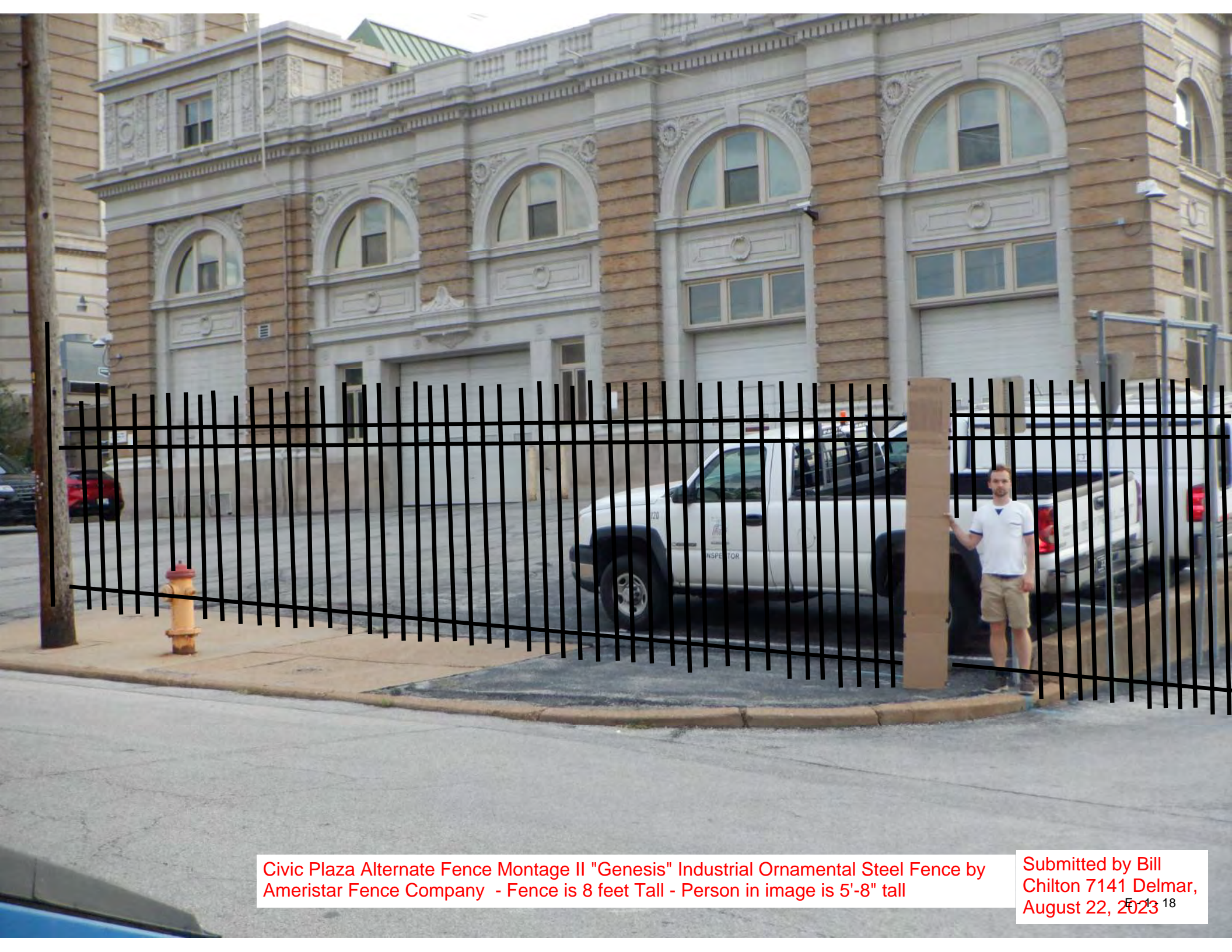
Civic Plaza Alternate Fence Montage II "Genesis" Industrial Ornamental Steel Fence by Ameristar Fence Company - Fence is 8 feet Tall - Person in image is 5'-8" tall

Submitted by Bill Chilton 7141 Delmar, DE 19816
August 22, 2023



Civic Plaza Alternate Fence Montage II "Genesis" Industrial Ornamental Steel Fence by Ameristar Fence Company - Fence is 8 feet Tall - Person in image is 5'-8" tall

Submitted by Bill Chilton 7141 Delmar, El 197 August 22, 2023



Civic Plaza Alternate Fence Montage II "Genesis" Industrial Ornamental Steel Fence by Ameristar Fence Company - Fence is 8 feet Tall - Person in image is 5'-8" tall

Submitted by Bill
Chilton 7141 Delmar,
August 22, 2023



Civic Plaza Alternate Fence Montage II "Genesis" Industrial Ornamental Steel Fence by Ameristar Fence Company - Fence is 8 feet Tall - Person in image is 5'-6" tall

Submitted by Bill Chilton 7141 Delmar, Delaware
August 22, 2023

From: [Jane & Frank](#)
To: [LaRette Reese](#)
Subject: Citizens Comment 8/22/2023
Date: Tuesday, August 22, 2023 11:10:52 AM

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From: Frank Ollendorff
8128 Cornell Court
314.791.6466

Subject: University City Historic Annex and Old Library Renovation Project

I recommend deleting proposed new entries to both historic structures, one stop shop, NE parking lot, fencing west of Annex. I recommend relocating proposed new generator to existing generator site, east of Old Library.

I recommend a transparent open public process from this moment on.

From: [Don Fitz](#)
To: [LaRette Reese](#)
Cc: [Frank Ollendorff](#)
Subject: Citizen comment, council meeting Aug 22, 2023
Date: Tuesday, August 22, 2023 11:50:05 AM

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University City Historic Annex and Old Library Renovation Project

There should be no discussion of this topic until citizens can make open verbal comments at a regular council meeting.

The council must notify citizens of University Heights, who will be profoundly affected by any decision made, a month prior to the meeting.

When this is discussed, I will recommend deleting proposed new entries to both historic structures, one stop shop, NE parking lot, fencing west of Annex.
I will recommend relocating proposed new generator to existing generator site, east of the Old Library.

