

**MINUTES OF THE REGULAR MEETING OF THE CITY COUNCIL
CITY OF WASHINGTON, FRANKLIN COUNTY, MISSOURI
MONDAY, JULY 6, 2020**

INTRODUCTORY ITEMS:

The Regular Meeting of the City of Washington, Missouri, City Council was held on Monday, July 6, 2020, at 7:04 p.m. in the Council Chamber. Mayor Sandy Lucy opened the meeting with roll call with Connor Dunker from Troop 680 from Sacred Heart School in Valley Park leading the pledge of Allegiance. He is working on his Community Merit Badge.

Mayor:	Sandy Lucy	Present
Council Members:	Ward I	Steve Sullentrup Present Nick Obermark Present
	Ward II	Mark Wessels Present Mark Hidritch Present
	Ward III	Jeff Patke Present Greg Skornia Present
	Ward IV	Gretchen Pettet Absent Joe Holtmeier Present

Also Present:	City Attorney	Mark Piontek
	City Administrator	Darren Lamb
	City Clerk	Mary Trentmann
	Police Chief	Ed Menefee
	Public Works Director	John Nilges
	Economic Development Director	Sal Maniaci
	Parks Director	Wayne Dunker
	Street Superintendent	Tony Bonastia
	Communications Director	Lisa Moffitt

Originals and/or copies of agenda items of the meeting, including recorded votes are available on record in the office of the City Clerk. Each ordinance is read a minimum of twice by title, unless otherwise noted.

Approval of Minutes:

- * Approval of the Minutes from the June 15 & 29, 2020 Regular & Special Council Meetings
A motion to accept the minutes as presented made by Councilmember Patke, seconded by Councilmember Hidritch, passed without dissent.

Approval and Adjustment of Agenda including Consent Agenda:

- * Collector's Report Summary – March 2020
- * Investment Report Summary – March 2020
- * Liquor License – Elijah's Ltd. – 600 W Front Street
- * Microfilm & Disposal of Records

March 11, 2020

Honorable Mayor and City Council

City of Washington

405 Jefferson Street

Washington, Mo. 63090

RE: Microfilm and Disposal of Records

Honorable Mayor and Council Members:

I request authorization to dispose of the records listed on the attached sheets. Our procedures are compliant and follow the guidelines of the State of Missouri Statutes.

Respectfully submitted,

Mary J. Sprung, CPA

Finance Director

cc: Record Retention File

Enclosure

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**LOCAL RECORD PROGRAM
DISPOSITION LIST**

CITY OF WASHINGTON IN FRANKLIN COUNTY MISSOURI

**LOCAL RECORD PROGRAM
DISPOSITION LIST**

CITY OF WASHINGTON IN FRANKLIN COUNTY MISSOURI

The following list of records has met their retention schedule and are recommended for disposal under RSMo 109.230 subsection 4. The officeholder with jurisdiction over these records may elect to take the following action: Store the records, destroy the records or deaccession the records. If the records are destroyed or donated to a local historical agency, the action should be recorded in the minutes of the City Council with the record series and inclusive dates.

14 boxes for disposal

Prepared by Marcie Sullentrup 06/18/2020 – DISPOSE

RECORD SERIES	CONTENTS OF BOX		INCLUSIVE DATES	RETENTION
1603	Move In/Out	(5 boxes)	2010 – 2016	2 yrs
GS050	Business Licenses	(3 boxes)	2011 – 2013	2 yrs
GS050	Liquor License	(2 boxes)	2011 – 2012	2 yrs
1603	Utility – New Customer Records	(4 boxes)	2011 - 2017	2 yrs



 Finance Director



Authorizing Signature

- * Final Pay Request – Capri Pools & Aquatics – Aquatic Facility Design Stipend
- * Final Pay Request – Brockmiller Construction – Aquatic Facility Design Stipend
- * Liquor License Renewals: Casey’s Marketing Company; Big Boys Grilled Subs & Wings; Cinema 1 Plus; Country Living
- * Postpone Item 8c

A motion to accept and approve the agenda including the consent agenda accordingly made by Councilmember Sullentrup, seconded by Councilmember Hidritch, passed without dissent.

PRIORITY ITEMS:

* Washington Fire Department Officers

25 June 2020

Honorable Mayor and City Council

City of Washington

405 Jefferson Street

Washington, MO 63090

RE: Ordinance 17-11667

Honorable Mayor and City Council

Pursuant to the aforementioned ordinance, I am forwarding for your review the names of the Officers selected by the membership to serve the Washington Fire Department through June 2021.

Fire Chief – Tim Frankenberg

Deputy Chief – Mike Holtmeier

Assistant Chief – Nick Risch

The Fire Company Membership stands at 80 with recruitment a constant priority.

If you have any additional questions, feel free to contact me.

Yours in service,

Tim Frankenberg

Fire Chief

A motion to accept and approve the appointments made by Councilmember Hidritch, seconded by Councilmember Patke, passed without dissent.

Mayor's Presentations, Appointments & Re-Appointments:

* Resolution Presentation – Ardell Schelich

Thank you

Ardell Schelich

WHEREAS, Ardell Schelich has been a member of the Board of Adjustment for nineteen (19) years; and

WHEREAS, during his nineteen (19) years in office he has given his time and effort to serve the citizens of the City of Washington, Missouri; and

WHEREAS, he has served faithfully and has played a vital role in the important work in the community; and

WHEREAS, he has been an influence for good in the growth and progress of our community; and

WHEREAS, Ardell Schelich is entitled to just recognition for these efforts.

NOW, THEREFORE, I, SANDY LUCY, by virtue of the authority vested in me as Mayor, and speaking on behalf of the Board of Adjustment and all our citizens, do hereby tender to ARDELL SCHELICH this Resolution extending our deep appreciation for his nineteen (19) years of service to the community, and order this Resolution spread upon the records of the City of Washington, Missouri, and a copy thereof delivered to Ardell Schelich.

Sandy Lucy
Mayor of Washington, MO
Mary Trentmann
City Clerk
07-06-20

* Resolution Presentation – Allen Whitworth

Thank you
Allen Whitworth
WHEREAS, Allen Whitworth has been a member of the Board of Adjustment for fifteen (15) years; and
WHEREAS, during his fifteen (15) years in office he has given his time and effort to serve the citizens of the City of Washington, Missouri; and
WHEREAS, he has served faithfully and has played a vital role in the important work in the community; and
WHEREAS, he has been an influence for good in the growth and progress of our community; and
WHEREAS, Allen Whitworth is entitled to just recognition for these efforts.
NOW, THEREFORE, I, SANDY LUCY, by virtue of the authority vested in me as Mayor, and speaking on behalf of the Board of Adjustment and all our citizens, do hereby tender to ALLEN WHITWORTH this Resolution extending our deep appreciation for his fifteen (15) years of service to the community, and order this Resolution spread upon the records of the City of Washington, Missouri, and a copy thereof delivered to Allen Whitworth.

Sandy Lucy
Mayor of Washington, MO
Mary Trentmann
City Clerk
07-06-20

* Resolution Presentation – Katie Dieckhaus

Thank you
Katie Dieckhaus
WHEREAS, Kataie Dieckhaus has been a member of the Library Board of Trustees for four (4) years; and
WHEREAS, during her four (4) years in office she has given her time and effort to serve the citizens of the City of Washington, Missouri; and
WHEREAS, she has faithfully served in her capacity as a member of the Library Board of Trustees on the Director Hiring Committee in 2019, Chair of the Library Tax Levy Committee in 2019 and 2019-2020 Library Board of Trustees President; and
WHEREAS, Katie has played a vital role in the important work in the community and her dedication to the Library Board of Trustees has won respect by the community; and
WHEREAS, Katie Dieckhaus is entitled to just recognition for these efforts.
NOW, THEREFORE, I, SANDY LUCY, by virtue of the authority vested in me as Mayor, and speaking on behalf of the Library Board of Trustees and all our citizens, do hereby tender to KATIE DIECKHAUS this Resolution extending our deep appreciation for her four (4) years

of service to the community, and order this Resolution spread upon the records of the City of Washington, Missouri, and a copy thereof delivered to Katie Dieckhaus.

Sandy Lucy

Mayor of Washington, MO

Mary Trentmann

City Clerk

07-06-20

* Board of Appeals Appointment

June 30, 2020

To the City Council

City of Washington

Washington, Missouri

Dear Council Members:

I herewith submit for your approval the following for appointment to the Board of Appeals:

Joe McGowan – term ending June 2025

Respectfully submitted,

Sandy Lucy

Mayor

MKT:

A motion to accept and approve the appointment made by Councilmember Holtmeier, seconded by Councilmember Obermark, passed without dissent.

* Board of Adjustment Appointments

June 30, 2020

To the City Council

Washington, Missouri

Dear Council Members:

I herewith submit for your approval the following for appointment to the Board of Adjustment:

Kevin Kriete – term expiring Sept. 2021

to fill an unexpired term of Allen Whitworth who resigned

Jason Pellen – term expiring Sept. 2025

to fill the vacancy left by Ardell Schelich who resigned

A motion to accept and approve the appointments made by Councilmember Patke, seconded by Councilmember Sullentrup, passed without dissent.

* 2020 Council Liaison Assignments

After a brief discussion, a motion to accept and approve the 2020 Liaison Assignments made by Councilmember Holtmeier, seconded by Councilmember Patke, passed without dissent.

PUBLIC HEARINGS

* Rezone 800 & 902 Locust Street from R-1B, Single Family Residential and C-1, Light Commercial to PD-R, Planned Residential and approve Development Plan

June 9, 2020

Mayor & City Council

City of Washington

Washington, MO 63090

RE: File No. 20-0602-The Applicant is requesting a rezoning from R-1B, Single Family Residential and C-1, Light Commercial to PD-R, Planned Residential and approval of a development plan for property located at 800 & 902 Locust Street

Mayor & City Council,

At the regular meeting of the Planning & Zoning Commission held on Monday, June 8, 2020 the above mentioned Special Use Permit was approved with a unanimous 9-0 vote in favor.

Sincerely,

Samantha Cerutti Wacker

Co-Chairman

Planning & Zoning Commission

Mayor: Okay, Sal.

Maniaci: Alright, thank you. So I'm going to go over the development plan and the rezoning here a little bit, and then McBride has a representative here to go over in depth the plans, the renderings of the four types of homes, single family homes, as well as the marketing material that we required as part of the development agreement.

Just a little bit of background or remind everyone, I'm sure as everyone is really familiar, we've been talking about this for over a year and a half now. All these properties highlighted are the properties in question that we're looking to redevelop. They all currently are City owned, and we have a contract with McBride & Homes to purchase that with an extended closing pending this approval and then a development plan, development agreement approval that will be at the next meeting.

Obviously this is an old ariel. This is the most update-to-date that we have, but Frick's has been torn down. This house has been demolished as well as the old trailer park obviously are removed, and then this last house was the most recent demolition.

The zoning of the property, here it goes, primarily is R-1B Single-Family Residential. There is a small piece there that is still zoned C-1 Light Commercial from whenever Frick's was there. I think that was their old parking lot or part of their parking lot; however, everything that you see here would be requested to rezone to the PD-R Planned Residential. As you are all aware, the planned residential is set forth in our code to allow for unique developments that are not necessarily fit directly into the R-1B or any of our unplanned districts. It allows them to submit their plan upfront with the rezoning and have that plan approved with that ordinance specifically. So, it's not just an approval of the rezoning, it's approval of the plan that is submitted.

So the plan that is submitted here, you can see shows 27 single-family lots. There are five lots on the west side here and I believe seven on the east of Locust Street. There's 12 lots total that will access Locust Street. You can see here there is a proposed Maple Valley Court will be a new drive that comes in into the subject property and terminates in an approved hammerhead. We do require in our code that all streets terminate in either a 96-foot cul-de-sac or 120-foot hammerhead. In this case, they chose the hammerhead. They have made more sense with the shape of the property and the topography that they have there. The remainder of the lots will access this Maple Valley Court. As you can see here, there is some land set aside for our Busch

Creek Greenway as well. A lot of these lots will back up into our new Busch Creek Greenway, the new amenity that will connect Jefferson Street all the way through to the eastern trailhead of the Riverfront Trail.

It's a little bit more zoomed in here. You can see most of the lots are below 6,000 square feet, hence why they needed to go to the Planned Residential. There's two things that really kind of triggered that need, given the shape of the property and the topography and the number of units to make the project work, they're anywhere from 3,800 square feet up to over 6,000. They do kind of vary there that is slightly more dense than what you'd see in a typical R1-B. But this is, you know, we're calling it downtown adjacent. It's just outside of our downtown district where many lots are smaller and 6,000 square feet and you get into a pretty dense area. So, we think the proposed density is not out of question for the area. We don't think it's a necessary detriment to the surrounding property given the previous use was higher density and higher intensity use with the Mobile Home Park. This should be more compatible with the existing uses in the area. We think it's actually a pretty good step up to what it was previously.

The second reason that they needed to go to a planned district was the proposed street. They are proposing this Maple Valley Court to be 30-foot-wide and a 40-foot-right-away. Typically, any new street would require to be 35-feet; wherever, in this case they are asking to have our, we are recommending and agreed to no parking on one side only. It actually would be this inside curve here where there's less room. You actually have more distance on the south side where you'd allow parking and that way with the no parking on one side, it still meets the fire code requirements.

So we actually do allow in an unplanned districts 30-foot streets with no parking on one side. We typically, if it's unplanned and they're not coming to you for approval on that, it's no more than ten homes. So, in this case, the need for because they are meeting the no parking on one side and the 30-feet, but the need for the planned district is because of the fact that there's more than ten units there.

Patke: Have we've done that anywhere else in town?

Maniaci: Yes. Stonecrest, the new extension of Stonecrest has that.

Patke: Okay.

Maniaci: I think it's Moon Crest Court. It's 30-feet in that, we just approved that in 2017. It was a new rule we allowed to happen, but that was the first one and this'll be the second.

Mayor: And they have parking on one side as well?

Maniaci: Correct, yes. Stormwater will be handled on a lot of the common ground areas. There was a floodway in this area here as well as along Busch Creek. All of the lots will have a portion of them in the flood plain, but none of them in the flood way and the houses will be built actually two feet above the 500 Year Flood Plain which is actually higher than we require. Our City Code requires two feet above the 100. McBride just for their own insurance policies is grading the site and building the homes at two feet above 500. So they will have additional elevation out of the floodplain to really lessen the chance that there will be any water in the homes here. It's a 500-year flood in an area we have not seen water. The elevation does go up significantly here in this location. Them going above 200 or two feet over the 500 years is definitely an improvement.

With that being said the project in itself does check multiple goals in our Comprehensive Plan. We have a list of goals and objectives, as you all know. One of them is to provide life cycle and workforce housing. We think this definitely checks that box with our participation and then providing a max price of 190, but actually they'll explain to you that they think they can get down to 180 as the base price for these new homes.

One of our other objectives in the Comprehensive Plan is opportunities for renters become home buyers. That is a goal of ours to try and transition people who are maybe starting out their career right out of college to transition, to be able to start a family here, buy a house here and build their career here, long-term, it's a better investment for our community. If these people are able to invest themselves and become renters and home buyers, we think this is a great opportunity for that and meets that goal.

We also have a goal on our comprehensive plan to provide alternatives for entry level housing. I think the price point that we have on this and the style that you'll see really does meet that kind of entry level. It kind of seems like a good first time home buyer. We've been very fortunate to see a lot of new residential growth recently, but I don't know if the price level and what we're seeing is really first time home buyer that we see. So, we think our necessarily entry level housing is what we call that. So I think this proposed development plan really checks that box as well for our Comprehensive Plan.

The intent of the redevelopment project. We've been talking about this for at least a year and a half, maybe a little bit longer of redeveloping this. It does finalize the cleanup of that area from that prior use. That's been a goal to not only help the stormwater in the area, but also there's clean up from previous uses from a vacant factory, a mobile home park that was, that was bought out. It puts property back on the tax rolls with us owning all that for the past, I think it's been five years since we just bought the first property a little bit over actually. I think it was late 2014 when we first bought that, the first piece of property there, puts it back on the tax rolls and starts getting the development back in there.

Lastly, it provides adequate home to first time home buyers and creates opportunities for our workforce. We knew we wanted to redevelop this. We wanted to prioritize that objective to try and get some, like we said, workforce housing and see if we can start maybe helping our median age lower a little bit, which was when we talked about our Comprehensive Plan goals that was one of them.

So, with all that being said staff recommends approval of this project. There are conditions of approval that the parking has to be no parking on the southeastern southwestern side. When the finalization of the plans comes in as stormwater, if the stormwater retention areas have to change the layout, obviously we'll have to come back to you all. There is, typically on these, a two-year requirement from on any planned development. Once it's built, you have two years to complete it or else it reverts back to original zoning, which is still the case. You'll see in the ordinance, because that is default language, but you'll see at your next meeting and our development plan agreement for the actual infrastructure. The goal of the requirement is to be done by May of 2021, which was required.

So, that's all I have. Do you have any questions for me? Planning and Zoning did unanimously vote on this on June 8th and pass their approval along as well.

Skornia: Sal, will these all be slab homes then?

Maniaci: There will be basements on most of them, but four...

Unknown: *Inaudible*

Maniaci: Three, so there you go. Yeah, they'll have basements, which was, I think another reason to bring that two feet above the 500 years so they could fit basements.

Hidritch: And also like I was going to add to Sal, parking on the one side of the street, on the opposite on the side of there not being able to park on that's where we talked about fire hydrants on that side.

Maniaci: Correct.

Hidritch: So it doesn't restrict anything there as well.

Maniaci: Correct. Since there will be limited parking anyway, the fire hydrants have to be on the no parking side, which just makes the most sense. That was a condition that Planning & Zoning wanted to verify.

Mayor: Any other questions of Sal?

Unknown: I think the applicants here.

Maniaci: Right, the applicant is here.

Mayor: Right, so do we...

Lamb: Let the applicant go ahead...

Mayor: We'll have the applicant make their presentation and then we'll open it up if there's any comments from the audience.

Maniaci: Alright, thank you.

Mayor: Okay, so the applicant can come forward.

Jeannie Aumiller: Good Evening Mayor and Council Members. My name is Jeannie Aumiller. I am with McBride Homes and I'm very happy and excited to be here tonight. Thank you for the opportunity, and thank you for selecting us to be a partner with you in this process. This will be our first project in the City. We've been anxious to enter the City for quite some time. We're excited about this City for a lot of reasons.

First and foremost, you have a long history of generational businesses in your City. Mercy, the Busch Brewery, just to name a few. We're going into our 76th year, and so we're a generational business too. We like that connection that you have also, you have a lot of fun things going on in your City that we think buyers particularly first time buyers are going to be very interested in. So we're very excited about this partnership. I can't tell you how much everybody at the company is just excited to be finally building in the City of Washington. So thank you for that opportunity.

I just want to, Sal focused a lot on the site design and plan. I'll touch a little bit on that, but I want to show you the housing products. Because I think that's what we're bringing to the table here and that we're very excited about and answer your questions about that as we go along. So please stop me if you have any questions as we move through this, but I think you'll be very excited about it too.

So that the next slide, but I do want to say that...

Maniaci: Oh, sorry...*(inaudible.)*

Jeannie Aumiller: Oh, sorry, thank you. That was awkward to say next slide. So thank you, thank you. I do want to say too that we usually have a larger team with us, but due to your capacity restrictions, which we understand, we minimized our team with us this tonight, but I do have Taylor Stewart from Elite who manages our development for us. We're a partner in Elite, with Berra and he is here if I can't answer some of the more technical engineering questions, so just want to let you know that.

We're actually the largest home builder in Missouri, but probably more importantly, the statistic I'm most proud about us is that we are the largest union home builder in the country. I am very proud of that. And in fact, Councilmember, I think you asked if we would you, I think the City maintains a list of union home builders or union contractors in the City, and you asked if we would take a look at that and see if we could contract with some of those. We certainly will take that list and look at that and be proud to contract with union contractors here in the City, if we can work out that. I'm interested in that list and it's a statistic we're very proud of.

We're currently building in 48 neighborhoods several counties in Missouri and one County in Illinois. We have a lot of experience in creating new neighborhoods. We have a long history in the St. Louis Metropolitan Area and we're excited again to partner with you because of your strengths as a City.

Here's the site as we've been discussing. Here's the zoning map showing the zoning that Sal went through just a few minutes ago and just a reiteration of the Comprehensive Plan. I like that tick the boxes phrase that was used. This does tick a lot of boxes in your Comprehensive Plan. Most importantly, taking the site and repurposing it for that residential life cycle housing that the City needs for that entry level workforce housing.

Again, two objectives and goals of the Comprehensive Plan. To create opportunities for renters to become homeowners and to creation of residential zoning district, which allows smaller lot sizes. Objective is to promote the construction variety of housing types and utilize a planned residential development zoning district, which is what's on the table for you to approve this evening, which approach and provide a mix of housing types. So, this again is to supplement that need in that housing that we've learned that you have, which is for that entry level, that workforce ownership product.

Here's a color version of the site plan. So, like we were talking about, you heard there are lots that are going to front directly on the existing street, and then we're going to create a new street. This is, these are 27 lots. We are, the City is going to essentially retain, excuse me, retain two acres for their Greenway as part of this project.

So just to recap of some of the plan features, it's a total of 5.3 acres. It's 27 single-family detached residential lots homes. It's four different home plans and I'll go through those in more detail so you can see those in a second. Each having several different elevation choices and a large number of selection and colors and finishes. I'll talk about that again, in more detail. We have two or three bedroom plans with one or two car garage options to answer and reiterate your question, sir. We can, we are all about building full basements. We don't want, our preference is never to build on slabs, but because we have a, we want to keep that out of the flood plain. On three of the lots, we're going to do slabs on three of the lights, all the rest will be full basement. Fully sodded lawns are standard along with a landscape package, which is

standard. So, these homeowners aren't going to live with a seed and straw for a while. We fully sod all the lawns. We have very modern floor plans with amenities that families are truly looking for in the housing options right now. Workforce housing with incredible value. So I'm going to go through some of the plans.

This is the Arlington; this is the two car garage option. This is a two story plan. With this you can make different color selections. At the design studio, I want to just go forward real quick for our design studio picture, and then I'll go back. So I want to talk a little bit about design studio, perhaps before I talk about the plans. When a customer selects a plan they're sent to the design studio. We build two different ways and we will do that here as well. We build what we call to be built. So, if someone comes in and selects their lot and then selects their home type, which we're going to go through, they can build all their selections into their plan, pick their countertops, their exterior colors, their interior finishes. We actually just opened last year, our award winning design studio won a national award. It's actually, we were the only builder in the state of Missouri to have something like this.

So, this is 10,000 square feet where these to be built customers will be sent to make investment choices in their home. What's great about this is if it's a family with a very fixed budget who wants to enter into home ownership, they don't have to spend a dime here. Everything's included countertops in the price that we have in the display, in when they go into the display. So they don't have to spend any extra money here right, but if they want to upgraded granite or they want some better, more selections, make a better investment perhaps on their cabinets, they can do that. Anything from flooring, lighting, they can do that. What's great about it is, if they don't they don't have to.

So, what we believe it is the power of choice for consumers. Here you get to make those great selections in room with professional design consultants that can help you and guide you. They're familiar with your budget. They help guide you to make those best investments that are best for your family, and if that is in any that's okay. If that's 50,000 investments, that's okay too. What's great about it is you get to choose and you get to choose in this well-lit environment where you're not looking at paint chips. You know, we've all been in the basement of displays where you're looking through a little chips and dark lighting. This, you can see big selections in natural lighting. So that is located in Chesterfield.

So let's talk more about the plan. So this is our two car garage, again, full basement. This is the Arlington. So this could either be built as a two or three-bedroom plan, and you're going to have different exterior color selections that you can make. This particular plan is you can see almost is standard with almost an entirely full brick frontage.

You can see in these pictures here, you could see in the bottom picture there, how open these floor plans are which is what people are really demanding now for entertaining. You have such great places of entertainment shopping out here. I could see people after they hit the winery, gathering more at the house too and wanting to open floor plan for entertainment. That flow from the kitchen family room living room, which is what we offer here.

Here's just a look at some of the ways you can customize even this, all of our plans. You can add additional sinks; you can add expand walking closets, you can put your laundry on the second floor in a lot of these options, which one of these plans is the first house I bought one as

soon as I graduated. You're gearing toward that market, that market of people that are graduating that want to start a family here and want to own.

What's great about this is we offer a lot of those modern amenities that people are looking for. Like I talked about that second floor laundry, what was so great is you go from the master bedroom right next door, and there's your laundry. You're not taking your laundry up and down one set of stairs, much less two. We offer those kinds of awesome options in these plans.

This is the Summerfield. This will be the ranch option, all one story option, but again, we'll have a full basement, nice open floor plan one car garage. When I say one car two car, that also means there'll be the ability to park at least that many cars in the driveway as well. So, a two car garage you'll be able to park four cars on site.

Again, different options for the customer to choose Bay windows, fireplaces, how to room selections. This is the St. James. A two-story can be built as a two or three bedroom, again, lots of different options for the customer to choose even in the layout of this house. You could see a lot of big walk-in closets up there, which are in demand, open floor plan in the entertaining area between the dining room and kitchen.

The Montauk. This is a great two-story plan that can either be built as a two bedroom, but has a very large loft up front that has some nice light in it. Natural light. This again is one of those that you can build with that laundry facility right next to the master bedroom. This is one of the smaller plans, but just how much punch we pack in this. This has a powder room on the first floor and two full baths on the second floor. So, master bedroom is not sharing with your child or your guests. They have two separate, full shower facilities on the second floor which is great. Packs a lot of punch, a lot of value, a lot of space.

So, those are our plans. And again with these plans, the customer gets to select those exterior colors, their brick colors, their siding colors, their shutter colors, all of those things they get to select at the design studio, including all their interior finishes. They get to make the choice on those investments.

So, now I want to talk a little bit about the sample marketing, which is something we normally don't do in a zoning presentation, but our partnership with the City we learned that it was very important for you all that we really have a goal at a price point here. That goal that the City wanted to see was 190 is the base offering price. We've taken a hard look at this in the last couple of months, and we believe, at least we can get down to a base pricing of 180, if not, maybe a little lower than that.

So, this marketing that we're showing you is based upon that 180 price point. Now that's based pricing, a customer could build one of these houses at that price. When they go to design studio, if they choose to make other investments, obviously that's their choice. That'll raise that. We believe that a customer would be able to buy in here at 180 at that base pricing.

Wessels: On that one, on that base one, what would the square footage be?

Jeannie Aumiller: The square footages range on all the products, but I'm going to give you a range for all of them. Okay. So, the minimum square footage on the smallest we would build would be about 1,020. Okay. Then we'd go up to almost 14, 1450 square footage. That does not excuse me. That does not include the basement.

So, with the marketing, one great question that one of your Planning Commissioners had when we were here before, was how are we going to marketing? I'm going to show you some marketing materials, but their question is where and how are you going to market? Which I thought was a great question. I think one of the City's goals is not only to promote this project to your existing families, your existing residents, who may be thinking about starting a family. I imagine one of your goals is to pull some folks from the metropolitan area to live here. One of our strengths is our marketing capability, and we find that social media marketing is really the way to market nowadays. We have an entire marketing department in house that does nothing but this night and day and we're very, very successful at our marketing campaigns.

So, for this particular project we would target, probably a priority is the metropolitan area. We would be marketing to folks in St. Louis County, St. Louis city and Jefferson County for this project. In addition to a local marketing campaign, telling your families, your new young professionals who may want to start out and own their own home about this project. I think very important I want to get across is that we will be marketing this to the broader metropolitan area.

So, some of the things we want to focus on when you market to the broader metropolitan area, are not only the homes themselves but the community in which this, these homes are going to be located. We want to emphasize enjoyment, your surroundings, lots of pictures and advertisements about surroundings in the community, weekend activities, things like that that are going to be fun, that they can have that work life balance.

I think as part of what we're seeing right now, we're predicting in the housing market that we're going to see some percentage of permanently people who weren't working at home before, perhaps working at home. We don't know what that percentage is, but that may stay that way. A small percentage of it. So, you know, that work life balance will become even more intriguing as we go forward, but a place where someone works perhaps more miles away than they perceive that they could travel to their home, might not those barriers might not exist anymore as what we're predicting. Don't know how much yet, but some of that will happen. So, we really want to target to that lifestyle that your community offers

We prepared these marketing materials to emphasize those things and we'll work on a lot more of these are just some samples. It's not something we usually do in a zoning presentation, but we're very excited about it. We want to get a head start and share those with you.

That's all I had. I wanted to just reiterate that Planning Commission was a great meeting. Lots of good questions. Some of the things that came out of that on the parking on one side of the street that would we incorporate that into our subdivision and dentures, we call them CCNRs. Absolutely, we'll incorporate those into our rules. A lot of good questions and discussions. They had a unanimous approval. We are continued to be very, very excited about this partnership with you. We're very honored that you've selected us. I'd asked for your favor approval tonight. I will note that all the conditions that the staff has in their approval, we are in support and in agreement with. We have no issues with the conditions on the staff report. I thank you and your staff for their tremendous work on this. We're very excited and we're here for any questions.

Mayor: Okay, do Councilmembers have any questions?

Sullentrup: Yeah, I got one. I've been approached by a lady that lives up the street away and she was concerned about, and I would be too. Say if I was to buy a house and you tell me I could pick out any color brick, any color siding I want and Jeff buys the house next to me and he

puts this gaudiest siding on there and ugliest brick, you can think of, I mean, I've seen it in some subdivisions that concerns me, that a person would do that. You wouldn't be able to sell the house next to it.

Jeannie Aumiller: Yeah, great question. A couple of ways to combat that at the onset, we actually don't offer every color selection. We've excluded the purples and the yellows and things like that. We really have a whole team that does nothing but focus on the design selection. That's their job and the buying. We try to keep on, I'll say this, we try to keep up on trends because, you know, we don't want to be sold fashion that buyers are going to look at us and go that's ten years ago, you know, the exterior, but we don't push the limits on trends. We're kind of conservative on that. We want to be up to date and modern, but we don't push. You're not going to see these modern housing building...

Sullentrup: In your marketing group, do you have a select committee or something that sits down with the homeowners?

Jeannie Aumiller: Yes, so we have the design consultants go over, first of all, there's not an unlimited selections of siding. We select each color of siding and none of which I believe would be offensive to anybody in this room. We don't allow the customer to say, to bring in and say, I want this color siding. They must choose from the color siding that we offer in the design studio. I can guarantee you, none of the siding that we offered in the design studio would offend your neighbor or anything like that. It's all made to be compatible with each other and not stick out from each other, if that makes sense.

Sullentrup: I understand.

Jeannie Aumiller: We want to give them enough opportunity to invest in their home and make it their own, make the look their own, but not being compatible with their neighbors' house because we don't believe it is that person expressed to you that that makes a good community, a good cohesive community. So every color selection is compatible with the other one. I can assure you of that. We don't let somebody just select a color and bring it in. They have to select one of our predetermined ones.

We also, on the flip side of that, we don't let the same elevation with the same color, be built next door to each other. We don't want, you know, if you've personalized your whole house with this great brick that you love, we don't want them copying it and being the exact same house too. We also have that rule built in the system. It can be the same color brick, but it has to be a different elevation, vice versa if that makes sense.

Mayor: Any other questions? Comments? Okay.

Jeannie Aumiller: I'll be available if there are any other questions after the public speaks as well.

Mayor: Okay, very good.

Lamb: Thank you.

Jeannie Aumiller: Thank you.

Mayor: Thank you for being here.

Jeannie Aumiller: Thank you.

Mayor: Okay, is there anyone here, it's this is a Public Hearing. So, is there anyone here who would like to address the Council or ask any questions about the development? If so, come forward and we ask that you state your name and then your address.

Dennis Schmitt: I'm Dennis Schmitt, lived in Washington all my life. I live at 10 East Tenth Street. Shame on Washington, Missouri. You're building another trailer court.

Mayor: You think?

Dennis Schmitt: Has there been a traffic study on Eighth and Jefferson, Eighth and Locust Street?

Mayor: A traffic study at Eighth and Locust? Have we done a traffic study?

Nilges: We have not at this time.

Mayor: Okay. We've not done that at this time.

Dennis Schmitt: We have seven, eight school buses come by the house every day when school's in session. To me, that's the cause of...(inaudible.)

Mayor: Okay.

Dennis Schmitt: But I think when you build that many homes on top of one another, you're going to end up having a mobile home...(inaudible.) That's what I think.

Mayor: Okay.

Dennis Schmitt: Thank you.

Mayor: Okay. Thank you, Dennis. Is there anyone else?

Greg Brinker: My name is Greg Brinker. I live at 823 Locust, right across the street from where it's going. To capitalize or to consider or continue with what Dennis said, I know there's only going to be one street to park on inside there, but Locust Street is not wide enough for seven houses to have people park there. If you have two cars right across from each other on Locust, it's a one-way road and the traffic, he was talking about, is Eighth and Locust. We all know it. Williams Brothers is right there. I can't believe more people don't die at that intersection because people come flying going east to west.

When Williams Brothers does have their trucks unloading or loading or whatever, it's impossible to pull out of that intersection without crossing your fingers and hoping you don't get T-boned. The other day I was there and where their building was, literally at the stop sign was the front end of an 18 Wheeler that they were unloading on the backside on the east side of the building. All I could see was the grill and the headlights of a Ford truck.

The buses, I mean, when you, and that's the other question, why do the buses go down Jefferson, take Tenth and then go down Locust, when they can just go straight down Jefferson? You got the answer?

Gary Sullentrup: *Inaudible*

Greg Brinker: Okay, I was always curious why they did that.

Gary Sullentrup: They put in a new bridge at Tenth.

Greg Brinker: Right.

Gary Sullentrup: At Eighth Street there.

Greg Brinker: Right, I remember that.

Gary Sullentrup: When they built that bridge...(inaudible.)

Greg Brinker: They widened it a little bit though...(inaudible.)

Gary Sullentrup: *Inaudible*

Greg Brinker: Well an 18 Wheeler for sure can't...(inaudible.)

Gary Sullentrup: *Inaudible*

Greg Brinker: Okay, I thought maybe when widened it, it would actually be able to make the turn.

Gary Sullentrup: Tenth Street, you come down Locust, but if you start parking cars on Locust Street...*(inaudible.)*

Greg Brinker: That's what I'm saying.

Gary Sullentrup: *Inaudible*

Mayor: So, okay. So, what is the width of Locust Street, do you know John?

Lamb: Can you pull that up while we're talking?

Nilges: Yeah, I don't know if I can pull it up or not.

Greg Brinker: The other kind of quick thing, when you have that many people in that small of an area, and I know we've had cars being broken into everybody does, it's just garbage people are garbage people, but when you have that many cars easily accessible, I mean, they could hit 25 cars before anybody knows anything happened. I mean, I know they can do it on any street, but that is a secluded area that know, if it's three in the morning and everybody's asleep, anybody can just walk in there and do whatever they want. Probably. I mean, you can do that anywhere.

Mayor: You can do that anywhere.

Greg Brinker: I get it, but that, it just seems like it's going to be easier there. But my biggest concern was the width of Locust because I park my truck right across from the southern most entrance to the old trailer court. I'm just above it, just south of it. If another car parks on the other side of the street getting just a normal size car through, I mean, if you have two, Prius's go by. Sure. But I mean, most people don't drive them. They have bigger vehicles.

Mayor: Okay.

Greg Brinker: There's not enough room for two cars to go through there at once.

Mayor: Okay.

Greg Brinker: I guess that's it, just not a fan.

Mayor: Okay, well we appreciate you being here, thank you.

Patke: While John's looking up with Locust Street. Was there any improvements made to Locust Street for this project?

Nilges: Yeah. As far as utilities go, we will be increasing the water line size to the location, which I don't know what it is off the top of my head, but it'll be increased I think to at least a six-inch water line. Once all the utility cuts are made, the street will be repaved. But as far as widening, there is no proposed widening at this time.

Greg Brinker: One more quick thing. Where my house is, the City's line, it goes at an angle and on that picture, which is impossible to read, it looks like there's a retaining wall there. Is that what's going to be right on the property line? Because if it is, from the corner of my house to that wall is going to be about five feet. I don't even know if I'd be able to get my, I have a riding mower for the lot next to my house. I don't even know if I could get it through there. If there's a wall on the line.

Mayor: We'll have to look at that.

Greg Brinker: Yeah, I can't tell from that picture. Is there a blown up version of that we can look at so we can actually see?

Gary Sullentrup: *Inaudible*

Greg Brinker: Yeah, it's hard to read.

Gary Sullentrup: *Inaudible*

Mayor: Okay, alright. Was it that picture?

Greg Brinker: It was that picture, but when it's printed on a piece of paper, it looks like a mimeograph....(*inaudible.*)

Mayor: So, Sal do you know which picture he's talking about?

Maniaci: Sure, it's just the site plan.

Nilges: I'm not sure.

Mayor: The site plan?

Nilges: I can zoom in Sal if you would like.

Jeannie Aumiller: *Inaudible*

Greg Brinker: Do I need to move?

Mayor: The Sterling?

Jeannie Aumiller: Well it was the survey from Sterling and it said it would be like a 12-foot retaining wall....(*inaudible.*)

Mayor: Okay.

Greg Brinker: I was just curious.

Mayor: Do you have a...

Nilges: Yeah, I don't know why it's not showing up here now.

Sullentrup: Turn it on.

Lamb: I think they can answer...

Mayor: I think they can answer your question here.

Greg Brinker: Yep.

Jeannie Aumiller: Mayor, if I may.

Mayor: Yes.

Jeannie Aumiller: *Inaudible*

Lamb: Can you come up to the mic?

Mayor: Can you come up? You have to come up.

Lamb: Sorry for the inconvenience.

Mayor: We have to record all of this.

Jeannie Aumiller: To answer that gentleman's question. The retaining will be approximately 10-feet off the property line. So, there'll be room in between the property line and the start of the retaining wall.

Greg Brinker: Real quick while you're there. There two trees and a bunch of crap around there. Is that going away?

Unknown: The two existing trees.

Greg Brinker: Yeah.

Jeannie Aumiller: I'm going to have to ask Taylor to come up. Who's the, with the engineer.

Greg Brinker: There's two trees right on the south side of my house. One is right on the property line and the other one's about five feet behind it. So that will probably have to go if you're putting a wall there. I was just wondering....(*inaudible.*)

Jeannie Aumiller: Probably don't have that, that detail yet is my guess.

Unknown: *Inaudible*

Jeannie Aumiller: Yeah, we probably don't have that detail yet. If you give me your phone number, I can call you when we figure that out.

Greg Brinker: *Inaudible*

Jeannie Aumiller: Okay, got it.

Greg Brinker: I was just curious...(*inaudible.*)

Jeannie Aumiller: Yep.

Greg Brinker: Existing trees because I can't stand them.

Jeannie Aumiller: When we...

Mayor: Might have a little neighborhood improvement before you know it.

Greg Brinker: *Inaudible.*

Jeannie Aumiller: So, you would be in favor of the removal? When we get there we'll call you. Thank you Mayor.

Mayor: Alright, don't run away we might need you again. Okay, alright. Gary, right?

Gary Sullentrup: Right.

Mayor: You have to give us your name.

Gary Sullentrup: My name is Gary Sullentrup and I live at 15 East Tenth. It's right there in the corner of Locust and Tenth. The bus thing, there's eight to ten buses a day. They go back and forth two or three times, and it's just not safe for the kids to even be out close to the street when that happens. I've watched them get picked up there in the corner every day, and twice I've seen two kids almost get run over by the bus because they have to make such a wide swing there.

Mayor: *Inaudible...*Tenth onto Locust?

Gary Sullentrup: Right, off of Tenth onto Locust. You get a lot of foot traffic from kids walking to school besides coming up there all the time. There's no sidewalks or nothing there. They have to walk in the middle of the street and you got people zooming up and down that street all the time. You're going to have 50 more cars to it or more. It's just going to make it just a disaster there. Several kids are going get hurt and hopefully none of them get killed. It's just not, it's not safe unless you do this right and widen the street with sidewalks up and down. I'm fearful for all the little kids that are at play, play up and down there all the time and the ones walking to school. I was worried about the sewer lines too, with all this going in down there, is that going to affect our sewer lines at all? Are we going to have problems with backups and water?

Mayor: Well, we'll maintain the sewer lines, right?

Lamb: The sewer mains, right.

Mayor: Sewer mains will be maintained by the City. I don't think there is any plans to replace the main at this point. We're replacing water lines, right?

Nilges: Right. We are going to be upsizing the water lines. At that time, we'll be taking a look at the conditions of the sewer lines as well because if you're going to cut a street, you might as well replace it all. I'm not aware of us having issues at that location. It is higher up on the hillside so...

Gary Sullentrup: Well there's been several trucks there holding up the manhole cover right there at the intersection.

Nilges: At the intersection of?

Gary Sullentrup: Tenth and Locust.

Nilges: Tenth and Locust. I can look into that, I don't know off the top of my head what that would be. I mean, that's part of what we would be reviewing anyway.

Mayor: I mean, we would be reviewing all that.

Nilges: Yeah.

Mayor: Before we're...

Gary Sullentrup: Okay, and like I say. I hope you take the safety factor involved. Like you said, down here on Eighth Street...

Nilges: You can see...

Gary Sullentrup: *Inaudible*

Nilges: It's hard to see on this plan. They are proposing a sidewalk along the east side of Locust Street...*(inaudible.)*

Gary Sullentrup: East side?

Nilges: On the east side, yep. Toward the new road is right there down to Eighth Street. In addition, the Bush Creek Greenway will provide access from essentially the school complex, which is a 10-foot-wide shared use path coming from the high school all the way down to Jefferson Street.

Gary Sullentrup: On Eighth?

Nilges: This will connect to that along the creek further down. So, some of those concerns, you know your sidewalk and those things, I think will be somewhat alleviated to some level.

Mayor: Well, it looks like there's sidewalks within the subdivision.

Nilges: There is and there is side...*(inaudible.)*

Mayor: And they go out onto Locus Street.

Nilges: Correct, there's also a sidewalk if you can kind of see my cursor Mayor. There's also a sidewalk along this as well.

Gary Sullentrup: There will be?

Nilges: Yes.

Gary Sullentrup: Okay.

Nilges: I believe, I'm looking at that 40-foot Locust Street, it says 40-foot-wide street or right-of-way. I think from back-to-back, I think it's a 30-foot-wide street.

Lamb: Thirty what?

Nilges: Thirty-feet wide.

Lamb: Thirty?

Nilges: Correct.

Mayor: Okay.

Gary Sullentrup: Thank you...*(inaudible.)*

Patke: When Greg was up here, you guys were talking about the buses situation and you think it was due to when the bridge was put in. It's not wide enough for buses to turn?

Gary Sullentrup: No, you can't make a right hand turn. You're going down Jefferson, a school bus cannot make a right hand turn there.

Patke: On Eighth Street?

Gary Sullentrup: On Eighth Street.

Greg Brinker: *Inaudible*

Gary Sullentrup: Yeah.

Unknown: *Inaudible*

Gary Sullentrup: There's usually traffic there in the morning and they can't, they gotta sit there and hold up traffic until all that Eighth Street traffic moves.

Patke: So, you're pretty sure that the school district has them Tenth Street and go in to Locust Street?

Gary Sullentrup: I (*inaudible*) bus drivers while they do it.

Patke: Well, it just may be a situation where if they wouldn't come down Jefferson, they would come Eighth Street straight east, just the conversation with the bus company. They don't need to be in a residential neighborhood eight to ten times a day, but really once or twice.

Nilges: That was the detour when the bridge was putting in, I know that for a fact.

Patke: Right.

Nilges: I know that the bridge was widened approximately ten-feet to just, maybe not to get a 53-foot tractor trailer through it, but widened to the best of abilities that they could widen...

Gary Sullentrup: You need revisit, look at it. It's not because, you don't just turn right there, the (*inaudible*) back this way.

Nilges: I understand.

Gary Sullentrup: *Inaudible*....this way when they try to turn. It's not over here to the right.

Nilges: Right.

Mayor: We can talk to them.

Patke: But the bus comes through my neighborhood twice a day, once in the morning, once in the evening.

Gary Sullentrup: Right.

Patke: If they came through ten times a day, I'd be asking the bus company why.

Gary Sullentrup: Yeah.

Patke: And this is the same situation.

Gary Sullentrup: Yeah.

Patke: Why are they using Eighth and Tenth Street?

Gary Sullentrup: Eight to ten buses in the morning and eight to ten buses at night.

Nilges: I'd be curious how they did it before, because that doesn't...

Patke: Correct, right. Something needs to be changed regardless of this. Their buses are on Locust Street that much.

Gary Sullentrup: And that's why I said, I'm just concerned about the safety of those kids that are sitting out there waiting for these buses.

Patke: Sure.

Gary Sullentrup: Because you get other buses coming through before their bus picks them up and they're just playing and aren't paying attention.

Patke: Right.

Gary Sullentrup: They're just little kids.

Greg Brinker: *Inaudible*

Mayor: You need to come up, you need to come up.

Greg Brinker: If the kids that go to school from that subdivision, are you going to put a bus stop right there on Locust? Because now you're going to have four or five buses again to go through.

Mayor: We don't set the bus routes.

Patke: We don't set the bus routes.

Mayor: We don't set the bus routes.

Greg Brinker: Oh.

Patke: We don't set that up at all, that's the school district.

Greg Brinker: No, I'm just saying we're going to still have buses going through there, regardless of whether they take Eighth or whatever. They're still going to have to get onto Locust to pick those kids up, because you definitely don't want to put a bus stop at Eighth and Locust because that's terrible.

Patke: Well, I'm not, I'm not sitting here saying I can alleviate that problem.

Greg Brinker: I know that.

Patke: *Inaudible*

Greg Brinker: I'm just saying, if those kids go to school, you're going to have to have buses on Locust Street. I don't, there's no way around it. Honestly.

Patke: I understand what you're saying. One or two instead of ten, I guess it was my...

Greg Brinker: Yeah, I mean, it's usually like four or five in a row in the afternoon and then like three or four in the morning. Some days it's more, some days it's less. I don't know what the difference is, but it's a lot of buses. Anybody that has kids that lives there, you're going to have to get buses onto Locust anyway.

Lamb: Greg, what did they do? I mean, were you there when the mobile home park...

Greg Brinker: I've been there since 04.

Lamb: Okay, you were there when the mobile home park was, what did they do at that? I mean, obviously they had...

Greg Brinker: Oh, it was a lot of them walked and there weren't a lot of kids there, either.

Gary Sullentrup: Most of them came up Locust Street to Tenth.

Lamb: Gotcha.

Gary Sullentrup: And they all picked him up right there.

Greg Brinker: Yeah.

Lamb: Okay.

Greg Brinker: Which, and again, on the paper we had, you could not see a sidewalk. So if there is a sidewalk and they keep that bus stop right outside of your house, that's better.

Lamb: Yes.

Mayor: Okay.

Greg Brinker: But you're still going to have buses going down...

Mayor: This will be a big improvement to the community from what we had.

Greg Brinker: Yes, 100%. But it's way more than what it was. Towards the last five, ten years, there was only 14 to 16 trailers in there. I mean, only a couple of them were really being used officially. But now you're, I mean, it's a lot more in a smaller space actually. It's just a lot to put into that area. That's...

Mayor: Okay.

Greg Brinker: That's my concern.

Mayor: Duly noted.

Gary Sullentrup: Back to his point about the people parking on Locust. If he put that in, are driveways going to be off of Locust into those houses, those first five or six?

Greg Brinker: There's seven on one side and five on the other.

Gary Sullentrup: Yeah.

Mayor: *Inaudible*

Gary Sullentrup: Are the driveways having access to Locust, is that what it is?

Lamb: Yes.

Mayor: Yes.

Gary Sullentrup: So you're going to have parking on both sides plus the houses. Right?

Mayor: Well, you can park in the driveway.

Nilges: *Inaudible*

Gary Sullentrup: Driveway, but they're stilling going to park on the street.

Mayor: Well, I'm not sure where they'll park.

Gary Sullentrup: Yeah.

Mayor: So...

Gary Sullentrup: But you're narrowing that street down again. For those school buses to make that swing, they take the whole street now to get through there.

Mayor: Okay.

Gary Sullentrup: If you add cars on both sides, it's not going to work.

Mayor: Okay.

Gary Sullentrup: It's just going to be congested.

Mayor: We'll have to pay attention to all that.

Gary Sullentrup: Okay, thank you.

Mayor: Thank you.

Doris Schmitt: Doris Schmitt, and I agree. Shame on all of you. We have lived there for almost 50 years now. We put up with the trailer park. I was worried about the kids getting hit. Now we're going to cram all of these homes. If I had \$180,000 to put on a home, I wouldn't build it down there and that's squished up little place.

Mayor: Okay.

Doris Schmitt: You're going to have all these driveways coming onto the Locust. There's not going to be any place to park for these people. They're going to swing up onto Tenth Street and take our parking. I'm going to get aggravated with that.

Mayor: Okay.

Doris Schmitt: I just think shame on all of you.

Mayor: Thank you. Anyone else? Okay, so any other comments from Councilmembers, Staff?

Patke: Sal, was it ever discussed about Locust Street? I mean the Walnut, the Maple Valley Court? We made it 30-feet. So we made it only parking on one side?

Maniaci: Correct.

Pakte: But Locust is 30-feet and we didn't make it parking on one side. Is that correct?

Maniaci: I don't know the width off the top of my head of what Locust is, unless John measured it. It was not discussed because it was an existing street. That happens often where it's an existing street where people can do infill and, we let them utilize the existing situation.

I will say at Planning & Zoning it was brought up about the buses. Like I said, we have a good relationship with the school district because we need to make connections with them and talk about a better bus route. That would definitely be easy for us to do. We think with the new sidewalks on Locust Street, as well as the Busch Creek Greenway, the combination of those will make it safer than it is currently because they won't be waiting on the street. They won't be walking down Eighth with no sidewalk. Kids who have to go to the elementary school or middle school, they'll have an actual sidewalk to wait on. Kids who currently walk to the high school will be able to have the Busch Creek Greenway, which should be completely off-street, which completely separate from this project. That was a goal of the Busch Creek Greenway to get a safe route to school for kids.

We think the combination of those two things actually makes it a little bit safer situation. We are more than willing to connect with McBride or just talk to the school district ourselves and say, hey, you know, it sounds like it's not an efficient route currently. What can we do with these new homes? Maybe they use our, I'm just thinking about it. Maybe they use our trailhead as a bus stop. There's going to be a parking lot there and it's a nice safe area.

Mayor: That would work.

Patke: Is there any other opposition at Planning & Zoning?

Maniaci: No, there was one comment. I don't think the persons here. She's not here. There was one comment about parking as well, I believe was the concern. Then there was a question about stormwater just to make sure it was going to get handled, which obviously all new developments require to and have stormwater detention.

Patke: *Inaudible*

Hidritch: Actually the question Sal was, where are the kids going to walk? Are they going to walk in their backyard?

Maniaci: It did get brought up.

Hidritch: How are they going to get to school?

Maniaci: Right, thank you. Yes, there's, that was kinda brought up. Right now, there's a lot of foot traffic kids getting to Busch Creek Greenway through the old trailer park and then down walking through the creek. That's kind of why we chose that area for the greenway anyway. You can just look today, there's dead grass from where all the kids walk. We think with a designated path that should keep people on an actual route, out of backyards, off the middle of street.

Patke: I mean, obviously it's dense. We know that, that's part of the subdivision plan from the beginning. This is the first opposition I've heard about it. So trying to take it all in. I guess my vision always was, eliminate the trailer parks was going to be the best case scenario. This is better than three apartment buildings down there with the same amount of people and less space. So, I always thought this was the best case scenario. Some of the neighbors may not agree, but maybe we can address some of those issues and make it accommodating.

Maniaci: Right. There was that, the conversation did go from townhome, multifamily style than we realized and talking with McBride after we selected them, that the most appropriate use is single family.

Patke: Well, I think the price range in these houses, it's going to be a better neighborhood than what it was. So, hopefully that we can work it out.

Sullentrup: Sal, with the driveways on the seven lots on the east and the five lots on the west, how much room would there be in front of those houses with the driveways to park a vehicle?

Maniaci: Well there is a 25-foot step back minimum, and so they at least have to be able to fit one car in the driveway.

Sullentrup: Well, I'm talking about on the street. How wide are those lots?

Patke: A lot width for a driveway and car.

Maniaci: I don't know what the lot width is. You guys know what the lot width is?

Lamb: You've...

Mayor: *Inaudible*

Maniaci: Driveway and a parking spot, yeah.

Sullentrup: How long are those seven lots right there, each lot?

Maniaci: I couldn't tell you without zooming in there. I don't have that off the top of my head.

Nilges: I don't see them.

Mayor: Does McBride know?

Jeannie Aumiller: Thirty-eight.

Maniaci: Thirty-eight feet. There you go.

Mayor: So, 38-feet. How wide is a driveway?

Maniaci: Yeah.

Sullentrup: Well, single car driveway would be 12-feet.

Mayor: So you have another 26-feet right? Is my math right? Car's aren't that long, are they?

Patke: No, that's sufficient there. You get one car in front of the house without being in front of someone else's driveway.

Lamb: Right.

Mayor: Yeah.

Patke: I think that's Steve's question, right?

Maniaci: Yeah.

Sullentrup: So you can get seven cars on the east side and only five on the west side. I guess up from there whoever lives up the hill, there's no driveways up the hill anymore?

Maniaci: Currently, no because...

Sullentrup: *Inaudible*

Maniaci: Nope. There's only one, Mr. Brinker's house and then we tore down the house to the east.

Nilges: There's one home that faces Locust to the west.

Patke: Mr. Brinker, right?

Maniaci: Yes.

Greg Brinker: Also, I can't have anybody park in front of my yard because it's a 90, sorry.

I'm loud. The front of my house slopes straight down. And if these people that live here are going to park here, I'm going to have to ask every one of them to move their car so I can cut my grass. Otherwise there's no way I can cut it. It literally is straight down.

Mayor: Okay.

Greg Brinker: Also the math is correct at 16 feet, but how many people have a small car as opposed to an SUV which are between 12 and 14 feet? Even the smallest SUV's, my wife has an Escape. It's almost 14-feet long. It's a small SUV. That's only two feet. That's one foot here, one foot here. That's...

Mayor: Didn't we say 26 feet?

Lamb: Yeah.

Patke: They said 38-foot lot...*(inaudible.)*

Greg Brinker: Oh, 12-foot, is that a single or double?

Patke: That's a single, that's not a double lot.

Greg Brinker: Well, I guess I was thinking with the double lot, I was adding the extra 12-feet to that. So, that's where I was at, sorry.

Mayor: We're doing a single driveway.

Greg Brinker: Right, but if some of those cars have some, two of those houses have a double car, that's when you lose the extra 12 or eight feet, whatever it is. Anyway, on my side of the street that, Oh, sorry. No, no, no. You're good. Go ahead.

Nilges: So, let me just ask a question. So, you're saying that no one can park adjacent to your lot...

Greg Brinker: Right in front of my house...

Nilges: Because of the steepness of your yard.

Greg Brinker: Yes.

Nilges: It is, currently somebody could park there legally they could if they chose to.

Greg Brinker: Yeah, but then if I can't cut my grass...

Nilges: I understand.

Greg Brinker: And you guys write me a ticket; we're going to have a problem.

Nilges: No, no. I understand that. What I'm saying is, could we not then make that side of the street, no parking?

Lamb: Right, that's what I was thinking.

Patke: That's my overall...*(inaudible.)*

Greg Brinker: That would be stellar.

Nilges: And then...

Greg Brinker: Am I going to be upset about that?

Nilges: Then on the east side of the street, would continue to be allowed to park there.

Lamb: Right.

Patke: With the sidewalk.

Greg Brinker: And that yeah, because...

Nilges: Because you're the only home that faces it.

Greg Brinker: Right. Now, the other issue...

Patke: *Inaudible*

Greg Brinker: The other issue with that is that I usually, I park in front of my house because my wife leaves to go to work before I do; otherwise I move my truck out of my driveway every day.

Nilges: But we could do...

Greg Brinker: What did you say?

Patke: You can't.

Mayor: You won't be able to park there...*(inaudible.)*

Greg Brinker: That's fine, if it eliminates other people from parking, I'll deal with it.

Nilges: We could establish though no parking from a certain location...

Lamb: Right.

Nilges: From the intersection of Tenth and Locust.

Lamb: Right.

Nilges: So it could not, you could just establish no parking from your driveway. Just pick a number from your driveway to the south, to...

Unknown: Tenth Street.

Lamb: All the way to Tenth.

Mayor: You just said nobody can park in front of your driveway...*(inaudible.)*

Greg Brinker: They can park there but like I said, if like tonight when I get out of here, if I decide I want to cut my grass and there's ten cars there, I have to find out who owns those ten cars and have them move their cars.

Mayor: Okay.

Sullentrup: You're okay with it being no parking from your driveway to the...

Nilges: To the south.

Sullentrup: To the south over to Tenth Street?

Greg Brinker: I'll just back my truck in my yard.

Sullentrup: Up that hill.

Greg Brinker: Yeah.

Nilges: You could do it...

Sullentrup: Do you have a one car garage?

Greg Brinker: Yes, we just have a one car garage. The driveway is kind of a slope, but yeah, I mean I can park in the driveway. If it means that no one else is going to park there, sign it up.

Patke: It'll help out the bus situation too.

Sullentrup: It'll help out with the bus situation and it'll be safety for the kids.

Nilges: *Inaudible*

Greg Brinker: We just keep cutting you off, try again.

Nilges: What I'm saying is that we could, we could work with you and at least try to establish a no parking zone through the Traffic Committee on the west side of Locust Street to Tenth as a solution. In addition to, you also have a sidewalk on the east side as well, which takes the concerns of the people walking. So, it seems like it would solve all these concerns pretty easily.

Greg Brinker: Now, if we would just get rid of those two trees, that's all I want.

Nilges: *Inaudible*

Mayor: *Inaudible*

Patke: *Inaudible*

Lamb: *Inaudible*

Greg Brinker: When you guys tore down the old Frick's house, the guy that did it for you, the contractor that did it. I bribed him. I tried to get him to take those trees down, he wouldn't do it. I can't stand them. It's right on the property line.

Mayor: Alright, I think we get it.

Greg Brinker: This whole side is hanging over my house.

Mayor: Alright.

Greg Brinker: Alright, I'm done.

Mayor: Alright, thank you.

Gary Sullentrup: I live next to him. I have the same problem. I got a steep hill that I can't cut my grass, but that's not where I'm up here. I think that doing away with the parking would be good, but isn't there a City ordinance against people parked in front of your house that late?

Lamb: Yes there is, overnight.

Gary Sullentrup: Overnight, yeah. They cannot park in front...*(inaudible.)*

Lamb: It's complaint driven. You've got to sit there and call the Police...

Gary Sullentrup: I think 11 o'clock at night is what the...

Lamb: Ten or eleven?

Sullentrup: 10 o'clock

Gary Sullentrup: Is it 10? I knew there was an ordinance against that.

Mayor: Alright.

Nilges: We can make it permanently no parking, which is much easier thing to enforce.

Wessels: You can your grass at 10 o'clock at night.

Hidritch: There you go.

Greg Brinker: Fine with me.

Hidritch: Keep the lights on.

Mayor: Okay, Councilmembers. This would close the Public Hearing. Do you have anything else that the Councilmembers would like to add?

With no further discussion, a motion to accept the Public Hearing into the minutes made by Councilmember Sullentrup, seconded by Councilmember Holtmeier, passed without dissent.

Bill No. 20-12189, Ordinance No. 20-13136, an ordinance rezoning 800 & 902 Locust Street from R-1B, Single Family Residential and C-1, Light Commercial to PD-R, Planned Residential, in the City of Washington, Franklin County, Missouri.

The ordinance was introduced by Councilmember Sullentrup.

After a brief discussion, the ordinance was read a second time and approved on the following vote; Sullentrup-aye, Skornia-aye, Holtmeier-aye, Patke-aye, Hidritch-aye, Wessels-aye, Obermark-aye, Pettet-absent.

CITIZENS COMMENTS

* None

UNFINISHED BUSINESS

* None

REPORT OF DEPARTMENT HEADS

*** Waste Connection update**

Public Works Director John Nilges, Linda Jones and Benjamin VanderBaan from Waste Connections updated Council on the refuse and recycling transition.

* Public Works Director John Nilges, updated Council on the Riverfront Trail.

ORDINANCES/RESOLUTIONS

Bill No. 20-12190, Ordinance No. 20-13137, an ordinance authorizing and directing the execution of an Amendment to Sale Contract by and between the City of Washington, Missouri, the County of Franklin, Missouri and B&M Metro Properties, LLC.

The ordinance was introduced by Councilmember Holtmeier.

After a brief discussion, the ordinance was read a second time and approved on the following vote; Sullentrup-aye, Skornia-aye, Holtmeier-aye, Patke-aye, Hidritch-aye, Wessels-aye, Obermark-aye, Pettet-absent.

Bill No. 20-12191, Ordinance No. 20-13138, an ordinance authorizing and directing the execution of a contract agreement by and between the City of Washington, Missouri and SN Partners, Dutzow, Missouri and amend the 2019-2020 Budget.

The ordinance was introduced by Councilmember Sullentrup.

With no further discussion, the ordinance was read a second time and approved on the following vote; Sullentrup-aye, Skornia-aye, Holtmeier-aye, Patke-aye, Hidritch-aye, Wessels-aye, Obermark-aye, Pettet-absent.

Bill No. 20-12192, Ordinance No. 20-13139, an ordinance authorizing and directing the execution of a purchase agreement by and between the City of Washington, Missouri and Radio Comm Co. and amend the 2019-2020 Budget.

The ordinance was introduced by Councilmember Holtmeier.

With no further discussion, the ordinance was read a second time and approved on the following vote; Sullentrup-aye, Skornia-aye, Holtmeier-aye, Patke-aye, Hidritch-aye, Wessels-aye, Obermark-aye, Pettet-absent.

Bill No. 20-12193, Ordinance No. 20-13140, an ordinance authorizing and directing the execution of a contract agreement by and between the City of Washington, Missouri and Compass Minerals America, Inc., Overland Park, Kansas.

The ordinance was introduced by Councilmember Patke.

With no further discussion, the ordinance was read a second time and approved on the following vote; Sullentrup-aye, Skornia-aye, Holtmeier-aye, Patke-aye, Hidritch-aye, Wessels-aye, Obermark-aye, Pettet-absent.

Bill No. 20-12194, Ordinance No. 20-13141, an ordinance accepting the bid from CivicPlus and to approve the purchase of CivicRec Software by the City of Washington, Missouri.

The ordinance was introduced by Councilmember Holtmeier.

With no further discussion, the ordinance was read a second time and approved on the following vote; Sullentrup-aye, Skornia-aye, Holtmeier-aye, Patke-aye, Hidritch-aye, Wessels-aye, Obermark-aye, Pettet-absent.

COMMISSION, COMMITTEE AND BOARD REPORTS

Resolution No. 20-13142, a resolution approving the Preliminary Development Plan submitted by McBride Washington, LLC for the property located at 800 and 902 Locust Street, Washington, Missouri.

The Resolution was introduced by Councilmember Sullentrup, seconded by Councilmember Patke. After discussion, passed without dissent.

Bill No. 20-12195, Ordinance No. 20-13143, an ordinance approving the Final Development Plan submitted by McBride Washington, LLC for the property located at 800 and 902 Locust Street, Washington, Missouri.

The ordinance was introduced by Councilmember Holtmeier.

With no further discussion, the ordinance was read a second time and approved on the following vote; Sullentrup-aye, Skornia-aye, Holtmeier-aye, Patke-aye, Hidritch-aye, Wessels-aye, Obermark-aye, Pettet-absent.

POSTPONED - An ordinance authorizing and directing the execution of an Infrastructure Cost-Sharing Agreement by and between the City of Washington, Missouri and McBride Washington, LLC.

Economic Development Director Sal Maniaci, explained to Council why 8c was postponed.

MAYOR'S REPORT

* Hearing about the Sales Tax is good news.

CITY ADMINISTRATOR'S REPORT

* Future CARES Act Reimbursable requests

Discussion on items that are eligible for reimbursement due to the COVID-19 pandemic.

* Discussion on CDC Guidelines and Large Community Gatherings.

COUNCIL COMMENTS

* Councilmember Skornia inquired about the Special Road District.

CITY ATTORNEY'S REPORT

Public vote on whether or not to hold a closed meeting to discuss personnel, legal and real estate matters pursuant to Section 610.021 RSMo (2000) passed at 8:55 p.m. on the following roll call vote; Sullentrup-aye, Skornia-aye, Holtmeier-aye, Patke-aye, Hidritch-aye, Wessels-aye, Obermark-aye, Pettet-absent.

The regular session reconvened at 9:42 p.m.

ADJOURNMENT

With no further business to discuss, a motion to adjourn made at 9:42 p.m. by Councilmember Patke, seconded by Councilmember Sullentrup passed without dissent.

Adopted: _____

Attest: _____
City Clerk

President of City Council

Passed: _____

Attest: _____
City Clerk

Mayor of Washington, Missouri