

Appendix K:

- 1) BRC July 1, 2008 meeting agenda**
- 2) BRC July 1, 2008 meeting summary**

**ST. LOUIS COUNTY BLUE RIBBON COMMISSION
ON CAPITAL INVESTMENT INITIATIVE**

Agenda for July 1, 2008 Meeting

1. Commission discussion on draft final report
2. Commission discussion on draft transmittal letter
3. Other
4. Setting of next meeting date
5. Adjournment

Summary of July 1, 2008 meeting (held on the 8th floor of County Government's 41 S. Central Avenue Building)

Commissioners attending: Skip Mange (Chairman); Frederick Douglas, John Siscel, John Strasser (for Sally Roth), Judith Metzger, Pat Kellett, Steve Lichtenfeld, Nancy Cross and James Qin.

St. Louis County Government personnel attending: Garry W. Earls, Chief Operating Officer; Pam Reitz, Director of Administration; Sheryl Hodges, Director of Highways & Traffic and Public Works; Lindsey Swanick, Director of Parks and Recreation; Jackie Wellington, Executive Vice President of the Economic Council; Genevieve Frank, County Clerk and County Council Administrative Director; Stephanie Leon Streeter, Deputy Director of Highways & Traffic and Public Works and David Wrone, Public Information Manager for Highways & Traffic and Public Works.

Most of this meeting was dedicated to discussion of the Commission's final report, a draft of which Chairman Mange had distributed to his fellow commissioners the previous week.

Before delving into the report discussion, Mange noted that Commissioner Barbara Fraser had forwarded to him emails from two constituents. Both of these communications expressed opposition to tax increases "of any kind."

In general comments about the final report, Nancy Cross urged the commission to place a strong emphasis on recommending passage of Metrolink's Proposition M. Voters need to understand that additional funds are necessary not only for future expansion, but to maintain the system's current level of service. "We need to develop and emphasize that concept," she said. Cross added that public transit will become increasingly important to the region as gas prices continue to increase.

Sheryl Hodges remarked that more-specific information should be included about the problems now hobbling much of County Government's infrastructure. "We need to do a little more 'sell' ... and say, 'Here's the problem and here's the impact,'" Hodges continued.

Discussion then turned to the list of eight recommendations contained in the draft report.

Recommendation #1 states: "All new buildings should be designed to be "green." LEED standards should be followed and the highest level economically feasible should be strived for."

Commissioners and County staff engaged in a relatively lengthy discussion about the viability of committing St. Louis County to the phrase "LEED-certified" in the final report. Although County Government wants to build in an environmentally friendly manner whenever possible, economic reality will force certain concessions on the subject, according to Garry Earls. "LEED" is really a marketing strategy for the private

sector,” Earls noted. “We want to meet the standards established by LEED, but the cost of being actually certified becomes a political issue. Is it worth it to ask the public to pay for a [LEED-certified] sticker?”

Sheryl Hodges added: “We’ll do everything we can to be environmentally responsible but not necessarily certified.”

The revised Recommendation #1 states: “All new buildings should be designed to be “green” and sustainable. LEED standards should be followed to the highest level economically feasible.”

Recommendation #2: “Highway improvement and reconstruction projects should be designed to accommodate bicycle and pedestrian traffic. The County Highway Department should not focus on just automobile and truck traffic, but should look at the full range of modes of transportation to make our communities more pedestrian friendly, livable and usable.”

On this subject, commissioners voiced general agreement that it would be impractical to include bike and/or walking paths in every future road project. Commissioners agreed to replace the word “designed” with “planned” in the final recommendation. “Some of these roads just aren’t feasible for bike traffic,” observed Frederick Douglas.

In its revised form, Recommendation #2 states: “Highway improvement and reconstruction projects should be planned to accommodate bicycle and pedestrian traffic. The County Highway Department should not focus on just automobile and truck traffic, but should work in cooperation with other transportation organizations to look at the full range of modes of transportation to make our communities more pedestrian friendly, livable and usable.”

Recommendation #3: “All projects must include appropriate goals for minority participation.” The Commission made no change to this.

Recommendation #4: “Because of the convenience to County facilities, any development that occurs on the parking lot on Central Avenue between the Administration Building and the Correctional Facility should include enough public parking to replace the existing parking.”

Commissioners agreed that any development of the parking lot be tied to an assurance that sufficient, alternate parking spaces would be available in the downtown Clayton area.

Recommendation #4 was revised to state: “Before any development occurs on the parking lot on Central Avenue between the Administration Building and the Correctional Facility, the County should be assured that there is sufficient public parking in the area to replace the lost parking.”

Recommendation #5: “Consideration should be given to expanding the current satellite offices located outside of Clayton to bring more services closer to the public.”

Garry Earls explained that the existing family courts building at 501 S. Brentwood “isn’t just a holding facility for young offenders.” Divorce proceedings and other court business also is conducted in the facility, which makes it imperative to build a new structure in downtown Clayton, Earls said. After commission members expressed a desire to relocate the juvenile detention facility to a less-urbanized area, Earls responded that the County’s Lakeside facility fits that definition. Long-term young offenders are housed there, rather than in the Family Courts building in Clayton, he said.

After its revision, #5 asserts: “It is important that the County continue to have a strong presence in Clayton. However consideration should be given to expanding the current satellite offices, and possibly relocating other appropriate services outside of Clayton to less expensive real estate and closer to the public. The use of the Internet for the public to access county services should continue to be expanded.”

Recommendation #6: “Computer technology should be enhanced to make more services available over the Internet.”

Commissioners agreed to combine this recommendation with recommendation #5.

Recommendation #7: The County should strengthen its presence in Clayton as it is recognized as the “County Seat” or “hub” of the County.

Commissioners agreed to eliminate this recommendation entirely, but only after folding some elements of it (primarily a recognition of the importance of County Government’s physical presence in Clayton) into Recommendation #5.

Recommendation #8: “The County should take advantage of public/private partnerships as much as possible in order to leverage the public dollars.”

No change was made.

Chairman Mange announced that a “final draft” of the Commission’s report would be emailed to all members before their next meeting, which was scheduled for July 15 at an undetermined location.