

**TRANSCRIPT OF MAP PLAN PUBLIC HEARING  
CREVE COEUR, MARYLAND HEIGHTS, OLIVETTE, ST. ANN  
& ST. LOUIS COUNTY**

**September 25, 2012**

**COMMISSION ATTENDANCE:**

<b>Commissioners</b>	<b>Present (P)/Absent (A)</b>
Bill Bergfeld	P
T.R. Carr	P
Rick Dorsey	P
Thomas Freesmeier	A
Frank Ollendorff	P
Bill Sauerwein	P
John Schuster	P
Jack Schwartz	A
Kathleen Schweitzer	P
Janet Wilding	A
Carmen Wilkerson	P

**OTHERS PRESENT:**

Michelle Dougherty, Executive Director  
John Young, Legal Counsel

**CALL TO ORDER**

**CHAIRMAN SAUERWEIN:** We will call tonight's Public Hearing to order. Good evening, and welcome everybody. Tonight's Public Hearing is a presentation by four municipalities, I believe, on their Map Plans. We're the Boundary Commission for St. Louis County, which is an eleven-member Commission whose tasks include conducting hearings on proposed boundary changes and annexations by any of the 91 municipalities [recording slipped] State Statute and it sets out a five-year planning cycle for municipalities' boundary changes, and we're at the beginning of that Map Plan cycle. Tonight's hearings are part of that process. They are informational Public Hearings which allow the cities and the St. Louis County to present their proposed Map Plans and the Public and St. Louis County to comment on those Map Plans. We're not approving or disapproving any boundary change tonight, only listening to the presentation and soliciting public comments. The Commission members will also ask questions from time to time if they feel there's some additional information desired. We later issue written opinions or written comments and we strive to engage the proponents or opponents of anybody's plan in this process. You'll see from the Agenda, I believe ... did we pass out an Agenda? ... the order of the presentations to be made tonight. Each city is asked to limit its presentation to 15 minutes and following the cities presentations, St. Louis County will also make a presentation.

At the conclusion of these presentations, anyone in the audience wishing to make a statement or wishing to make a comment or a record of their comment will be given an opportunity to come forward and do so. If you are a member of the public, not affiliated with the city in terms of their making the presentation tonight, and you wish to make a comment, Michelle has some cards that we would ask that you fill out now if you anticipate making a comment later, so please

take an opportunity to do that at some point in tonight's meeting. For those of you who do want to make a comment, we usually limit those comment periods to three minutes, I believe, and if you want any additional information after you make the comment, you can reach Michelle.

At this point I would ask the members of the Commission to each introduce themselves and once they do, we'll move forward with the Map Plan presentation of Creve Coeur, I believe. Jack, we'll start with you ... or Michelle, why don't you introduce yourself.

DOUGHERTY: Michelle Dougherty, the Executive Director.

YOUNG: I'm John Young, I'm the Legal Counsel for the Boundary District.

OLLENDORFF: I'm Frank Ollendorff.

CARR: T.R. Carr.

CHAIRMAN SAUERWEIN: And I'm Bill Sauerwein.

SCHWEITZER: I'm Kathy Schweitzer.

SCHUSTER: John Schuster.

BERGFELD: Bill Bergfeld.

WILKERSON: Carmen Wilkerson.

DORSEY: Rick Dorsey.

CHAIRMAN SAUERWEIN: And with that we'll go ahead and begin the presentations tonight with the City of Creve Coeur.

LANGDON: Good evening, Mr. Chairman and members of the Commission. My name's Paul Langdon. I'm the Director of Community Development for the City of Creve Coeur. The Mayor and the City Administrator both send their greetings. They wished to be here tonight but had other conflicts that they couldn't get around so I'm here on behalf of the City, and if you have any questions along the way, I'd be happy to answer them. The handout I gave to you essentially summarizes what will be on the slides so that you can take the information home with you and consider it later.

I want to start by just giving some quick, general information about Creve Coeur, some things that people may or may not know. Aside from being a home rule community and a city administrator form of government, our population has gone up a little bit since the 2000 Census. In 2010 we're up over 17,000. Our area is about 11 square miles. We have seen a 1% change in our area. I don't know if any of you recall information from five years ago, but we went from 72% residential and 18% commercial to the 1% change you can see today through some rezonings over those ten years. Our budget is up to \$15 million dollars annually. I can say that we're on a July 1 budget and the City's budget is now running in the black which, given the last few years, is good news for us. And just as of last night, the City Council approved a reduction in property taxes. We're already very low. Residential

property tax is down [inaudible] on a hundred dollars valuation, and commercial and agricultural at seven and a half. So basically a property ... a residential property that's appraised at about \$200,000 dollars would end up paying about \$26–\$27 dollars in property tax annually so fairly ... fairly small tax burden. City utility tax rate is at 70% ... I'm sorry ... 7% and it's been that way for some time.

Things that we're very proud of in Creve Coeur. [Inaudible] our trash pickup is paid for a hundred percent by the City. Curbside recycling, all yard waste, leaf vacuuming and limb chipping also all paid 100% by the City. Not only is it done on a scheduled basis, but if somebody has a tree come down and they now have a lot of yard waste, you know, branches and what-have-you, the City will respond on a case-by-case basis. The CIP, road replacements, road construction, similar to other cities. It's on an annual basis. We use a point system to assess the quality of streets and the needs that they have, and we work starting with the highest priority down as time and money allow. Our park system is fairly elaborate in our minds. It's full service. It's roughly 100 acres. In addition to traditional parks, Millennium Park, we have a spray ground which is the zero level, zero depth pool, if you will, the water comes up and the kids have a good time. We have our own ice arena, and we also have the municipal golf course, which is a nine-hole course. On top of all that, the City has worked with Maryland Heights for the last many years to have a joint recreation program because there are things that we have and things that they have that when we combine them together add up to a pretty full spectrum of recreation opportunities.

The Map that we submitted and that you all have received is this one. The area in orange is the areas that we're proposing for consideration on the five-year plan. It hasn't changed significantly from the past years. We did do a few very small annexations since the last Map Plan. One of them was this little strip right here. Another one was right here at this intersection, two residential lots, and then there is an area right in here that was actually was annexed from the City of Chesterfield but was all very agreeable between the parties. The area between here is still unincorporated and Maryland Heights is the blue to the north. The only place where Maryland Heights and Creve Coeur touch on this plan is this area here; otherwise, we come up to the existing boundary of Olivette and Overland on the east side along Warson Road.

How we came to this map is based on several criteria. The first one was just sort of the ... the, you know, high view down, what do we see, what are sort of the natural edges, what are the things that people are using as landmarks or routes that they're traveling. When we interact with County residents, what are they telling us as far as, you know, their connections to the City, where do they go and so we start to form up the map based on that. We then look at what is the ease of integrating something on a phased basis. We can't do it all at once. We wouldn't dream of trying an area that large at once. Then there's no sense looking at an area that would require 20 years of annexations before we even got there. So it's very much on a what has a close connection to the City already basis.

The quality of services. The City prides itself on its services. As I said, we will do, you know, on-demand response to yard concerns, the trash service. If we get spread too thin, if the routes get too difficult, then we can't provide those services so we don't want to overreach

in terms of our service radius and, certainly, the emergency services, the police don't want to be in a position where they can't respond appropriately.

The other thing that we have to look at ... and this has become an increasing issue is where areas may grow or may develop, we start to see impacts on residents. And sometimes the growth is on the Creve Coeur side and sometimes it's on the County side. And we're finding that there's more and more overlap in terms of the interaction between residents no matter where they live and the government that has jurisdiction wherever the development is. Our residents are going to County meetings and County residents are coming to our meetings. And so we're starting to try look at if there are these interactions, if there are going to be these impacts, where are they likely to occur and if that is an area where we think we can help by having jurisdiction, then we've tried to include it on the map.

One of the key ones which, I think, is new really in terms of it being an issue moving forward is the notion of biotechnology. Monsanto has had its world headquarters in Creve Coeur for a long time, but with the Danforth Center, the Helix Center which is supported by the St. Louis County Economic Council, we are seeing a real push. The Bridge Park which is managed by Wexford Technologies are all creating this core area of biotechnology. All of those interests have said to us, they would like to expand. They see expansion, they see growth. The only place that growth can go is to the north. It would require redevelopment and for now, it's within an area that is already part of the City of Creve Coeur, but the natural expansion is ... is beyond the city limits and out into unincorporated areas so that is the area on the northeast side of the map that reaches up into that area that touches Overland and Maryland Heights.

Phasing is something, as I said, we would have to do. One of the things that is also a change that we didn't have before is shared services. We've just started it with the West County Dispatch Center where we share the dispatching of police and some fire services with Frontenac and Town & County. It has realized a very significant savings for us ... \$100,000 dollars has roughly been saved out of our budget by sharing the service, and in our view this is something we should continue to try to do with whoever, whether it be with the County and the County services going forward or whether it's with the other municipalities. It's a way that we can all more service and same money in the process. It also allows us to respond more quickly when we don't have to rely on our own horses (sounds like) to respond to every call.

The strip along Warson Road, it seems very odd. It's very thin. It's this gap of unincorporated land along the right-of-way. Frankly, our approach is frankly to continue a line where we're able to control the entire right-of-way and maintain it at our standards. Certainly a fair case is made by Olivette that since the land developed on that side of the road is in Olivette that they should be the ones that would expand in that direction.

And then the other municipalities, Maryland Heights, Overland, Olivette, as I mentioned, we would ... and Chesterfield ... we are either currently in discussions in the case of Chesterfield, have been in the past and will be again, I am sure, in the case of Olivette, and if ultimately the cities grow close together, Maryland Heights. We have good relations with all these cities, and I think we're all interested in the same positive outcomes.

The timetable. This gets kind of interesting because while we can foresee some issues and we are trying to lay the map out based on our guess at when those issues or where those issues may occur, we don't control the timing. The land is all privately owned. We have little interest in sort of proactively annexing anything. We know that people are comfortable with where they are for the most part. They may have interests in becoming part of a community, an incorporated community, but at the same time, it's hard to justify proactive annexation by the City. But what does happen and what we have heard are various redevelopment projects in that area some of which are extremely large. If they were to take shape, they would have very large impact not only on our properties but County properties. Our approach is if that development, that pressure is going to be placed on property that we currently have jurisdiction, then we would want to have the ability to control the entire project, to be able to set the standards in terms of how it's done, to set the conditions that the developer would have to meet and to be able to tell our residents that we were taking care of their interests since from what we can tell the development would be coming down to Olive Boulevard for the most part or using Lindbergh and Warson and heading south from there. So there really is a third party to this that is beyond the Commission, is beyond the cities, which is the private sector and we have to respond to that.

The City has always has conducted a survey with its residents ... I shouldn't say always ... but for I think about 12 years now we've been doing surveys of our residents. Random survey, it meets scientific standards for statistical accuracy, and in this past survey revealed that two-thirds of the respondents actually favored the expansion of the City to the north. Again, it's this concern about the unincorporated area and the City being so close together and really sharing Olive Boulevard and that being this catalyst area for development and the impacts that that might have not only to the City residents but to the unincorporated residents. We hear them at the meetings. They voice their concerns, and it's difficult for the City to offer much protection beyond the residents that are immediately adjacent to the development. When they are immediately adjacent, we can control buffers and fence lines and building heights, but beyond that there's not really a lot we can do. If they're incorporated, we then have a little more leverage to get things done. But it works the other way too. We obviously have a first priority to protect the residents of Creve Coeur.

The reasons that we think that most residents would benefit from becoming part of Creve Coeur. The advantage we offer are the level of services, as I mentioned. We've already covered the cost, and we're not covering those costs at a loss, we're actually making ... or running in the black right not but I'm not saying we're making money ... that would be a Hancock violation. The parks and recreation opportunities that we offer. Obviously, a lot of those are free, but some of those are not. If you're not a resident, then you have to pay a higher fee to use them; the ice arena, for example.

We're very proud of our police in the community servicing; 98% of Creve Coeur residents believe the police are doing a good or excellent job. That is just about the highest positive feedback that you'll find in any community that does these surveys. We're extremely proud of that. We do have a strong zoning and development code. In some cases it's led to very difficult processes, but we think the result has been quality development, very high property values. The City has the third assessed valuation in St. Louis County of incorporated areas, and we're very pleased with that. And through our efforts to maintain infrastructure, we've

actually begun improving our overall street score where for many years we were actually falling behind.

Finally, in terms of interest from the residents, I won't say that there's this tidal wave of St. Louis County residents coming to the City saying, "Please annex us." But when they do come to the meetings, they often make comments that "Well, if the City would annex us, then ..." you know, "this could get dealt with" or "If we were part of Creve Coeur, then we could have had this taken care of." We're sensitive to that. We get phone calls, people asking us to come and pick up their leaves and we have to tell them, "No, you're north of Olive, you're not in Creve Coeur." So there are some assumptions out there. What I can tell you is that we rarely hear any opposition either from residents that are in unincorporated areas.

So, moving forward, we would hope that we're able to do things in a measured way, do things in an appropriate way and in a response to conditions that would dictate that annexation would be the sensible thing.

If there are any questions you have of me or other factors I can explain, I'd be happy to do that now.

CHAIRMAN SAUERWEIN: Thank you, Mr. Langdon. Are there any Commission members that have any questions for Mr. Langdon at this time?

COMMISSIONER??: I have a question about your Map Plan. What is the logic of where you stopped instead of going on up to Maryland Heights? Why wouldn't your line go on up to Maryland Heights? Why would you leave this little even smaller area than there is now for St. Louis County to maintain?

LANGDON: The ... couple of things. One, the distance that starts to form between where the core of our services are based and those properties and to a large extent they start to become more usually serviced by Maryland Heights than by Creve Coeur if it's going to be one or the other. Also ... and you can't see with the light, but you can probably see it on your copies, the road system within the orange area generally comes up from Olive or over to the north/south roads, Ross Road, Warson Road, Lindbergh Boulevard. If you go on that, then the road network tends to go to the north, so we really can't get there without going in a looping fashion around. That's why there's this one odd piece that drops down. It's very hard to get there from Creve Coeur even though it's geographically very close. Not that you can't do it, but when you start to look at response times and our ability to provide services, it gets to be so distant that it doesn't make sense.

CHAIRMAN SAUERWEIN: Are there any other questions from Commission members at this time? Mr. Langdon, thank you very much for your presentation.

LANGDON: Pleasure.

CHAIRMAN SAUERWEIN: And we appreciate that.

LANGDON: Thank you.

CHAIRMAN SAUERWEIN: And the next city we're going to hear from tonight is Maryland Heights.

PERKINS: Good evening, Mr. Chairman and members of the Commission. My name's Hilary Perkins. I'm a planner for the City of Maryland Heights. I'm joined tonight by Maryland Heights Mayor, Mike Moeller. Hopefully, you're getting a little memo there with a more detailed written response to our Map Plan Submission Questions.

So our area is quite a bit smaller ... oh, could you turn the lights off, please ... our area is quite a bit smaller than we're under consideration than Creve Coeur. You can see the red line towards the ... on the north side is the existing City boundary and blue shaded area is the area that we'd like to have under consideration for annexation. It's only about 52 acres. It's roughly bounded by Ross Road, Bennington Place, Page Avenue, and Fee Fee. In this area are two institutions, the Parkway Instructional Services Center which takes up about 11 acres, the Shriners' Moolah Temple takes up 23. Based on the 2010 Census there's only about 74 people that live there in 33 single-family residences which take up about 18 acres of this area.

Looking at it from the bigger picture, again the red boundary is the City of Maryland Heights. The little blue at the bottom is the area that we have under consideration. This is a bit of an isolated area of land in terms of Maryland Heights, but we still have to do service delivery through it so it would make sense to have it annexed to make it more contiguous area. There's an existing project that is in the early development stages which is part of the land in Maryland Heights and part of the land for the project in unincorporated area so it would help us with bringing that project all the way into Maryland Heights and allowing for Maryland Heights inspections and city services to be delivered there. It would allow us to have a contiguous southern boundary along Fee Fee Road as well.

In going through the questions that were submitted to us, the criteria for including this area in our plan was to allow us to consolidate our southern border, to manage this development that's going in ... it's a nursing home facility ... and to provide services to the residents in that area. We are not ... it's a small enough area that phasing really isn't an issue for us. We don't have a timetable at this point for making any proposals to the Commission for this area. It's important for the City to implement the components for the Map Plan to allow us a little more effective and efficient delivery of services and, again, to consolidate that southern border. And we're the best community to serve because it's adjacent to our existing corporate boundary.

The advantages we'd offer to residents would be improved access to local government, resident access to City-owned facilities such as Aqua Port, this facility, participation in the City's recreation programs and we also have free residential trash hauling. And similarly, we would argue to the residents they would have better access, they would have access to City services and the same consolidation of the City boundary and southern border.

This is the same area that we proposed during the last round of annexation, and we did do some public engagement at that time. We got mixed response, but we stand as an open

door to anyone who is interested in coming and giving an opinion one way or the other about this. And that's all I have. Thank you.

CHAIRMAN SAUERWEIN: Do any of the Commission members have questions regarding the Maryland Heights Map Plan Proposal? Thank you very much. It was very informative. No questions.

And again if anyone here that is a resident or wishes to comment on the plan, we're going to wait until all four presentations are done. If you want to make a comment, please see Michelle, grab a comment card, fill out your name and address, and we'll hear from you in just a little bit.

Now we'll hear from the City of Olivette and their Map Plan Presentation.

TREJO: Good evening, my name is Carlos Trejo. I'm the Planning and Zoning Administrator for the City of Olivette, and also with me today is also Mr. Michael McDowell, who is our City Manager.

Our five-year plan is reflective of the one that was submitted previously in 2006, I believe, and reflects the three annexation areas in a similar fashion. Annexation Area One is identified as the area along Warson Road between Olivette and Creve Coeur that's currently serviced by St. Louis County. Annexation Two is an extension of the 63132 zip code, and Annexation Three is more commonly known as Elmwood Park area in which the City has a contract with St. Louis County to provide fire and paramedic service at this time. The City has no immediate intentions for any annexations of any of the three areas, but given that we have to follow through this process and keep our possibilities open, we are submitting this as we have in the past. I'll be glad to answer any specific questions on there.

CHAIRMAN SAUERWEIN: Okay. Thank you. Do any Commission members have any questions about the area that's been proposed on the Map Plan or the City of Olivette's proposal? I think at this time we do not. Thank you very much.

And lastly, I believe, St. Ann is the city, of course, that we're going to hear from next. Thank you.

CONLEY: Thank you. My name is Matt Conley. I'm the City Administrator for the City of St. Ann. Just real briefly, St. Ann is a statutory city of fourth class, operates under the city administrator form of government. We have approximately 13,000 residents and an \$11.4 million dollar budget. Our Map Plan that we submitted came about because of an effort that's been underway for about two years. We've worked with Congressman Clay's office to receive a Federal earmark appropriation of a half million dollars to study the extension of Natural Bridge Road which is the road that runs in front all the hotels at the Airport in Edmundson and Woodson Terrace. It turns into Pear Tree Lane when it enters into the City of St. Ann and then dead ends into a residential area. The residential area that is the subject of study is an area that has been impacted by noise mitigation efforts from the Airport as well as the economic downturn associated with the repositioning of the Airport



from a hub to a non-hub. The area has a lot of multi-family housing that was geared towards the airline industry and that's the reason why we initiated the study and one of the things that we found is that while we can come up with and conduct the study, our ability to obtain Federal funds to put the extension of Natural Bridge through is somewhat harmed by the fact that although a portion of the Airport is within the City of St. Ann, the Air National Guard Facility, the Marine Corps Reserve Facility, the American Airline Ground Operations Facility, the hanger you see from Highway 70 is within the corporate limits of St. Ann. The terminal, the two terminals as well as the other associated airport operations, main operations, are in unincorporated St. Louis County, and it makes a big difference when you're talking to the FAA and the Federal Highway Administration when you are trying to get Federal attention to solve a circulation problem as well as the impact that the change that the Airport's had on the surrounding area. So that's the reason why we submitted the Map Plan.

Our primary focus is on the area south of ... this area south on the map that runs along Interstate 70. There's a section of Interstate 70 that is actually in unincorporated St. Louis County. St. Louis County does not respond to police calls on that section. It's up to Edmundson and St. Ann to do the response to that so it makes sense that that area goes into some city eventually whether it's Edmundson or St. Ann, it just makes it a lot easier. And finally, we are in the process of partnering with MODOT on a corridor study on Interstate 70 that MODOT is conducting that will basically start at the city limits and go out to St. Charles County. We feel, you know, that that would have some impact on the City and our ability to work on that would be somewhat mitigated by eventually cleaning up some of the boundary issues surrounding the Airport.

That's all I have so if anybody has any questions.

COMMISSIONER??: Would you clarify for me?

CONLEY: Sure.

COMMISSIONER??: You were talking about on our maps here, this area right here with multi-family housing. Is this this where you were talking about?

CONLEY: That's to the ... it's right up here. This is Interstate 70.

COMMISSIONER??: Okay. This is ... would have been your ... it's already within your boundaries, right?

CONLEY: That's correct. But the study we're undertaking impacts Interstate 70 and it also impacts this ... here's Interstate 70, Cypress Road directly serves as the official western entrance to the Airport, believe it or not, so we get a lot of traffic coming in from St. Charles County, getting off at Cypress. There's a car rental lot. The Airport owns a large car rental lot over here as well as multiple car rental operations for the Airport. And this is the area that's the subject of the study, but to put the road through, we can't say that the Airport's in St. Ann, and that makes a big difference as far as the Federal Government is concerned with regard to appropriation of Federal dollars. There's a separate pot of money

that the Federal Government has for transportation purposes for projects that are associated with airports.

CHAIRMAN??: And that would be available even if your annexation linked through part of the Airport?

CONLEY: Yes, because ... the question has come up because of where the terminals are located.

COMMISSIONER CARR: What's the logic of the area north of Banshee? I believe you have some GKN Aerospace [sounds like] buildings in there.

CONLEY: It was just a ... you know, when we talked about it you know, the idea the way I understand the Map Plans work is, you know, if you don't put it in a Map Plan, you don't have the ability to consider it for five years so it was put in, but as I indicated we, you know, our primary focus is on the area that is along Highway 70. And I think that's ... Hazelwood has a Map Plan submitted for that area. We wouldn't have any problem with Hazelwood, you know, taking the lead on that area.

COMMISSIONER CARR: Is that all the border on that area north of Banshee Road? Is that all Hazelwood that borders on that area?

CONLEY: There's Hazelwood, there's Hazelwood and Berkeley. The Airport's entirely ... you know, it is ... it's an unincorporated pocket although it's my understanding it doesn't meet the boundary conditions or the State Statute definition of a true unincorporated pocket because it doesn't have any residents.

COMMISSIONER CARR: So basically your reason for wanting to annex this area is to qualify St. Ann for Federal funds that you're not otherwise ...

CONLEY: Well, it gives us the ability to ... to make application for some very specific funds, Federal funds that are associated with transportation ... projects that are associated with airports. Anybody, you know, ... I don't think anybody, you know, can with a straight face that the way that the circulation patterns at our airport are laid out are good. You know, the Airport had the program to officially market and promote and make changes to the intersection of Cypress and Interstate 70 as the official western entrance to be able to get off of the highway at that intersection rather than going down to Airflight and causing congestions on the backup at Airflight. Unfortunately, the Airport didn't ... you know, that's when the economy crashed and they had to back off on that ... on that effort. It's still, you know, it's unfortunate because, as I indicated, we still get a lot of traffic where people do get off and we feel that if you're coming from the west, if you can get off at 70 and Cypress and if there is an extension, you can get off and shoot directly down to ... if you're going to a car rental facility, if you're going to a hotel, if you're going down to the Airport, it would be beneficial from a circulation standpoint. I should say we're, you know, with our study we're working with MODOT and St. Louis County with the Airport, so it's not just the City solely promoting this. We've had an ongoing dialog for the last six months to a year with the partners that we've invited to participate in the study.

CHAIRMAN SAUERWEIN: Are there any other questions from Commission members? Thank you, Mr. Conley. Appreciate it. And lastly, I believe we have some members from St. Louis County here who are going to make a presentation as well.

POWERS: Good evening. I'm Glenn Powers. I'm Director of Planning for St. Louis County. St. Louis County provides services to more than 300,000 residents who live in unincorporated areas so we're probably the largest provider of local government services in the area, probably the third largest in Missouri. We've got the largest public health department, the second largest highway department in the state, and the largest internationally accredited police department. We are a willing and capable provider of local government services as we've said before in these settings as long as the residents of unincorporated areas will it, we are happy to continue to be their service provider. Because of our size and efficiencies, we offer contract services ... we provide contract services to over 90% of the municipalities in the County, and our residents and businesses in those municipalities benefit from our economies of scale. We have reviewed the Map Plans preliminarily. We will at a later time submit written comments, but, in general, we are looking for, I'm sure, many of the same things you are. Boundaries that don't split roadways, we saw an example of that on Warson Road north of Olive. That's an existing situation out there that two municipalities are attempting to respond to tonight. We don't like to see municipal boundaries that split subdivisions or individual lots and, you know, we're trying to avoid as I'm sure again you are too the creation of small unincorporated pockets. So that is ... I think we're all being brief tonight, and I'll be brief too. The only other thing I would note right now about the Map Plans of a more specific nature is we think that the Creve Coeur Map Plan shows in areas some parcels are already in Chesterfield. We assume that's not a mistake; we assume that the intent there is to do a transfer of jurisdiction which is something that can occur apart from the Map Plan process here and that's ... that's fine. And the other thing was "My gosh! St. Ann's trying to annex the Airport, unless it wasn't clear. Just heard it through the grape vine, but I don't think the City of St. Louis who owns the Airport likes that one bit. As a matter of fact at a point a month or two ago, we had to kind of talk them down off the ledge and encourage them not to come to this meeting, that is isn't a specific proposal, but you'll hear from them sooner or later if that proceeds. Thank you.

COMMISSIONER??: The City of St. Louis owns the Airport.

POWERS: Yes, they do.

COMMISSIONER??: It's in unincorporated St. Louis County.

POWERS: For the most part.

COMMISSIONER??: And St. Ann wanted it. Right? Have I got that?

CONLEY: Well, can I respond?

COMMISSIONER??: Sure.

CONLEY: I think we're being attacked here.

COMMISSIONER??: Oh, I'm sorry.

CHAIRMAN SAUERWEIN: Sir, before you respond. Conley, was it?

CONLEY: Yes.

CHAIRMAN SAUERWEIN: I mean nobody understands that the City of St. Ann is trying to annex part of the Airport. This is a Map Plan Proposal that at least this Commission certainly understands you are submitting to this Commission for review because you are required to do under the Statute or rules, and it's just a possible action by the City of St. Ann sometime in the next five years. So we don't really understand that you're trying to do that and before this develops into something else, let's just leave it at that. Is that fair, Mr. Conley?

CONLEY: Well, yeah, I mean, as I indicated, you know, we submitted the Map Plan because of the State Statutes and we've had discussions with the Airport and I think Mr. Powers currently has a different view of things than we do.

CHAIRMAN SAUERWEIN: Understand that. And there'll be opportunities throughout this lengthy process for everybody to voice those concerns and everything. Any other questions for Mr. Powers from St. Louis County? All right. Thank you very much.

POWERS: Thank you.

CHAIRMAN SAUERWEIN: Michelle, were there any residents? Is there anyone who wishes to make any sort of public comment on tonight's public hearing?

[background conversations]

If anybody does want to make a written comment including anybody that's here affiliated with the City, they can still do so. Submit them to our office to Michelle's attention. And I believe there's also access through the Boundary Commission's website that people can submit their comments as well.

I want to thank everybody tonight for coming and for keeping the presentations brief, and thank you all for the information, and we'll adjourn tonight's public hearing.