



Columbia City Council Meeting Recap
Council Chamber, Columbia City Hall
7:00 PM
Monday, October 16, 2017

Pledge of Allegiance
Roll Call

Approval of Minutes
Adjustment of Agenda

INTRODUCTORY ITEMS

(Recited as indicated.)
(Present: Treece, Ruffin, Trapp, Pitzer, Skala, Thomas, Peters
Absent: None.)
(Minutes September 18 and October 2, 2017 approved.)
(R138-17 Ruffin abstains. B288-17 and B290-17 moved to Old
Business by Pitzer.)

SPECIAL ITEMS
(None.)

APPOINTMENTS TO BOARDS AND COMMISSIONS

BC10-17 Board and Commission Applicants.

Citizens Police Review Board: Bill Davis, Darryl Smith, Katelynn Towne

Columbia Community Development Commission: Ward 1 – Pamela Forbes; Ward 5 – Michael Salanski;
Ward 6 – Blaine Regan

Commission On Cultural Affairs: Layperson – Lili Vianello; General – Jane Church, Natalie Thomas

Substance Abuse Advisory Commission: Healthcare – Jennifer Roelands; Under 25 – Steven Chaffin;
General – Blake Willoughby

Tax Increment Financing Commission: Jeremy Root. This appointment received three votes in favor of Jeremy Root and three against. The Mayor's vote was added to the three votes in favor and it was determined that the Mayor's vote constituted the fourth vote required for approval. In the Reports section of the meeting, City legal staff informed the Mayor that the vote had been improperly counted and that they would need to re-vote on this appointment. See the Reports Section of this agenda for more details on the discussion.

SCHEDULED PUBLIC COMMENT

SPC60-17 Brian Coley - 6th Street construction.

(Action: The owner of a restaurant in downtown Columbia indicated that the extreme construction in front of his establishment has disrupted his business significantly, particularly during home football games. Indicated that the inconvenience fee is not applied to city projects; believes that it should not be applied twice; believes that the city process waits on itself; and wants to have some way to allow small businesses downtown to have some say in how the scheduling occurs. Suggested that there could be

some payroll offset – no cash out from the city. Believes that it would be a positive step forward. Mayor indicated that he will address this issue with Public Works.

(See more about this issue in the Council Comments section of this report.)

SPC61-17 Sutu Forte - The music of Columbia's forest.

(Action: Speaker loves the opportunity to address the Council and wonders who takes care of the Council. She indicated that she wanted to let the Council know who takes care of her. Gave a definition of sanctuary and indicated that it was a safe place or haven. The music of sanctuaries like you hear in the woods can help people. Beethoven felt the vibration of musical sounds in his head while in the woods even though he was deaf. She indicated that a deer snorted at her in the woods. Speaker played a tape of sounds from the woods. Played the sounds of Hinkson Creek water rushing. Indicated that the earth wanted to purge static electricity out of your body. She then played the sounds of a ventilation system near the University. Then played some more sounds from the woods. Tape recorder kept stopping during the presentation and many words and sounds from the speaker were either inaudible or not quite understandable.

SPC62-17 Heather Benson - Children's safety, worried about pedophiles driving school buses and the policies that allowed this for months while under investigation.

(Action: Brought several parents and grandparents with her. They are outraged. Indicated that there was a bus driver who was under investigation for pedophilia. School district allowed the driver to continue to drive children for on a bus for at least two more days. Why not just hire people straight out of the prison system? That driver hears kid's conversations and knows when people are at home or alone. We understand that everyone has rights, but this affects our kids. This is absurd. Is this OK? How could this have happened and who knew about it? Would he still be driving if he had not turned himself in? Mayor indicated that the school system did an investigation and he was initially cleared – but afterwards he was immediately fired when more facts emerged. Speaker indicated that these kids were in that driver's custody until the school district took action.

SPC63-17 Lynn Maloney - Community Policing: Why not?

(Action: Was encouraged that most council members seemed inclined to support community policing, but that the department will not do that until they are required to do so. Does not believe it will happen through the chief. Wants all police who come to work here know that they will be required to execute community policing programs. Took issue with Chip Cooper's editorials. This is not just a grant or a program or some side thing. It is goodwill, strong relationships and attitudes. It does not depend on the number of officers dispatched. Believed that the chief does not believe that citizens should have a full say in how community policing is instituted. Please direct the police department to initiate community policing now and do not delay. Maybe we can get it with a future chief if not with this one. We CAN have a good department that can embrace these key ideas of community policing.

PUBLIC HEARINGS

PH34-17 Proposed construction of a 120-foot diameter single-lane roundabout at the intersections of Nifong Boulevard and Sinclair Road and Nifong Boulevard/Vawter School Road and Old Mill Creek Road/Country Woods Road.

(Action: Staff presented a report indicating that the proposal consists of the construction of two, single-lane roundabouts at Nifong & Sinclair and Nifong/Vawter School Road and Old Mill Creek locations. Currently, both intersection locations are served by all-way stop signs. Staff shoed locations on a map. Nifong/Vawter School Road is considered to be a major arterial road; Sinclair is a major collector; and

Old Mill Creek is considered to be a neighborhood collector street. Both construction proposals were included in the .25 percent CIP sales tax ballot measure passed by voters in 2015. A comprehensive traffic study has been performed on both intersections and considered regulating traffic with stop signs, traffic lights or a roundabout configuration. The study assumed a 1% increase in traffic at each intersection annually and also took into account the future construction of a new 200-home residential subdivision and a new public school in the area.

Under the 20-year forecasted peak traffic conditions; modeling the roundabout showed that the Nifong/Sinclair intersection would operate at an overall LOS B/C and the Nifong/Old Mill Creek Executive Summary Discussion City of Columbia 701 East Broadway, Columbia, Missouri 65201 intersection would operate at an overall LOS of A. Under the 20-year forecasted peak traffic conditions; modeling the traffic signal showed that each intersection would operate at an overall LOS B. It should be noted that the 20-year traffic volumes for roundabout scenario shows a LOS D for the northbound approach at Sinclair during the AM Peak. The intersection still operates at an overall LOS C. The modeling accounts for the new middle school and 200 homes.

The attendance boundaries of the proposed middle school have not been set at this time and there could be some changes to traffic patterns and movements that have been assumed with this study. Adding a bypass lane for the northbound right turn at Sinclair would likely improve this movement during the AM Peak if the 20-year volumes reflect the modeling.

In addition, the 20-year time frame includes the potential for Nifong to be widened to four lanes between Green Meadows Road and Scott Boulevard. The proposed roundabouts are to be designed as a single lane that can be modified to a partial double lane roundabout when Nifong is widened to four lanes.

Upon reviewing the existing conditions, the proposed improvement options, and the adoption of Vision Zero; staff recommends construction of a 120-foot diameter single lane roundabout for each intersection. The diameter is designed to accommodate large size vehicles and school buses. The roundabouts will also be designed such that they can be widened to partial double-lane roundabouts in the future when Nifong is widened to four lanes. The roundabout designs include splitter islands, five-foot wide sidewalks on all four sides, and lighting. A water quality cell may be included in the design at each intersection to attenuate stormwater peak runoff rates and improve the stormwater runoff water quality from the intersection pavement.

Based on the report, city staff recommends the roundabout solution in a modified form for the following general reasons:

- Due to roundabout geometry, vehicular speeds are lower (15-20 mph) in a roundabout allowing more time for vehicles and pedestrians to react, which reduces the consequences of error. Also, the crosswalks are set back at the roundabout to allow drivers more time to react to pedestrians while merging into or out of the roundabout.
- A pedestrian crossing a leg of the roundabout will face only two potential vehicular Conflicts.
- Roundabouts bring conflicting traffic streams into a steady flow and allow vehicles to merge without the stop-and-go conditions. Roundabouts eliminate left turns; thus, eliminating the delays caused by left-turning vehicles.
- A roundabout keeps traffic flowing even during non-peak periods since vehicles would not have to wait at a red light when little or no traffic is coming from the conflicting direction.

- The roundabout is designed such that it will be constructed as a single lane with the sidewalks set back so that it can be expanded to a double-lane roundabout in the future. This is designed such that it will be constructed with additional pavement and islands needed now to address widening of Nifong in the future. A traffic signal would get into the existing utilities to such an extent that it could cost \$900,000 just for one lighted intersection.
- The location of the roundabout is adjusted to minimize impacts to utilities. Also, at the Nifong and Sinclair intersection, the roundabout location is shifted to City owned property. The location of the signalized intersection must align with the existing street layouts and cannot be adjusted to minimize utility and property impacts.
- Long-term maintenance costs are lower for a roundabout than a signal due to the electrical cost and operation/maintenance cost of a signal.

During public input meetings residents complained about the existing crosswalk across Nifong at Woods Edge Road. This project contemplates improvements to the crosswalk system near Mill Creek Elementary School. Most comments were directed toward design elements of the roundabout. Two people indicated a preference for traffic lights. 37 people commented in total.

Cost for both projects is \$2,450,000 in total. Annual maintenance costs for the roundabout would be approximately \$2,000 per year.

Thomas asked about Level of Service definitions. Existing conditions at Old Mill Creek range from 42 seconds to 119 seconds. Roundabout would improve the intersections to just 6 seconds of delay. With a traffic light the delay would range from 10 to 13 seconds. At Sinclair Road there are a few more challenges at peak times. At Sinclair it will be about 20 seconds to 320 seconds at different times of the day. This study was completed with a two-lane road. If expansion occurs then this projection will need to be adjusted and modification may need to be made to the roundabout configuration. Indicated that roundabouts really help during off-peak hours since no stops are generally required.

Staff again indicated that they will work with CPS to improve stacking on Sinclair and have worked with CPS on the construction of the new middle school. Are also working with Woodcrest Chapel to modify ingress and egress. Roundabout is generally less expensive than lights.

Pitzer indicated that people are worried about school access and traffic stacking on Sinclair. If you can't have traffic stacking into a roundabout, how do you handle that? Staff indicated that drop off and pick up would be routed through the school parking lot rather than on the road itself. Suggested that there could be cost-sharing between CPS and the school district to improve the parking lot arrangement. Pitzer asked where the staff report was on existing roundabouts in this city. Staff indicated that a report would be forthcoming in November. No certain data yet available in terms of pedestrian safety, but generally the preliminary data indicated that our experience mirrors national safety results.

Skala asked about engineering solutions to all road problems. Does not believe that we have received real feedback from citizens about how they like the new roundabouts. City Manager indicated they can include such questions in future surveys. Thomas pointed out that it seemed like pedestrian accidents had been reduced, but asked if the consultants could break out data between roundabouts and signalized intersections. Staff indicated that there is a lot of variability in all-way stop data and that because there are so many points of study the numbers for comparison are sometimes not meaningful. Thomas suggested that roundabouts replacing stop lights could be beneficial, but staff indicated that it is difficult to compare complex intersections with roundabout configurations. Staff suggested that there

is no silver bullet, but that mining the data is useful. Staff also indicated that the accident reports at these locations is not severe right now, but could get worse as population and use grow. No fatalities at these intersections in the past five years. Staff engineers try to encourage systematic improvements rather than single location reactions. Only 6 to 10 major accidents with pedestrians in the entire city in any given year.

Mayor asked why we not integrate all this planning with the road improvement and widening projects on Nifong. Staff indicated that cash flow and timing did not allow all projects to go forward at exactly the same time. Staff also indicated that fire station improvements and other road projects also took money out of budgets at the same time these proposals were coming forward.

Staff indicated that the widening of Nifong stops at Forum in the current budget, so widening of these intersections was not included, but was considered in the traffic evaluation. We are making some plans for any future widening, but we cannot predict all of that with certainty. We could have to buy additional right-of-way or lay more pavement. Mayor asked about cost sharing with public schools on a parking lot. City would split the cost 50/50. Mayor asked if we always do that? Staff indicated that they took a partnership approach and that it helped address the issue of stacking.

Public hearing was opened.

First speaker indicated that he lives in the area and had some handouts for the council. Look at the bridge that runs over Mill Creek while you look at the roundabout. It appears that there is a shoulder along Mill Creek, but there are only boulders and no shoulder. That needs to be improved for safety including a guard rail and shoulders while we do this project. Staff indicated that there is a stormwater project in this area and it is funded. Staff believes that that project is under design right now, but it is funded differently. Proximity of that bridge to this roundabout are not directly related.

Skala indicated that this is similar to Clark Lane and that at some point we should improve these unimproved roads and we are going to have to do it. His question was where Sinclair Road was on the CIP project list. Staff indicated that it would have to be on a future CIP ballot.

Next speaker indicated that he lived in the area and he is concerned about safety. Where his family has to cross Nifong to go to school it is dangerous. The school was built 26 years ago. The infrastructure cannot handle this level of build-up. We have talked about this crossing for years and nothing has happened. Let's open our eyes. The crossing guards do not get paid extra to do this work. CPD does not patrol for speeding. Try to cross Nifong at night with insufficient lighting. Let's go backwards and address the crossing first – then the roundabout. Roundabout does not fix the situation. Still have speed and traffic volume to deal with.

Next speaker indicated that he has no kids at the school but the crossing is dangerous. The roundabout slows down some traffic, but then they speed back up by the time they get to this crossing. Speaker suggested introducing a light like on College Avenue. We don't have the money to put a cop there, so do something else.

Next speaker indicated that she lives in south Columbia. Believes roundabouts work where they are needed, but they are not needed in school zones. How are kids going to cross the roundabout near the school zone? I have counted as many as 47 cars stacking. Nifong traffic is out of control. I believe we

should divert the traffic to another road not move traffic along this road. Give cars a place to be that is not on Nifong. It's out of control.

Speaker indicated that he has kids at Mill Creek. They ride the bus, but he does have to go there sometimes. He drives the speed limit, but people honk at him for going too slow. I think there should be a light. Make people stop. This is a dangerous crossing. Some of these roundabouts are overkill. We don't need all of them.

Speaker indicated that she lived in the Pines. Uses this road frequently and that the school zone is only effective in the morning and afternoon for an hour. Roundabout at Sinclair is problematic because during large school events people park at Woodcrest and walk across to the school on the south side of Nifong. There is more pedestrian traffic than you think.

Another speaker indicated that he would like to suggest putting a police officer at the intersections to slow traffic down. Mayor indicated that they could do that on a temporary basis but that it did not solve their main problem.

Public hearing was closed.

Ruffin asked about the placement of a flashing light at a different location a little bit away from the roundabout. Staff indicated that that was possible but that they would also have to build out a little more to create a pedestrian haven of some sort. May entail more cost. We could phase this in.

Skala believes that kid safety is a separate issue and that there are several places throughout town where we have instituted these systems. Let's agree to do these safety improvements now. The larger issue is the roundabout. It seems to be a popular solution. I tend to favor the advantages of the roundabout.

Thomas indicated that he believes there should be a high-visibility crossing on Nifong. He is going to oppose going forward with both roundabouts because of the cost. We just cut bus service to this area. Waiting a few minutes at this location is not worth \$2 million.

Trapp is in favor of the two roundabouts and believes it enhances safety, fills the Vision Zero mandates and keeps our word on the CIP plan ballot issue. Let's follow through with what we said we were going to do. We have utility issues at these locations for light. Let's fix this with road shifts through roundabouts. There are other issues in other parts of the city. I think we should cost share with the schools to eliminate stacking.

Skala stated that he wanted to increase impact fees years ago. Now, we don't have enough money to accomplish some of these projects because developers raised \$180,000 to beat a modest street impact fee. We have to get back to that concept. I will support this generally, but I want to go back to road impact fees. Residential development is going to have to bear more of the cost burden in the future.

Thomas added that he believes that there are intersections that need improvement. I believe we should target those intersections that have serious crashes. These intersections do not have problems of crashes and serious injuries. Pitzer indicated that he will support the two roundabouts with the addition of the crosswalk improvements. I think this will moderate driver behavior rather than encourage aggressive driving. We do need to follow through on our ballot promises. Don't divert those funds.

Sinclair Road will get busier over the next few years. I think we should ask the schools for more cost sharing.

Mayor asked if the ballot specified a roundabout or an intersection. Staff indicated that it is described as a location, not a design, and that both were bundled on the ballot. Cost share deal for school parking lot would have to come back for additional discussion.

Motion to approve passed 6 to 1 with Thomas dissenting.)

PH35-17 Proposed installation of parking gate arm systems in municipal parking facilities.

(Action: These two items are being considered in tandem. The first item is the public hearing only. The second item authorizes a specific action. The proposal is to install parking gate arm systems in six of the City's parking garages. Originally the plan had been to install one or two gates in garages over the period of 4 years, but the annual increase in cost and the deployment of crews to Columbia could cost a minimum of \$2,500 per garage each time a new crew was deployed. A gate arm system will provide the following benefits:

1. More efficient enforcement and improved security.
2. Operational savings in reduced payroll by eliminating part-time attendants needed daily at the Plaza garage, and at the Short Street garage during special events.
3. Increased revenue as entrance and egress lanes for all garages will be controlled and contingent upon payment. The vendor projects a minimum of 10% revenue increase for hourly spaces in the garages once the system is installed.
4. A consistent, standardized system of lane control and payment at all garages which should dramatically improve customer service.
5. Detailed occupancy and inventory reports for all garages.

Total cost for the project is estimated to be \$930,000. The Council has already approved an appropriation of \$886,193 in April of this year from the parking utility retained earnings account. While the actual fiscal impact of this project is unknown, a 10% increase in hourly parking fees should be realized by this move. Staff recommends approval of this project by the acceptance of the next agenda item.

Staff indicated that people could use all sorts of payment forms and that this would not affect permit parking access. Skala asked if this was the most expensive version of the bids. Two bidders were eliminated because they did not meet specs. The high bidder of all was also eliminated. This option has a scanner rather than a system that requires the insertion of a ticket into a machine. First two gates will be finished by April, then the rest will begin to come online.

Peters asked about the \$1 million cost. This proposal includes spare parts, warranties and a technician located in St. Louis. Gates could last between 10 and 20 years.

Trapp asked about parking data and indicated that this will help us gauge real use and allocation of parking use. Will this allow us to display how many spaces are available in a garage at any time? Staff indicated that they are doing one pilot on one garage.

Public hearing was opened.
No public input.

Discussion moved to authorization under B291-17.

B291-17 Authorizing installation of parking facility gate arm systems in municipal parking facilities; ratifying the request for proposals issued by the Purchasing Division and authorizing a contract with HUB Parking Technology USA, Inc.

(Action: A motion to accept the bid was made.

Motion passed unanimously.)

PH36-17 Proposed construction of the Antimi Sports Complex improvement project.

(Action: Brief staff report enumerating improvements planned.

Public hearing was opened.

First speaker represented Diamond Council in support of the proposal.

Skala asked if lighting was included in this package. Staff indicated that would have to come later.

Discussion moved to authorization bill.

B294-17 Authorizing construction of the Antimi Sports Complex improvement project; calling for bids for a portion of the project through the Purchasing Division.

(Action: Motion to approve.

Motion passed unanimously.)

PH37-17 Voluntary annexation of property located north of Gillespie Bridge Road and approximately 1,500 feet west of Louisville Drive (Case No. 17-172).

[See B305-17 under Intro & 1st Read/Mayor Memo]

(Action: **This is a scheduled public hearing and no vote will be taken on this item at tonight's meeting.**

A final vote will be held on this item in November.

Staff presented an initial report. The subject acreage is contiguous to the City's municipal boundary on its east where it adjoins the Westcliff subdivision. The request includes two separately owned and described parcels zoned Boone County A-2 (Agriculture). The parcel on the east side (the Andrews parcel) contains approximately 37 acres and the parcel on the west (the Overton parcel) contains 17 acres. The owner of the Andrews parcel is seeking A (Agriculture) zoning and the owner of the Overton parcel is seeking R-1 (Single-family dwelling) zoning upon annexation. The Andrews parcel is currently in agricultural use, and does not include any permanent structures. The Overton parcel is currently vacant and unimproved. A concurrent request (Case # 17-171) is being reviewed for a proposed 38-lot preliminary plat on the Overton parcel that is expected to be considered by Council at its November 6, 2017 meeting.

The subject site is not presently contained within the Urban Service Area as presented in Columbia Imagined. This does not prevent the annexation of the property as Columbia Imagined lays out possible considerations for analyzing such parcels for potential inclusion into the municipal limits. Principally, City contributions for CIP projects that would benefit sites should be limited, and impact fees should be considered. At this point, no public investment will be involved in the extension of sanitary sewer or other utilities to the site. To provide sanitary service, the site has the ability to connect to a 60- inch

sewer trunk line that is located along the east side of the Andrews parcel. This would require an extension of a 1,500-foot gravity sewer main from the trunk to the edge of the Overton parcel, for which the applicant is also seeking approval of a preliminary plat for a 38-lot residential development. In this sense the Overton parcel would normally be considered capable of being served by the sewer utility, as would other areas west of Perche Creek. The property is located outside of the City's service territories for water and electric service.

Gillespie Bridge Road provides access to the south side of both parcels. It is maintained by Boone County, but transfer of maintenance responsibilities could occur in the future if additional annexations occur, as determined by City and County officials. The roadway is an unimproved two-lane street with approximately 40 feet of pavement inclusive of roadway shoulders. The CATSO Major Roadway Plan identifies the street as a minor arterial, which would require a total right of way of 100 feet, with a street cross section that includes up to 52 feet of roadway as well as sidewalks and pedways. Future upgrading of the roadway would likely be at the expense of the City. The future subdivision of property will require the dedication of the necessary right of way for a minor arterial; however, as the Andrews parcel is currently in agricultural use, and is located entirely in the flood plain and partially in the floodway, the likelihood of the subdivision of the property in the future is uncertain, and necessary right of way would likely need to be acquired if a road project was anticipated in the future. Sidewalk construction is also required when a property is platted.

Gillespie Bridge is also known to become impassable due to flooding at times. Data collected by different City and County departments indicate the road has been flooded 11 times over the past three years. Floodway and flood fringe areas were highlighted and differentiated. Public Works has noted that in order to correct the problem, a major roadway project would need to be initiated to evaluate the roadway and possibly replace the bridge and approaching roadway to prevent the flooding. There is currently nothing in the CIP in regard to this project, and no plan or agreement is in place with the applicant to mitigate the impact of the flooding. Furthermore, potential long-term growth of the City west of the portion of Gillespie Bridge that is susceptible to flooding may expedite the need to upgrade the roadway to eliminate its impassibility during flooding to ensure uninterrupted delivery of public safety and other services to the adjoining residents. The County has jurisdiction over the road west of the bridge. Other City services that will be provided in the future upon annexation include Solid Waste, Fire and Police, code enforcement, etc. Currently, the closest fire station to the site would generally be the City's Station #6, which is located east of the site a little less than 2 miles. The most direct access the site from the station would be from the east along Gillespie Bridge Road. In the event that Gillespie Bridge Road is impassible, emergency services would be dispatched from the Midway fire station (Boone County) located north of I-70.

The Planning and Zoning Commission considered this proposal at their September 21, 2017 meeting. The Commission voted (5-3) to permanently zone the Overton parcel R-1 as requested. The Andrews parcel requested R-1 zoning as well; however, the Commission recommended A (Agricultural) zoning, similar to staff's recommendation. Updated annexation petitions, dated October 6, 2017, for the Andrews parcel are attached to reflect their consent to the Commission's recommended zoning. The 38-lot preliminary plat (Case #17-171) was also considered concurrently with the permanent zoning request. The Commission voted to recommend denial of the preliminary plat (5-3), due in part to concerns with lots within the flood fringe (i.e., flood plain).

Public infrastructure extension/expansion would be at the cost of the developer. Public infrastructure maintenance such as roads and sewers, as well as public safety and solid waste service would be provided by the City. Future impacts may be offset by increased user fees and property tax collections.

Skala asked about any discussions with the developer regarding set aside of parkland. Staff referred question to the applicant. Peters asked about R-1 vs A-1 and how the property would be zoned. Staff indicated that applicant changed from R-1 to A-1 on the Andrews parcel and that F-1 (Floodplain) would probably trump everything.

Thomas asked about urban Service Area. Staff worked through a map and indicated that the Urban Service Area was advisory but that the Breckenridge subdivision had altered some of that concept.

Public hearing was opened and an engineer appeared on behalf of the applicant. Indicated that a more complete presentation will be forthcoming in November. Addressed Skala's question and indicated that some parkland is under discussion. Also indicated to Peters that they had changed the zoning request to A-1 on part of the property.

Next speaker indicated that he was part of the Perche Hills Estates subdivision. He represents those people. They oppose the annexation because it will change quality of life. They have a very rural setting. Flooding is a major concern in the area and they believe that this new development will make the problem worse. Last year they lost bridge access for one month. This will make the area unfunctional. The flooding really does go all the way to Coats Lane and that is part of the annexation property. There is another big subdivision on UU. We never thought the city would go all the way out there. There are some other projects that if the sewer ever crosses the road all the county land will come into the city.

Next speaker indicated that he lives right across from the annexation property on Gillespie Bridge Road. The dynamics of the area is dramatic between the city and county part. We want to keep the openness of the area on large lots. I cannot see any other houses from my house. I don't want to lose that. Most of the property that is being asked to be annexed is a flood area. It does not make sense for the city to take responsibility for flood area. The developer wants to cram as many houses as he can into one small part and connect it with flood area. The county took some extra right of way from my property and it made me tear down an old barn. There are some great 100-year old trees and the new developer wants to fill in a few parts with dense housing then hop, skip and jump around the other parts of the property. Frustrated that he bought in the country to avoid the city now here it comes.

Next speaker believes that there will be excessive public infrastructure costs in this area. Flooding mitigation will cost more than engineer indicated. I am asking for no annexation so lots will have to be minimum of 2.5 acres.

Next speaker lives on the city side. On the city side the lots are about 1.5 acres. On the county side the lots are 2.5 acres or larger. Don't put these smaller houses in between. I think they are just trying to get the sewer out to that general area.

Hearing was closed without a vote. Final vote now scheduled for November 6.)

OLD BUSINESS

B214-17 Amending Chapter 24 of the City Code to add a new Article X pertaining to public utility rights-of-way management.

(Tabled at the August 7, 2017 Council Meeting) (Staff recommends tabling to

the November 20, 2017 Council Meeting.)

(Action: Staff indicated that they recommend additional time. Mayor indicated that he has some additional utilities who want to weigh in on this issue and will provide an amendment to the current draft legislation before it is ultimately considered. City Manager accepted that additional input.

At the October 3, 2016 pre-council meeting, staff prepared a presentation for Council concerning a proposed addition to Chapter 24 of the City Code as it relates to management of the City's public utility rights-of-way. Many of the local utility companies believe they are working under Franchise agreements that allow them to work and perform closures within the rights-of-way without proper notification, required permits, and city approved traffic control plans. These Franchise agreements, in most cases, have expired. Council directed staff to work with local utility companies and bring back a draft ordinance for Council consideration. On November 30, 2016, staff met with representatives from Ameren, Boone Electric, CenturyLink, Charter, Mediacom, Socket, Water District 9, and Water District 1, to discuss staff concerns. Staff also provided the company representatives with a copy of the proposed draft ordinance and requested feedback.

This proposed ordinance follows the current standards as identified in the Manual on Uniform Traffic Control Devices (MUTCD), providing for better oversight and accountability for work completed within the public rights-of-way and to ensure that any damaged infrastructure would be required to be repaired to City specifications in order to maintain a safe right-of-way for the public. Right of way management is delegated by the Director of Public Works to the Building and Site Development (BSD) division of the Community Development Department. For staff to fully implement and enforce this ordinance as written, BSD is requesting an additional Engineering Technician (site inspector) position and a reclassification of an existing Engineering Technician position to a Right of Way Technician. These two positions are essential to manage the requirements of this new ordinance as well as the previously adopted legislation commonly referred to as the "public inconvenience fee". If Council passes the ordinance to amend Chapter 24 of the City Code to include a new Article X, "Public Utility Rights-of-Way Users", Sections 160 through 172, staff estimates a minimum of \$84,000 in additional revenue related to permit fees; and approximately \$68,097 in added personnel costs so there would be no negative impact to the budget.

Motion to table was made.

Motion to table until November 20 was approved unanimously.)

B288-17 Approving the Final Plat of Breckenridge Park, Plat No. 1 located at the western terminus of Smith Drive and approximately 3,000 feet west of Scott Boulevard; authorizing a performance contract (Case No. 17-135).

(Moved to Old Business from Consent Agenda for consideration.)

Pitzer asked if there was a scheduled payment in lieu of the construction of a sidewalk had been determined. Staff indicated that it was \$127,000. Pitzer asked if there was some sort of formula. Staff indicated that it was negotiated based on general construction rates. There is no determined time limit on the expenditure of those funds with a claw back provision. All public streets will have sidewalks.

No public comment.

Motion to approve passed unanimously.)

B290-17 Authorizing a contract for sale of real estate with RLR Properties, L.L.C. for the

purchase of properties located at 7 Third Avenue, 9 Third Avenue and 19 Third Avenue.

(Moved to Old Business from Consent Agenda for consideration.)

Pitzer asked about the history of these properties and how they came to the attention of the city. City staff contacted the owner of these lots seeing these as an opportunity. They are narrow lots that could fit the profile for affordable, energy efficiency homes. We use CHODO funds to acquire then have a pipeline for construction. Pitzer asked how many homes are IN that pipeline. These three plus an additional 4 that are under development currently. Pitzer asked if these lots were ever advertised for sale. Staff did not know. These were identified by city staff. The fiscal impact listed in this proposal is based on federal fund expenditures. No public money is currently pledged. Public comment was opened.

First speaker is on the Affordable Housing Commission and indicated that they supported these three lots to put into the pipeline. Specifically, the three lots are within the strategic plan area and are also on a single street. This protects the city's investment in affordable housing.

Pitzer asked how they found out about these properties. Speaker indicated that there had been some problems with some alley access behind lots and it seemed like it might be a good idea. Trapp indicated that some of these lots were being looked at as foreclosure lots and that sometimes the lots alone can cost \$30,000. One Realtor indicated that these lots could be had for \$15,000 apiece (\$45,000 total). This way we got three lots for the general price of 2. With the alley running behind it and the depth of the lots we may be able to get an additional unit on the property. The city will maintain the alleys, and now we can improve the whole area. Trapp thought the whole system was working correctly on this project and that it worked well with both the strategic plan and the Affordable Housing first-time buyer program.

Pitzer wanted to make sure we did not buy too much property too fast in the event that the program was not functioning well. Also wants to make sure we are not choking out private development. Skala added that when the land trust was being developed we did talk about capacity of the program. Don't go too far, too fast. Staff indicated that that was correct and that they believe these homes will be buildable and marketable.

Motion to approve was made.

Motion to approve passed unanimously.)

CONSENT AGENDA

(All items remaining on Consent Agenda Approved unanimously. Ruffin abstained on R138-17.)

B288-17 Approving the Final Plat of Breckenridge Park, Plat No. 1 located at the western terminus of Smith Drive and approximately 3,000 feet west of Scott Boulevard; authorizing a performance contract (Case No. 17-135).

(Moved to Old Business for consideration.)

B289-17 Approving the Final Plat of Tower Industrial Park, Plat 1-A, a Replat of Lot 3, Tower Industrial Park, located at the terminus of Tower Drive and north of Prathersville Road (Case No. 17-206).

B290-17 Authorizing a contract for sale of real estate with RLR Properties, L.L.C. for the purchase of properties located at 7 Third Avenue, 9 Third Avenue and 19 Third Avenue.

(Moved to Old Business for consideration.)

B292-17 Authorizing construction of renovations to Fire Stations #4, #5, #6 and the Fire Training Academy facility; calling for bids through the Purchasing Division.

B293-17 Amending Ordinance No. 023301 to change the effective date for parking fee rate changes to January 1, 2018.

Council Memo

B295-17 Authorizing an agreement with the Columbia Public School District for playground improvement projects at New Haven Elementary School and West Boulevard Elementary School.

B296-17 Authorizing a memorandum of understanding with the Missouri Department of Health and Senior Services for the issuance of birth and death certificates and associated technology activities.

B297-17 Authorizing Amendment No. 3 to the program services contract with the Missouri Department of Health and Senior Services relating to the Teen Outreach Program (TOP); appropriating funds.

B298-17 Authorizing a letter of agreement with the Missouri Department of Health and Senior Services for the Stock Healthy Shop Healthy (SHSH) program as part of the Healthy Eating Active Living in Local Communities program; appropriating funds.

B299-17 Authorizing an agreement for electric service with Boone Electric Cooperative for the sanitary sewer pump station serving Fox Creek Subdivision.

B300-17 Authorizing the City Manager, or the Manager's designee, to enter into commercial recycling baler (CRB) program agreements with Columbia businesses.

B301-17 Authorizing a master agreement with Midcontinent Independent Transmission System Operator, Inc. (MISO) for installation of data links to primary/backup control centers for the continued exchange of information relating to the status of the electric transmission system.

B302-17 Accepting a conveyance for water main purposes.

B303-17 Accepting conveyances for sewer, utility and drainage purposes; accepting Stormwater Management/BMP Facilities Covenants.

R138-17 Authorizing a social services provider agreement with Columbia Interfaith Resource Center, d/b/a Columbia Alliance to Combat Homelessness, for overnight emergency shelter services.

R142-17 Setting a public hearing: proposed construction of the Clary-Shy Community Park - Agriculture Park - Phase I improvement project.

R143-17 Setting a public hearing: voluntary annexation of property located on the west side of Old Plank Road and north of Glasgow Drive (1001 W. Old Plank Road) (Case No. 17-212).

R144-17 Authorizing Amendment No. 1 to the professional engineering services agreement with Bartlett & West, Inc. for the Forum Boulevard and Green Meadows Road intersection improvement project.

R145-17 Authorizing agreements with various arts and cultural organizations; authorizing agreements of up to \$500 per agreement for arts programming or services for cultural organizations.

Council Memo

R146-17 Approving Preliminary Plat No. 3 of The Gates, a partial revision to Preliminary Plat No. 1 & 2, located on the south side of Old Plank Road and Wentworth

Drive (Case No. 17-101).

NEW BUSINESS
(None.)

INTRODUCTION AND FIRST READING
(All items introduced as indicated.)

B304-17 Authorizing a collective bargaining agreement with Columbia Police Lieutenants' Association.

B305-17 Voluntary annexation of property located on the north side of Gillespie Bridge Road and approximately 1,500 feet west of Louisville Drive; establishing permanent R-1 and A zoning (Case No. 17-172).

B306-17* Approving the Final Minor Plat of Arrowhead Lake Estates Plat 3, a Replat of Part of Lot 35a Arrowhead Lake Estates Plat No. 2, located on the east side of Lake Arrowhead Drive and approximately 1,200 feet north of Sinclair Road; granting a design adjustment to allow a tree preservation area and steep slope area to be incorporated into a residential lot; requiring dedication of a tree preservation easement (Case No. 17-167).

B307-17 Approving the Final Plat of Athens Subdivision Plat 1, a Replat of all of Lot 281 and Lot 282 of the Original Town; granting a design adjustment relating to street intersections (Case No. 17-216).

B308-17* Approving the Final Plat of Willow Falls, Plat No. 2 located on the south side of Sunnyridge Lane and east of Creasy Springs Road; authorizing a performance contract; authorizing a developer agreement; accepting conveyances for road access and temporary construction purposes (Case No. 17-82).

B309-17* Approving the Final Plat of Kitty Hawk Manor, Plat No. 7, a Major Replat of a Part of Lot 66 & Lots 67-68 of Kitty Hawk Manor Plat No. 2 & Stinson Avenue, Vacated by Ordinance No. 13357, and a Tract Located in the North Half of Section 6, Township 48 North, Range 12 West, located at the terminus of Gypsy Moth Drive and approximately 1,400 feet west of Parker Street; authorizing a performance contract (Case No. 17-210).

B310-17** Approving the PD Plan for Schilb Antiquarian located on the west side of Providence Road (Case No. 17-211).

B311-17* Authorizing a cooperative agreement with the Missouri Department of Conservation for a Tree Resource Improvement and Maintenance (TRIM) grant to update and expand the current Urban Tree Canopy Analysis and development of a web-based Story Map to provide educational outreach; appropriating funds.

B312-17* Authorizing a non-federal reimbursable agreement with the Federal Aviation Administration for a commissioned flight inspection of the Precision Approach Path Indicators (PAPI), Runway End Identifier Lights System (REILS) and Medium Intensity Runway Lights (MIRLS) on Runways 13 and 31 at the Columbia Regional Airport.

B313-17* Authorizing a program services contract with the Missouri Department of Health and Senior Services for the Healthy Families Missouri Home Visiting program.

B314-17* Authorizing a grant agreement with the State of Missouri - Missouri State Council on the Arts for the Parks and Recreation Department Annual Heritage Festival and Crafts Show.

B315-17* Authorizing a business associate agreement with Application Software, Inc., d/b/a ASI and ASIFlex, for administration of the City's Health Flexible Spending Arrangement (Health FSA) and Dependent Care Assistance Program (DCAP).

B316-17* Authorizing construction of the El Chaparral riparian restoration project on a City-owned tract located along the south fork of the Grindstone Creek; authorizing the Purchasing Division to call for bids or contract for a portion of the work.

B317-17* Authorizing a software license agreement with Telvent USA, LLC relating to an electric and water outage management system.

B318-17* Appropriating funds received from the University of Missouri for Flat Branch Watershed Relief Sewer Projects 1 and 2.

B319-17 Approving the Clary-Shy Community Park - Agriculture Park Master Plan; authorizing construction of the Clary-Shy Community Park - Agriculture Park - Phase I improvement project; calling for bids through the Purchasing Division; appropriating funds.

B320-17 Amending Chapter 6 of the City Code to streamline trade licensing requirements.

B321-17 Amending Chapter 12 of the City Code relating to employment discrimination.

B322-17* Amending Chapter 13 of the City Code relating to alarm systems.

B323-17* Amending Chapters 1, 14, 15 and 16 of the City Code to update penalty provisions to be in compliance with statutory changes enacted by the Missouri legislature.

B324-17* Amending Chapter 16 of the City Code as it relates to harassment and peace disturbance.

REPORTS

REP80-17 Development of 47 Acre Tract located at 840 N. Strawn Road.

[Potterfield Property Diagram](#)

(Action: Staff presented a report on the Potterfield property. On March 20, 2017, Council authorized a charitable contribution agreement with the Larry

W. Potterfield Revocable Trust for the donation of approximately 47 acres of property located at 840 N. Strawn Road. Staff held a number of meetings and gathered comments and ideas for the potential use of this property.

- A. 4.06 acres - Central Missouri Humane Society (CMHS) facility to be constructed on the eastern side of Strawn Road
- B. 6.4 acres – dog park
- C. 1.0 acre - parking area to be located on the western side of Strawn Road
- D. 3.4 acres - future Columbia fire station
- E. 22 acres – surplus property for other uses

In order to meet the City's fire code requirements, a 12-inch water main will need to be constructed along Strawn Road from roughly the Bellwood Subdivision northward to the outer road (see attached diagram). The water main is estimated to cost between \$500,000 and \$600,000.

Staff believes that the floodplain along Strawn Road is undesirable and that a use for pets is appropriate for this location. The CMHS has requested that Council consider the location shown on the attached plan for their future home, and hope to begin fund raising efforts for

the new facility as soon as they receive Council approval.

The 2011 Access Justification Report identifies a planned relocation of Strawn Road. Due to the property location being adjacent to a future I-70 interchange, real estate professionals have indicated that the property has a higher use value. Staff is proposing a Request for Proposal be developed with a scope that would include the proposed development of the 22 acres identified as surplus property as well as the relocation of Strawn Road.

Discussion followed. The Mayor indicated that he does not want to promise any use of the land right now, but thought that potentially we could extend the city limits to that area, improve the land in that manner, make it more commercially valuable, and then sell that for a profit. We could have a master planner come in, then make a determination if we have land for the Humane Society or the fire department. The build out for some roads could fall to a potential developer. I am intrigued by this and do not think we can go wrong unless we spend half a million dollars on a water line. Peters thought we had no sewer to the area. Staff indicated that we can serve this area already. Peters also mentioned that this land has no public transportation link. Also wanted to know whether we have long-term leases, straight sales, or what.

Staff indicated that this was a proposal to plat the area, then decide what to do with the property. The Mayor indicated that he was not opposed to the Humane Society idea, but he wants to consider all the individual pieces first. Skala indicated that he wanted to keep the options open for some sort of a commercial tract. Also wants to figure out the disposition of the house on the property. This may be a valuable parcel. Mayor indicated that this could leverage MoDOT to build an interchange at the Sorrell's Overpass.

Trapp thought the idea of platting and annexation was OK, but he believed that the Humane Society is already located on public city land and that this would be a relocation, and that the fire stations are looking for station locations, including in the Second Ward. Believes that the Humane Society offers a first-rate service and that we could combine this with a dog park concept. On the other land, the commercial development could be great. Skala mentioned that dog parks in non-residential areas could be good. Pitzer indicated that we don't have to be too hasty. This could be a catalyst for additional commercial development, but we don't need to go first necessarily.

Mayor asked how we could do this. Staff indicated they could come back with a two-parcel plat and retain the land they want and the road corridor. Staff indicated if they partner with the Humane Society they will have to provide the water line. Staff will come back with a new report.

REP81-17 Columbia Vision Commission - Proposed Revised Ordinance.

[Vison Commission Proposed Changes to Existing Ordinance](#)
[Commission Chair Memo](#)

(Editor's note: In general, this proposal seeks to expand the authority of the Vision Commission. As indicated by the Commission Chair: ***"the Commission had essentially completed its work but saw a purpose for the continued existence of a citizen commission that serves as an intermediary between the Council and the citizens"***.

The Chair further explained in the attached memo: ***"the Commission shall seek public input by holding at least four public hearings annually. These hearings might be on specific segments of plans, issues of***

current public interest or they may become standardized as the process solidifies. Based on current events, the Commission might review plans and seek input regarding racial bias, housing availability or health insurance and care accessibility and review how city agency plans meet or address public perception of problems. We believe the Commission will provide a valuable service to the Council and the community through these activities, first, by being a clearinghouse for distilling and disseminating the complex and multi-faceted work of the city into formats and messages the public understands and wants to hear, and then, by feeding back to the city departments and Council the concerns the public has, in a coordinated fashion, for all involved parties.”

It should be further noted that this proposal seeks to eliminate many of the conflict of interest provisions that governed the work of the previous commission. **See attached Proposed Changes document for details.)**

Staff indicated that this will allow the existing commission to assume some additional responsibilities and introduced the proposal. Council indicated that they would like to have a worksession on this idea. Thomas asked if this commission would be responsible for the update to the strategic plan in 2019? Staff indicated that this was not specifically addressed. Trapp indicated that maybe they should be involved in the strategic planning process more than in implementation of the visioning plan.

Staff will plan some time for a council worksession on this topic for further discussion.)

REP82-17 Proposed Resolution Establishing a Mayor's Task Force on Bi-Centennial Celebration Planning.

(Action: The Task Force will be charged with the following basic responsibilities:

“The Columbia City Council establishes a Mayor’s Task Force for Centennial Celebration Planning, with the necessary staff liaison assigned by the City Manager, with the following duties and responsibilities:

SECTION 1. Plan citywide events that are historical, educational and honor Columbia’s rich history, which will be held from 2018 through 2021 to celebrate and commemorate the City of Columbia’s, the Village of Smithton’s and The Daniel Boone Tavern and Hotel’s, 100th and 200th anniversaries and the creation of Founder’s Park.

SECTION 2. Coordinate, budget, organize sponsorship, and market the events that celebrate the 100th and 200th anniversaries of the City of Columbia, the Village of Smithton and The Daniel Boone Tavern and Hotel and the Creation of Founder’s Park.

SECTION 3. Engage the community in planning for the celebrations.

Mayor asked for the creation of an inclusive group to guide this group and look at the future use of the McAdams property for the inauguration of Founder’s Landing. Wants lots of subcommittees including fundraising. Will ask for adoption of this resolution at a future meeting. Skala and Thomas endorsed the general idea. Thomas liked the documentation of the local history in terms of Civil War history. Trapp agreed. Peters indicated that she had talked with Boone County and wants to work in conjunction with the city. Ruffin indicated that creation of Founder’s Park works with the Gateway Committee.

No further action was taken.)

REP83-17 Training for Columbia Police Officers.

(Action: A report detailing the entire course of training that each Columbia Police Officer receives was presented to the council. The report shows more than 600 hours of training in the academy, physical fitness training, recruit training and additional training received both before and after they put on a

uniform. The training increases in terms of intensity as the training progresses, including everything from traffic stops and lost children to crime scene investigation and violent crimes. This does not include elective training that occurs throughout the year. More online training is anticipated in the future. A copy of that memo is attached here:

[COUNCIL MEMO ON POLICE TRAINING](#)

Trapp asked if this is a solid block of training or if it is interspersed with work duties? Staff indicated that no cop takes the street until they have completed the major block of this training. Staff indicated that if some people have already received significant training in an area they will receive an abbreviated version of some routine training procedures.

Peters asked for a little more specificity about mental health and other related issues. Staff indicated that it does change over time depending on trending issues, but it is a comprehensive program. Staff also indicated that implementation of various training programs is also frequently augmented by other agencies who have particular expertise. Hostage negotiation is an example of this sort of training and implementation. The highest level is not always on call, but can be called in from other agencies or off duty police in crisis situations. The situation often dictates the response.

REP84-17 Columbia Police Department - CALEA Accreditation Process and Update.

(Action: CALEA accreditation has two tiers. Tier one or initial accreditation, is for agencies like ours, who are seeking accreditation for the first time. Tier Two is for advanced accreditation. Tier one requires police departments to prove compliance with at least 230 standards.

There are three steps to the accreditation process: 1. Enrollment- This was completed in September of 2016. 2. Self-Assessment – this is a three-year process (we are currently 10 months into this 36-month process). 3. On-site assessment. This entails a team of CALEA assessors visiting our department, visually inspecting our daily operations, conducting interviews with employees and holding public and telephone question and comment sessions for members of the public to participate. Successful completion of the on-site assessment will lead to the Commission review at the next CALEA conference held after the on-site assessment. After the review is completed the Commission will advise us if we have been accredited or not.

CALEA standards are heavily based on written directives. CPD is committed to this process and we are currently revising our policy/procedure manual to make it a robust directive system that meets CALEA standards. CPD's goal is to have our mock assessment scheduled for May/June 2019. Depending on the results of the mock assessment, our hope is to have our official on-site assessment scheduled by September 2019 with the actual assessment taking place in late 2019 or early 2020.

Staff indicated that the current department is 25% through the process at this point in time.

REP85-17 Intra-Departmental Transfer of Funds Request.

(Action: Funds transferred upon approval of City Manager.

No Council action required.)

GENERAL COMMENTS BY PUBLIC, COUNCIL AND STAFF

Public

Speaker asked about SWAT training and mental health training. Looks like more training for SWAT than mental health. Seems to be a disparity. Thomas asked staff to respond. Staff indicated that there are

two different elements of training and that to look at a single entry does not indicate that that is the breadth of the training. Some people receive additional training in the academy, others receive additional training in other ways. The acronyms are confusing and some people receive additional training in specific areas. Sometime SWAT and negotiating techniques and mental health are intertwined. In the report, the minimums are listed. SWAT is specialized for some officers.

Council

Mayor announced that legal department has indicated that the Council needs to revoke the appointment to the TIF Commission that took place earlier in the meeting because the original appointment was invalid. The first time around, the appointment of Jeremy Root did not receive a majority approval of the remaining six city council members. (Four were required from members other than the Mayor. In the first round, Jeremy Root only received three votes from Council members, but the Mayor's vote was added in to make four. According to the rule, the Mayor can make the appointment, but cannot vote on his own appointment to create the fourth vote.) **The Mayor heatedly indicated that he had spoken to some of the applicants and that he thought the staff was trying to stack the commission. He proposed that if you want the staff to pick the commission, then vote no. If you want the applicants to stack the commission, then vote no. If you want us as a Council to pick the commission, then vote for my nominee, Mr. Root.**

Skala indicated that he heard some of this same information and he believes that there are some shenanigans going on, and not by this council. He will support Root.

City Manager indicated that we will be reimbursed for all expenses for Mr. St. Romaine and that he was invited to be our expert. In terms of reaching out to people to serve, that is routine, we do that for all commissions. Mayor interrupted the City Manager and indicated that such recruitment was beyond his authority and that it is a statutory requirement and the city staff should not intervene. City Manager indicated that they were not lobbying and that they were not eligible to vote.

Trapp indicated that he would be satisfied with anybody on the list. Thomas indicated that he thought the process was unusual since it required the Mayor appointment plus four affirmative votes. The legal staff interpreted case law. The Mayor indicated that the opinion was based on a 4th Class city in Lake Ozark. Skala said he felt like this was staff lobbying and really these appointments should be answerable to the Council. He further indicated that years ago the commissions were not as powerful as they are today. Now the boards have more power and influence and staff has begun to rely more on them. Skala indicated that he appreciated the City Manager's willingness to comment on issues, but remembered that he was once put on report for meddling in staff business by answering a question from the City Manager. Skala admonished the staff to give your best opinion, then move aside and let us do our work as council. Skala was not sure that the city legal staff is correct in this ruling. This is not a super majority sort of discussion.

Ruffin indicated that he did not know Mr. Root. He did know one of the other candidates and spoke to him and indicated he would support that candidate. He is willing to vote again. The Mayor indicated that he wants Root because he is an attorney who knows the law about TIF. Pitzer indicated that he voted no on Root because he sued the city, and while that might make him independent, that may also taint his opinion of the issue. Peters indicated that she knows Root, believes he is fair and did not hold his lawsuit against him.

Motion to appoint Jeremy Root to the TIF Commission was made by the Mayor. This time the motion was approved with Trapp and Pitzer voting No. Root was appointed to the TIF Commission.

In other business, Ruffin indicated that he encouraged Mr. Coley to come down and speak to the council earlier about the remarkable amount of street construction in front of his business. The Mayor indicated that he has asked the City to be as responsible to small businesses in downtown as private business. That is why we enacted the inconvenience fee. Staff indicated that Coley was NOT properly notified, and that staff takes responsibility. Contractor on the city project asked to close Broadway for three days. City turned down that request and it made a delay in the rest of the construction. Disinfection also took longer than usual – more than a week- because the test kept coming back bad. Mayor asked if we could get some signage indicating that Coley's Restaurant was indeed open for business. Staff indicated that the rebuilding of Lucy's was also to blame, but that the sewer line reconstruction was the biggest problem. Peters asked if they are going to open it up soon. Staff indicated that they are trying to move fences and back fill with gravel for public safety so the restaurant can operate normally during certain time periods. Ruffin indicated that Coley had to boil water and he is in the restaurant business. Thomas asked if they approach the owner of the business first. Staff said yes, and that they try to give the business owner a time estimate, but that it does not quite always work right. Skala indicated we should establish a policy for how to mitigate game day problems and other circumstances because this had a big impact on small business.

Ruffin asked if we have policies or not. Staff said yes but that this project went on for more than a year and the staff messed up. Skala indicated that it is not right that the city does not follow the same rules that private people are forced to follow. **City Manager indicated that in some cases the city does pay damages and they will talk to Mr. Coley.**

In another issue, Skala indicated that he wanted to know about public facilities like streetlights and sidewalks. People also ask about other land that might be able to be used for public purposes that the city owns. In the Second Ward, neighbors are putting together a proposal to use a duplex for a public purpose. Asked for a report on city-owned property. Skala then addressed Community Policing. He indicated that he has been around for quite a while now. Recommended an article entitled "Let's Talk" in Governing Magazine by the police chief of Washington, D.C. - the article gets into zero tolerance policies and how she made D.C. a model for community policing.

Skala mentioned that he just attended a national conference and that he was impressed by people discussing inclusion. Skala indicated that he believed it sounded like we were doing a lot of things right based on that discussion. I think we should talk more about these issues that we discussed.

Trapp brought up the fact that he will be running for re-election and wanted to make sure that information is published that advertises filing deadlines and elections. Filing opens October 31 and closes on January 9, 2018. Skala thought they should also say what the process is for filing early – or right up until the deadline. Also, Trapp wanted to know how the NAACP will react to training and community policing activities. The Mayor also indicated that we have to create our own system, it is about us, not about other cities.

Pitzer disappointed about finding out that in order to use the Strawn Road property we will have to install a \$500,000 water line. We never knew that before – and I have looked back at the minutes. It feels to me like the information we received back in March was incomplete. I think this type of

information should be disclosed. City Manager indicated that receiving a gift of property has no cost attached. The new proposals would require a water line, but back then we had no idea what to expect. Staff indicated that if they had used it as a park, there would be no water line required. If they develop commercially, then there will need to be a water line and somebody will have to pay for it – and we still couldn't say who will foot that bill.

Peters asked about update on Quail Drive. City has installed better lights and improvements. We do have more police on beats in that area. One citizen had asked for more things for kids to do. That has not particularly been addressed for kids particularly on Quail Drive, but there are parks in this city. City Manager indicated that some dead-end streets can be converted for basketball use – just have to see what we can do.

Thomas indicated he would support a resolution advocating endorsement of a community policing process in this community. We have models to look at and we can do this. Thomas indicated that permitting process for installing solar panels has changed. One installer may have to remove panels because of this change in policy. City Manager said he knew nothing about this and would look into it.

Staff
(No comments.)

ADJOURNMENT
(Time: 11:34 PM.)

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