



Columbia City Council Meeting Recap

Council Chamber, Columbia City Hall

7:00 PM

Monday, November 5, 2018

INTRODUCTORY ITEMS

Pledge of Allegiance

(Recited as indicated.)

Roll Call

(Present: Treece, Peters, Ruffin, Trapp, Thomas, Pitzer, Skala)

(Absent: Peters, Ruffin.)

Approval of Minutes

(Minutes from October 15 were approved as presented.)

Adjustment of Agenda

(Pitzer asked to abstain on B172-18. The Mayor asked to move R170-18 from the Consent Agenda to New business.)

SPECIAL ITEMS

SI13-18 American Public Power Association - Reliable Public Power Provider (RP3) award.

(Action: The Missouri Public Utilities Association representative appeared to present an award to the local public utility for outstanding service and reliability. Columbia is one of only 254 utilities to receive this award – and Columbia is one of only 16 cities receiving such an award. This is one of only five utilities that has received Diamond status. Achieving this status help the bond rating, the reliability and affordability of the utility. Being a public provider, citizens have a say, and that is important. You know where your power comes from and you create local jobs. Over the long term, local utilities provide more competitive rates. Also, public power utilities have less outages and are more reliable. The speaker presented an award to city staff.

APPOINTMENTS TO BOARDS AND COMMISSIONS

The Mayor appointed Thomas Jenson to the Mayor's Climate Action Task Force. This was an unscheduled appointment.

SCHEDULED PUBLIC COMMENT

SPC62-18 Robyn and Jacob Schelp - Impact of cuts to public transportation to my church and our members, as well as other churches in the area.

(Action: Two speakers appeared to advocate for public transit. The first speaker advocated on behalf of her church. She believes that public transportation is important to help people who come to their church for help. We help people get on the bus route. We reach out to people with disabilities. Cuts to transit will prohibit people from attending our activities. We hope we will see more action on this topic.

The next speaker indicated that his brother has a debilitating condition. Cutting bus lines will make it more difficult for people with disabilities to access transportation. He thanked the council for their time.

SPC63-18 Elizabeth Allemann, MD - Racism and maternal and child health.

(Action: A physician indicated that she has looked at data related to babies and mortality. Newborn outcomes reflect the health of the entire community and some statistics mirror statistics for other groups. Maternal mortality rates are very bad. We are worse than much of the rest of the world. It is worst for black and brown mothers. Infant mortality statistics are similar, although they are getting better slowly. Why does this happen in the United States? It is not poverty or access to care. Race is not a biological factor. What it seems is that there is systemic racism that affects the delivery of care, like it exhibits itself in education, policing and other aspects of life. We are asking for community-oriented policing and the lack of such a program hurts our citizens.

SPC64-18 Julie Ryan, COMO Safe Water Coalition - Water & Light's lack of coordinated planning and vision negatively affects Columbia.

(Action: The speaker stated that the current public water and light utility is inefficient and ineffective. She believes that they have done nothing to improve the quality of drinking water, and any efforts have been haphazard. The information they have provided is late and appeared after citizens were asked to vote for future funding. Water rates might be increased soon. We supported a gradual increase over time, but now we are looking at a rate system that may be greater than anyone expected. Is this a bait and switch? Do we have overzealous development? We were found to be out of compliance years ago, and now we are doing the least that we can to protect our water. Staff still intends to discharge lime to the Missouri River. We oppose that. This is not necessary. Columbia source water and surface water are different. We believe that the city manager and the utility director should resign their positions. What do we do when our city government asks more questions than provides solutions? The Mayor indicated that he believed there will be additional discussion about this topic at the end of tonight's meeting.

PUBLIC HEARINGS

PH39-18 Proposed construction of a traffic calming device on Walnut Street between Melbourne Street and College Avenue.

(Action: Recently, a pedestrian crosswalk with activated lights was installed on Walnut with the cooperation of Stephens College. Although this installation has been successful in bringing attention to the pedestrian crossing, there are still concerns about speeding on this portion of Walnut Street. Based upon this safety issue, a preliminary plan was developed to install a speed hump on Walnut Street west of Melbourne Street. This speed hump would slow westbound vehicles on Walnut Street as they are approaching the crosswalk and the intersection of College and Walnut Street. The improvement would cost approximately \$5,000.

Thomas asked if this was a part of the Neighborhood Transportation program. This is considered to be an urgent need. Pitzer asked if after the crosswalk was moved, have there been any differences in terms of safety? Staff said more students use the new crosswalk. Were other options considered? We did look at options to speed humps, and we did not want to do major changes that might be included in a longer-term solution. This addresses the current concern as an interim step. Pitzer thought the placement of the speed device was not accurate. Staff thought they could not place it any closer to the signalized intersections.

Skala asked if staff talked to Vision Zero or Benton Stephens neighbors. Staff said the full public process had been followed and that participation was low.

The public hearing was opened and no one appeared. The public hearing was closed.

Trapp indicated that he would support this initiative. Skala appreciated the effort to consolidate the crosswalk and offered a motion to approve the proposal.

The motion was approved unanimously.)

PH40-18 Proposed construction of the Country Club sanitary sewer relocation project located generally east of Old 63 and north of Walnut Street.

(Action: The Country Club Sanitary Sewer Relocation Project will consist of constructing approximately 225 feet of public gravity sewer main. The proposed sewer will tie to the Upper Hinkson Relief Sewer above the current tie in point, which will enable approximately 1200 feet of sewer to be abandoned. This option is less expensive than lining the existing sewer which is an old vitrified clay pipe scheduled for rehabilitation. Additionally, the relocation will remove the sewer and associated maintenance area from golf course fairway areas. Easements will be donated by the Columbia Country Club. Cost is estimated at \$85,000.

Skala noted that there was another more expensive relining option and wanted to make sure that the Country Club area approved of this? Staff indicated that they have. Skala made a motion to approve this proposal.

The motion was approved unanimously.)

(The following two items are being considered in tandem.)

PH41-18 Proposed construction of Phase 2 improvements to the digester complex at the Columbia Regional Wastewater Treatment Plant.

[See B273-18/Mayor Memo]

(Action: The Digester Complex rehabilitation project was included as a project to be partially funded by bonds approved by voters in 2013. The digester complex was originally constructed in 1983. The purpose of a digester is to perform anaerobic reduction of organic solids in the wastewater process. The process produces a stable biosolid that is land applied to agricultural property as a fertilizer. Digestion of the solids also produces methane gas. This gas is used to provide heat to maintain the operating temperature of the digesters and to provide heat for some of the buildings on site. Roofs on two of the four digesters are original (1983) and the other two were replaced in the 1990s, all are in need of rehabilitation or replacement. The mixing system for the digesters is outdated and inefficient and needs to be replaced. The original estimate for this project was \$4.1 million dollars. The current cost is \$7 million and includes operational costs.

It is anticipated that the Construction Manager at Risk type of design-build process will be used for the construction of this project. This is the first time we will try this approach. Usually we do a design-build approach. We don't just take low bids. We take experience into account and look at phasing, ongoing costs and timing. If we go through this process and do not like the hard bid, we have the right to return to the design build approach. The resolution estimate for this project is \$7,000,000.00, which includes design and construction costs. This project will be funded with Sewer Utility revenue bond funds, enterprise revenue and other such funds as may be lawfully appropriated.

Skala asked about the differential between the \$4.1 million bid listed in the 2013 Bond issue and asked why it is now \$7 million. Staff said that they have identified additional needs that could be included and that this is a blend of new items and inflation. The Mayor asked if this used funds other than the bond funds and staff indicated that that was the case. The mayor wanted to know who the construction

manager works for? Does the construction manager work for the city? Yes. Staff indicated that the construction manager is paid by the city. The mayor asked why a city employee is not already performing that responsibility. Staff indicated that there is a level of complexity that makes this outside contractor a reasonable choice? They further explained that there is a \$7 million estimate. If the contractor comes in over that estimate, they eat the difference. If they come in under, they keep the savings. This is a complex process.

Pitzer asked if there was a more qualitative basis for selection of contractors? Staff indicated that is true and that there is more consideration for ability to do the job rather than low bid. Pitzer asked if this approach limited the bid pool. Staff said that could happen but do not have broad experience in this regard. Pitzer asked if there are some firms that have expertise in this regard.

An engineer suggested that this is more of a qualification-based approach than a straight fee-based approach to bids. He said this allows for best value rather than simply low-bid scenarios. We can always go to a regular bid mechanism if we don't end up where we need to. Skala asked why other communities have adopted this approach and if there are problems. The speaker indicated that he was involved with a few such projects and that sometimes the contractor could become the provider. Another project in Kansas combined contractors to enhance the value of the project. The Mayor asked if you bring the contractor in before the bid, how do we know that we get the best price. The engineer indicated that a bid price is not established until after a contractor is selected, they have no guaranteed price and that the value proposition is retained due to performance guarantees.

The public hearing was opened.

The first speaker indicated that the Mayor was asking the correct question. He wanted to know if the contractor had a fiduciary responsibility to the city. He also wanted to know if the at-risk contractor was different than the general contractor?

The next speaker asked if this required the use of Missouri labor? He also wanted to know if the real estimate could be \$5 million rather than the \$7 million that was quoted. Peters asked if there were more phases to this project? Staff said there have been some other phases described, but that right now a fine=screen process improvement that could have been a phase 3 project is not needed. Right now, we are not under a regulatory mandate to upgrade.

Skala then asked if it is true that the At-Risk contractor is more beholden to the city than a general contractor? Staff concurred that that was the case. The Mayor asked why we can't just do the lowest and best bid criteria? Staff thought this might result in better quality and that change orders don't always make financial sense but that sometimes they enhance quality as the project goes along. City legal indicated that this is a two-step process and that the idea is to bring a contractor or engineer on early enough to help create the best package possible. Phase two of this process IS a bid process and is competitive. In the previous format, one contractor gets the bid. In this process, the subcontractors are bidding in the public arena for part of the project. The Mayor wanted to know how we can insure that we got the best deal?

The initial speaker indicated that if there are too few bids, they can adopt a different process. If they have competitive bids you have the ability to choose the best value if not the cheapest bid. Trapp liked the idea of trying this new project and indicated that we are not wed to this concept if it seems less than

desirable. Skala thinks this has some potential and that the two-step process does offer some protections.

A motion to approve was made.

Action on this item appears in the following entry.)

B273-18 Authorizing construction of Phase 2 improvements to the digester complex at the Columbia Regional Wastewater Treatment Plant; authorizing the Purchasing Agent to request qualifications for a construction manager-at-risk for the improvement project.

(Action: See previous description of project.

Motion to approve was made and approved unanimously.)

(The following two items are being considered in tandem.)

PH42-18 Proposed construction of a playground, fitness trail, second outdoor classroom and amphitheater at the Clary-Shy Community Park.

[See B268-18/Mayor Memo]

(Action: This is the public hearing for the Clary-Shy Community Park Improvements project. Proposed improvements include the construction of a playground, fitness trail, a second outdoor classroom, and amphitheater at a cost of \$242,500.00. The department was awarded a grant in the amount of \$400,000 by the Outdoor Recreation Legacy Partnership program (ORLP) for improvements at Clary-Shy Community Park.

Appropriation and approval of the grant will be handled under the next item. The grant requires all construction to be completed by May 31, 2020.

Trapp asked if the trail would connect with the school administration area and the staff indicated that it would.

No public comments were forthcoming.

Skala stated that he was a part of the ceremony that announced new improvements at the park and he thought it was a great ceremony and a true exhibition of collaboration. This is important on many levels.

See next item for final action.)

B268-18 Authorizing construction of a playground, fitness trail, second outdoor classroom and amphitheater at the Clary-Shy Community Park; calling for bids for a portion of the project through the Purchasing Division; authorizing a financial assistance agreement with the Missouri Department of Natural Resources; appropriating funds.

(Action: A motion to approve was made and approved by unanimous vote.)

B147-18 Authorizing an agreement for professional engineering services with TPR Enterprises, LLC, a/k/a EcoEngineers, for a feasibility study analyzing the potential for the City to upgrade its landfill gas to produce renewable natural gas to be sold as transportation fuel.

(Tabled at the September 4, 2018 Council Meeting.) (Staff recommends withdrawal.)

(Action: This proposal was withdrawn and no formal action was taken.)

(The following two items are being considered in tandem.)

A MOTION TO TABLE THESE TWO ITEMS WAS MADE AND ACCEPTED UNANIMOUSLY BY THE CITY COUNCIL.

B240-18 Approving the “Discovery Park - Landmark Hospital” PD Plan located on the east side of Nocona Parkway and the west side of Ponderosa Street (Case No. 18-165).

(Action: The 6.65-acre subject site is split-zoned M-C and PD and is generally located between Nocona Parkway and Ponderosa Street. Given the parcel’s split-zoned status, the PD Plan and its development parameters shall be applied to the entirety of the 6.55-acre site. The PD plan also serves as the revised preliminary plat for the subject site. A concurrent approval is sought for Discovery Park Subdivision Plat 5 (Case #18-164).

The PD plan shows the site is proposed to be improved with a future hospital not to exceed 45-feet in height and containing a building footprint of 30,000 square feet with an anticipated gross floor area of 90,000 square feet. The plan provides 317 parking spaces and 20 bicycle spaces. Thirty-four percent of the total site area shall be landscaping.

Access to the site is provided from the Nocona Parkway traffic circle to the west. Internal shared access is also to be provided to the northwest between the hotel/restaurant property parking lot for the TownPlace Suites hotel and restaurant. Aria Apartments are to the north and west and land to the south and east are undeveloped tracts of land and roadways (Ponderosa Street and US Highway 63). The proposed plan and hospital use are consistent with the development restrictions for the area, and fits the Commercial District designation as described by the Columbia Imagined Comprehensive plan. The landscaping, signage and parking requirements were reviewed and found to be in compliance with the Unified Development Code. The plan is not speculative in nature, the proposed three-story building is not out of scale relative to the adjacent hotel and apartments, the site has good access to major roadways, and positive community benefits may be realized by the hospital. Additionally, the area is served by adequate City utilities and services.

After limited discussion, the Planning and Zoning Commission voted 8-0 in favor of PD plan approval request and staff recommends approval.

TABLED

B241-18 Approving the Final Plat of “Discovery Park Subdivision Plat 5” located on the east side of Nocona Parkway and the west side of Ponderosa Street; authorizing a performance contract (Case No. 18-164).

(Action: The property was initially preliminarily platted under the Discovery Park Preliminary Plat Lot 19 (38.05 acres) and the PD plan (Case # 18-165) and this final plat allows for the subdivision of Lot 19 into a smaller tract for the development of the proposed Landmark Hospital.

The plat provides the required 10' utility easement along Nocona Parkway, a 16' drainage and utility easement along the southern property line, a previously dedicated 8' drainage and utility easement along the northern property line, and a 10' utility easement along Ponderosa Street. No additional right-of-way or public sidewalks are required along Nocona Parkway or Ponderosa Street. Pursuant to Section 29-5.2(d)(4) of the UDC, the plat does not appear to create any detrimental impacts or remove any restrictions that were previously relied upon by adjacent property owners or the City. Furthermore, adequate public utilities exist to support the lot. Staff has reviewed the plat and finds it is compliant with the subdivision provisions of the UDC and all other applicable requirements.

TABLED

(The following three items are being considered in tandem.)

B249-18 Voluntary annexation of property located on the east side of Bearfield Road, approximately 1,400 feet north of Gans Road; establishing permanent R-1 zoning (Case No. 18-109).

(Action: The applicant, Crockett Engineering Consultants (agent), on behalf of Alan E. Easley Trust and Virginia Easley DeMarce Declaration of Trust (owner), Valley View Gardens, Inc. (owner), and Bristol Lake Home Owners Association Number 1, Inc. (owner), seeks annexation of 18.88 acres, 11.22 acres, and 0.79 acres, respectively, into the City of Columbia and assignment of R-1 (One-family Dwelling) as permanent zoning.

The subject sites are zoned County A-1 (Agriculture), and generally located on the east side of Bearfield Road, approximately 1,400 feet north of Gans Road. The applicant has also requested concurrent approval of a 67-lot preliminary plat (Case #18- 30) which incorporates a draft development agreement intended to establish public infrastructure obligations as a means of addressing future development impacts on the existing infrastructure systems. Pursuant to conditions established within the ordinance approving the preliminary plat, the draft development agreement would need to be approved by Council prior to issuance of a land disturbance permit for the subject acreage.

The subject acreage is contiguous to the City's municipal boundary on the entirety of its south property line, which is approximately 2,000 feet in length. The request includes three separate parcels of land that are under separate ownership. However, as a note, the entire parcel owned by the Alan E. Easley Trust and Virginia Easley DeMarce Declaration of Trust (Easley Tract), is not part of the request – only 18.88 acres of an existing 86-acre parcel is included in the annexation request. It is worth noting the fact that only a portion of an existing tract would be annexed with this request, and that the portion that would remain in unincorporated Boone County includes the proposed locations of several future roadways that are included on the CATSO Major Roadway Plan (MRP). While nothing currently requires an applicant to include the entirety of a parcel when requesting annexation, had the parcel already been annexed into the City, they would be required to include the entire property in a preliminary plat.

The subject acreage is within the Urban Service Area as presented in Columbia Imagined and has access to City sewer. Water and electric services are provided by City utilities as described in the public hearing memo; both services will require extensions to serve the site. Other City services that will be provided in the future upon annexation include Solid Waste, and Police. Fire protection services are to be provided by the City of Columbia Fire Department and the Boone County Fire Protection District.

The site fronts Bearfield Road, to the west, which is a major collector that is a Boone County maintained roadway. Bearfield Road where it abuts the site is unimproved and includes approximately 22 feet of pavement width with no shoulders, and no curb and gutter. The CATSO MRP identifies a major collector (i.e. Bearfield Road) as requiring a minimum total right of way of 66-76 feet, with a street cross section that includes up to 32-44 feet of pavement, as well as sidewalks. The future subdivision of property will require the dedication of the necessary right of way for a major collector, and the associated preliminary plat reflects the required right of way dedication, which would be dedicated with the final plat.

Also, worth noting, although not directly related to this request, is the fact that a property that abuts this site (west across Bearfield Road) is subject to an annexation agreement, and adjacent to that property is another group of parcels subject to another annexation agreement. If this current site is

annexed, approximately 47 acres of property will be subject to annexation per the agreements, and at that time, staff will initiate proceedings to bring the annexations before Council for consideration.

Expansion of the municipal limits to accommodate this development is not without impact to existing city infrastructure. In light of this reality, staff has proposed that a development agreement accompany this requested annexation. The applicant has agreed to enter into such an agreement prior to the approval of site development plans.

The Comprehensive Plan's future land use map identifies most of the property as being located within a "Neighborhood District". The entire site is identified as "Sensitive Area" due to its location within the Bonne Femme Watershed study area. The plan includes several recommendations that are meant, among other goals, to mitigate impacts of development on water quality within the waterways in the vicinity, especially those that affect unique areas such as the Devil's Icebox Recharge Area.

Following the public hearing and limited discussion, the Planning and Zoning Commission voted (9-0) to recommend approval of the permanent zoning pending annexation.

Council approved the proposal unanimously.)

City staff continued with a description of the next item.

B250-18 Rezoning property located on the northwest corner of the Baxley Court and Bradington Drive intersection (4705 Bradington Drive) from District PD (Planned Development District) to District R-1 (One-Family Dwelling District) (Case No. 18-128).

(Action: Crockett Engineering Consultants (agent), on behalf of Valley View Gardens, Inc. (owner), seeks approval to rezone Lot 97 within Bristol Ridge Plat 1 from PD (Planned Development) to R-1 (One-family Dwelling). Lot 97 is shown as being located within the Bristol Lake Tract 2 PD Plan. The subject site is located at the northwest corner of Baxley Court and Bradington Drive and addressed as 4705 Bradington Drive. The lot was not platted as a buildable lot per note #6 on the plat, and the lot was meant to be replatted along with the redevelopment of the adjacent site, which is being requested per case #18-30. It is now not considered to be a buildable lot, but that use would change under this proposal.

Approval of the rezoning will allow it to be included in the submitted preliminary plat of Bristol Ridge (Case # 18-30) as a buildable lot, as intended when it was originally platted with the Bristol Lake Plat 1. The Planning and Zoning Commission considered this request at its meeting on June 21, 2018. Staff presented its report and the applicant gave an overview of the request. No other member of the public spoke during the public hearing. Following the public hearing, the Planning and Zoning Commission voted (9-0) to recommend approval of the rezoning to R-1.

Skala clarified that that this IS within the Urban Service Area. Staff indicated that this is in a general area defined as having potential karst landscaping, but that no specific instances of such formations have been identified. Peters asked how the Bonne Femme Watershed will be protected?

An engineer for the project indicated that this will all be in conformance with the manual requirements for this area. The state requirements are less stringent than the state requirements, and we will be bound by the more stringent requirements.

Trapp asked about roadwork and shoulder requirements. Staff indicated that there will be some right-of-way improvements but that this tract does not have a lot of frontage. Peters asked about the roads in

the future. The engineer indicated that they have discussed this with staff and that what they preferred was for us to do the initial grading and the improvement of stormwater pipes and infrastructure was what was really needed, rather than build something that would have to be changed later.

The public comment period was opened. The same engineer who had responded to some previous questions made a presentation. He indicated that this area is a pocket of land that is surrounded by the city. He described the infrastructure that exists in the area, including sewer that is only running at about 17% capacity. This is in city electric and water service areas. The one small lot in question was a remnant from the old plan, but now WILL be used as a single-family lot.

The engineer further explained that they were asking for exemptions in terms of trying to make connections as required since the usable land is surrounded by sensitive areas. Should we cut through the sensitive areas, or is it more appropriate to avoid those areas to prevent adverse impacts? This will not make anything more dangerous. It will limit some vehicular traffic, but it will not cut off bicycle or pedestrian traffic. The new code gives us a reason to ask for the exemption and it should be granted. The staff includes this observation in its report.

Additionally, we are asking for a design adjustment from block length. We can create a functional, safe neighborhood that works within the intent of the new code. Finally, we are asking to hook into the water line at a location that will cost us more, but that will result in better water pressures.

Skala asked about the exception to block length. Does this have any impact on emergency vehicles? No. The only difference could be 2 to 3 seconds. Peters asked if the fire department had signed off. Staff indicated that they had received no objections. Staff also indicated that the new block length standard was not hard and fast and that some consideration should be given to variances in block lengths when compared to impact. Lot sizes in this subdivision will be moderate compared to surrounding uses. The Mayor asked about anticipated home costs and suggested low 200's. The engineer suggested that the homes would more likely be mid 200's to 300's.

The Mayor asked the staff to talk more about the plat request that is associated. Staff indicated that there are some lots that are closer to Clear Creek that caused some concern. He also noted that the engineer had mentioned that there are some grades within the subdivision that may warrant the differential in block length. He also mentioned that fire service is maintained even though some other connections may be waived as part of this action. A final connection to other streets is not finalized since some roads have not yet been built. The engineer stated that they appeared before the CATSO committee and noted that there are some other area roads that are steep and that there may be some other ways to route area roads, pushing further north, and that might be a better option rather than making us adhere to the current plan. We don't want to have to put major roads through our residential where we don't have to, but we do understand that there will need to be future connectivity and road completion. There are also steep slopes and sensitive areas. CATSO was also looking for easier road routes. They have a straight-line idea, but maybe it needs to have an offset at Bearfield because of some steep slopes.

Additional public comment was solicited.

The first speaker indicated that she had a prepared presentation. The speaker stated that there are sensitive areas around Clear Creek and that these feed into Rockbridge State Park. She noted that white

nose syndrome can kill bats in the park. Since this is already a threat, she believes that urban runoff causes petroleum poisoning and that development in this area overall needs to be limited.

There was no further public comment,

Thomas asked about offsite improvements by the developer. Staff indicated that road grading, extension of water lines to the site and other infrastructure connections will be the responsibility of the developer. This was done at the suggestion of the city staff. Thomas asked how the staff determines the value of offsite improvements and how one thing offsets the cost of another. Staff suggested that they look at known costs for certain improvements and other estimated costs for different activities. Staff indicated they could go back to other projects and look at some actual costs for comparison, but that was not done specifically in this case.

Peters asked about impact on bats in Rock Bridge State park. The engineer indicated that all floodway and flood plain properties are not in buildable lots and that they must adhere to both tree preservation and water flow from the property that controls both quality and quantity. Pitzer asked about water quality standards in the county and city. The engineer suggested that its like the difference between a PC and a MAC computer. The outcome is the same, but the rules are written differently. Skala brought up the case of Indiana bats. The engineer stated that they did evaluate the Indiana bat habitat and that it was evaluated prior to the submission of this plan. Trapp believed that the preservation of Clear Creek warranted some of the exemptions requested. Skala noted that curvilinear streets are better than straight streets in terms of design

Council approved the proposal unanimously.)

B251-18 Approving the Preliminary Plat for “Bristol Ridge” located on the east side of Bearfield Road, approximately 1,400 feet north of Gans Road; granting design adjustments relating to street connections to undeveloped land and subdivision block lengths; setting forth a condition for approval (Case No. 18-30).

(Action: Crockett Engineering Consultants (agent) on behalf of Fred Overton, Inc. (contract purchaser) is seeking approval of a 67-lot preliminary plat on R-1 (One-Family Dwelling) zoned land, to be known as “Bristol Ridge”, pending annexation and permanent zoning. Additionally, the application is seeking design adjustments from Sections 29-5.1(c)(3)(i)(H) and 29-5.1(c)(3)(ii) of the UDC pertaining to connection to undeveloped lands and block lengths, respectively.

The 31.01-acre subject site is generally located on the east side of Bearfield Road, approximately 1,400 feet north of Gans Road. This request is associated with Case #18-109, which is the annexation of most of the subject site. It is also associated with Case #18-128, which is the rezoning of a lot that is located in the adjacent subdivision. The proposed preliminary plat will incorporate this lot in to the proposed subdivision, pending the approval of its rezoning from PD to R-1. The requested preliminary plat includes the creation of 59 single-family lots and 8 common lots, with most of the common lots used for stormwater purposes, tree preservation and for sensitive areas. The preliminary plat includes the future dedication of the required half-width right of way for Bearfield Road (33 feet), which is identified as a major collector on the City’s Major Roadway Plan. The proposed layout provides street connections to the existing subdivision to the south, Bristol Lake, and to Bearfield Road to the west. The site layout also provides for a future connection to the future Parks Department trail that is proposed along Clear Creek. The Planning and Zoning Commission considered the preliminary plat request at their June 21, 2018 meeting. Staff presented its report and the applicants, and their representatives, gave an overview of the request. Commissioners inquired on the status of the off-site MRP streets and on possible street

connections to offsite properties, which is the subject of one of the requested design adjustments. One member of the public spoke during the meeting and shared concerns with increased traffic along Bearfield Road. Following additional discussion by the Commission regarding street connectivity, the Planning and Zoning Commission voted (5-4) to recommend approval of the preliminary plat with the associated design adjustments.

Council approved the proposal unanimously.)

B256-18 Authorizing an agreement with Boone County, Missouri relating to ongoing maintenance responsibilities of roads along the geographic boundary of the Columbia city limits.

(Action: In the past, major roadway maintenance required a separate agreement between the City and County for each road along the geographic boundary of the city limits. Over the last year, staff from both agencies worked together to determine an equitable distribution of roadways; recognizing it's more effective to strategically plan limits of maintenance responsibility rather than only using annexation limits to dictate responsibility.

Therefore, a road maintenance agreement establishing responsibilities and formalizing the understanding between both agencies regarding ongoing maintenance responsibilities of roads along the geographic boundary of the city limits has been developed. It is the intent of both agencies to create an online, GIS-based map viewer that easily identifies which agency is responsible for maintenance of each road.

This agreement will automatically renew for additional one-year terms unless terminated by either agency. City and County staff believe that this agreement represents a best effort to create a neutral cost scenario for both agencies with respect to the long-term costs of roadway maintenance.

The county spoke in favor of the bill.

The proposal was passed by unanimous vote of the council.)

B257-18 Amending Chapters 11, 22 and 24 of the City Code relating to the storage, disposal and cleanup of fats, oils and greases by food establishments.

(Action: There are currently several ways that downtown food establishments dispose of liquid fats, oils and greases. While some have an internal storage tank where these liquids are siphoned off by a private company, others use privately owned and operated grease bins placed outside their establishments, with some placed in the public right-of-way. All of these bins are owned by out-of-state companies.

The most problematic grease bin locations have been those located in the public right-of-way without written permission from the city. The cautious approach to date is to not remove the bins because of the potential that the grease will be placed in dumpsters. The work group has identified some of the grease problems as follows:

1. The outdoor grease bins are smelly and unattractive and create a nuisance environment for pedestrians and neighboring businesses.
2. The grease often overflows and may discharge into downtown streams during rain events.
3. The overflow creates a pedestrian hazard for people walking through alleys.
4. The grease bins are often shared so no one takes responsibility for problems and the city is unable to cite businesses for misuse.
5. Private grease companies are using public right-of-way without permission.

Staff is requesting to amend Chapters 11, 22 and 24 of the City Code to require food establishments to properly store and dispose of fats, oils and greases, and to make it unlawful to place these liquids in trash compactors and dumpsters within the boundaries of the Downtown Community Improvement District.

Pitzer asked how many companies operate in the city. Staff estimated that there may be 15 or so providers. There is no regulatory oversight. Sometimes grease containers show up in places they are not supposed to be. The city has taken a slow enforcement approach because they did not have a specific alternative and were afraid of dumping. Pitzer asked about the city doing the grease collection. Staff said they had discussed this in the past but there was no plan for this and that they have no budget if this was included in the recycling effort. Pitzer thought that we had a city utility for solid waste because there were too many independent collectors. Why not collect grease the same way?

Peters asked about the best disposal method for grease and oils. Staff indicated that bags could work but that the liquids are the problem. Semi solids like grease are not the problem. Liquid oils are. Compactors make the problem worse since all the stuff gets squished. The Mayor asked about the alley north of Saki. It is filthy. We know who is dumping there. Why don't we take care of that? Staff said the best way to do this is to prohibit dumping in the first place. Then, you can start to assign blame or take additional measure. Peters asked what is the responsibility of the restaurants and how have they reacted to this proposal? Staff indicated that some places do a better job at grease handling than others, but late at night when the place is closing, some people may just dump. Trapp asked about phasing in this rule. Staff said they could phase it in, but at some point, you have to have a cutoff date. We will start with education and then move toward implementation.

Skala said that some of the restaurants do comply already and that the bad players give the whole thing a bad name. Let's phase this in. Thomas understood that there are some communal collections points. How would you fine the communal collector since there are several contributors to the container? Staff said that some containers are on city property. That won't be allowed any longer and those will be removed. That will be the responsibility of the service provider. Staff also indicated that some container companies don't charge users to dump grease and oil. Those companies make money off the used oils and make money off of resale.

Public discussion was opened.

The first speaker spoke on behalf of the Restaurant Association. He stated that he thought this can be a problem, but he would prefer to see a phased implementation because it could cause harm to smaller restaurants in the short term.

The next speaker stated that there are a lot of things including grease, roadkill, all kinds of things that are set out for disposal. Why not just put a hole in the side of the building and have two stainless steel basins and let the companies just suck the oil out by a collection company. No further speakers appeared.

The Mayor asked for a time frame for implementation. Staff suggested that the phase in of the amendment is not necessary, but a phase out of illegal collectors would be phased in.

(The motion to approve was unanimously agreed to.)

B272-18 Amending Chapters 13, 14, 16, 17 and 28 of the City Code as it relates to pedal trolleys.
(Action: The City has been approached by a local entrepreneur to start a Pedal Pub franchise business in downtown Columbia. In order for this business to operate, City ordinances require updates in order to define the term Pedal Pub and establish its footprint within the downtown area.

Law department staff has drafted an ordinance that outlines the responsibilities and requirements relating to pedal trolleys operating within the City of Columbia on streets where the posted speed limit is twenty-five (25) miles per hour or less, and bounded on the north by Park Avenue; on the south by Elm Street; on the west by Providence Road; and on the East by College Avenue.

Other requirements include, but are not limited to:

- Pedal trolleys must be operated for the primary purpose of providing guided touring and site-seeing of the city
- Operators must have a valid Class E driver's license
- Pedal trolleys shall only be operated between the hours of 10:00 a.m. and 10:30 p.m.
- Permitted only on a designated route as approved by the Public Works Director

The public hearing was opened, but no one appeared to speak.

The Mayor asked if any licenses had been issued. Staff said none had applied. The Mayor said there is a pedal pub company advertising for rides starting tomorrow, so how is that possible. Why did we go with sovereign immunity liability limits? Staff said they could have more insurance. The Mayor thought the limits were too low considering that 14 people could be on one of these vehicles.

The Mayor asked if this was the only request? Staff indicated that they had been approached by three different companies or individuals. Skala said he has seen one of these deals in another town and in that place, they provided both the pedal power and the drinks. You have to bring your own drink here, you can't sell it on the truck. Peters said this sounds like a bar on wheels. Can you drink a bottle of beer while you are riding around? Yes. But you can't get off with an open container. You can bring a cooler on board. "What is the advantage of this" asked Peters. Staff said in some towns these are very popular. Brian Ash, a former city council member, owns the franchise in Springfield. He reported that they had had no problems, they operate year-round, most riders are college age (except for some occasions), that they have not had problems with over consumption, most tours are two hours and there have not been any major problems. Peters asked about traffic. Staff said there were not problems because the trolleys are limited to slower speed streets. We are going to try to keep it off Broadway, but we would give them drop off points in alleys. This is just one more thing to do when you come to Columbia.

Skala asked why they are calling this a pedal trolley instead of pedal pub. Staff said it's because they don't sell liquor on the trolleys. We also don't want to use brand names. Has anyone talked to the police about this? Staff said the cops had been involved and that with the regulations we had proposed, this could be alright. Thomas said he could support this. The Mayor wanted to require \$5 million in liability coverage with a \$2.5 million individual claim. He also wants to approve this with a December 31, 2019 sunset clause in case it doesn't work out. Skala said that was OK with that and wants to have public input before the council cancels it.

A motion to amend with a sunset clause was approved unanimously.

A second amendment to increase liability coverages was brought up by the Mayor. He did not think that cities typically extended sovereign liability limits to private companies. The city does not currently have coverage requirements for buses or cabs, although there may be something of a liability requirement for vehicles for hire. Peters suggested running this by the risk management department of the city before we pass something.

The Mayor asked if we all agreed that no company can start doing this tomorrow morning because no one has a license. There seemed to be some agreement in this regard. Skala suggested that if we approve the concept, we could wait to impose the insurance requirement until they are licensed. Staff said they could look it up pretty quick and return to this item later in the meeting.

Discussion of this topic was suspended.

The council returned to the discussion and staff reported that there were lots of differences between insurance coverages for different types of vehicles and businesses since some had not been updated since 1964. They will return to this item later, but no formal amendment in this regard was adopted.
A motion to approve the bill as amended with a sunset clause, passed 5 to 1 with peters voting NO.)

CONSENT AGENDA

(All items remaining on Consent Agenda approved unanimously.)

B252-18 Rezoning property located on the south side of Heriford Road and west of Burlington Street from District R-1 (One-Family Dwelling District) to District M-OF (Mixed-Use Office District) (Case No. 18-173).

B253-18 Approving a major amendment to the MBS South Site Development O-P Development Plan located on the south side of Ash Street and approximately 400 feet east of Fairview Road by repealing Ordinance No. 022316; approving the "Boone County Family Resources" PD Plan; approving a statement of intent; granting design adjustments relating to parking lot landscaping and entry door placement (Case No. 18-175).

B254-18 Approving the Final Plat of "The Brooks, Plat No. 2," located on the north side of Highway WW and approximately 900 feet west of Rolling Hills Road; authorizing a performance contract; authorizing Amendment No. 1 to the development agreement with The Brooks at Columbia, LLC (Case No. 18-78).

B255-18 Approving the Final Plat of "Creeks Edge, Plat No. 4," located on the west side of Scott Boulevard and at the western terminus of Sawgrass Drive; authorizing a performance contract (Case No. 18-154).

B258-18 Amending Chapter 14 of the City Code relating to parking limitations on a portion of Waugh Street to update the elementary school name.

B259-18 Amending Chapter 22 of the City Code to eliminate the "Fast Passes" as a fixed route bus transportation fare option.

B260-18 Authorizing construction of two (2) roundabouts on Nifong Boulevard at the intersections of Nifong Boulevard and Sinclair Road and Nifong Boulevard/Vawter School Road and Old Mill Creek Road/Country Woods Road; calling for bids through the Purchasing Division.

B261-18 Authorizing the acquisition of easements for construction of two (2) roundabouts on Nifong Boulevard at the intersections of Nifong Boulevard and Sinclair Road and Nifong Boulevard/Vawter School Road and Old Mill Creek Road/Country Woods Road.

B262-18 Authorizing a contract with the Missouri Department of Transportation - Highway Safety and Traffic Division for a DWI enforcement unit; appropriating funds.

B263-18 Authorizing a contract with the Missouri Department of Transportation - Highway Safety and Traffic Division for DWI enforcement relating to sobriety checkpoints and saturation patrols; appropriating funds.

B264-18 Authorizing a subrecipient monitoring agreement with Boone County, Missouri relating to acceptance of the FY 2017 Justice Assistance Grant (JAG) Program Award to purchase equipment for the Police Department; appropriating funds.

B265-18 Authorizing an intergovernmental agreement with the County of Boone, Missouri relating to the Edward Byrne Memorial Justice Assistance Grant (JAG) Program and the allocation of FY 2018 funding.

B266-18 Authorizing a member agency agreement with the Missouri Department of Public Safety - Missouri Interoperability Center for access to the Missouri Statewide Interoperable Network (MOSWIN) radio network for public safety agencies.

B267-18 Authorizing acceptance of sixteen (16) MorphoTrack Rapid ID units from the Missouri Police Chiefs Charitable Foundation.

B269-18 Authorizing a program services contract with the Missouri Department of Health and Senior Services for WIC local agency nutrition services.

B270-18 Authorizing a program services contract with the Missouri Department of Health and Senior Services relating to the Teen Outreach Program (TOP).

B271-18 Accepting donated funds from the Community Foundation of Central Missouri to supplement the funding for the trust specialist position in the City Manager's Office; appropriating funds.

R165-18 Setting a public hearing: proposed construction of improvements at the Lions-Stephens Park to include replacement of the existing shelter and playground structures, installation of a sidewalk along Ann Street, installation of concrete pads for trash and recycling receptacles, construction of ADA walkways and the installation of additional amenities as funding allows.

R166-18 Setting a public hearing: consider adoption of the Columbia Wastewater and Stormwater Integrated Management Plan Final Report.

R167-18 Setting a public hearing: consider approval of the design concept proposed by artist David Spear for the Columbia Sports Fieldhouse Percent for Art Project.

R168-18 Setting a public hearing: voluntary annexation of property located on the northwest corner of the Prathersville Road and Oakland Gravel Road intersection (Case No. 18-166).

R169-18 Setting a public hearing: consider the FY 2020-2024 Consolidated Plan for CDBG and HOME funds in accordance with the City's Citizen Participation Plan.

R170-18 Authorizing an agreement with Green Valley Rifle & Pistol Club, Inc. for range facility access and use by the Columbia Police Department for training purposes.

(This item was moved from the Consent Agenda to New Business.)

R171-18 Authorizing an extension of the temporary closure of three (3) parking spaces on the north side of Walnut Street, between Eighth Street and Ninth Street, to facilitate the construction of tenant finishes within the office building located at 807 E. Walnut Street.

R172-18 Authorizing an agreement with Missouri Farmer Association Inc., Missouri Farmer Association Oil, Shelter Mutual Insurance Company, Missouri Farmer Association Foundation, and the Fred V. and Dorothy H. Heinkel Charitable Foundation for the naming and sponsorship of the pedestrian plaza located within the Clary-Shy Community Park at 1701 W. Ash Street.

R173-18 Authorizing an agreement with Columbia Access Television (CAT) for operation of a public access channel in FY 2019.

R174-18 Authorizing a community housing development organization (CHDO) agreement with Columbia Missouri Community Housing Development Organization, d/b/a Job Point, to transfer title to City-owned

property located at 7 Third Avenue and 9 Third Avenue to facilitate the construction of two (2) owner-occupied affordable and energy efficient housing units.

NEW BUSINESS

(One item was removed from the Consent Agenda and placed under New Business.)

R170-18 Authorizing an agreement with Green Valley Rifle & Pistol Club, Inc. for range facility access and use by the Columbia Police Department for training purposes.

(Moved to New Business from Consent Agenda.)

Staff explained that the new contract was revised because it was more expensive than last year. In years past, they had given officers free shooting passes during low activity periods. That was removed this year due to cost.

CPOA members contacted their representative and indicated that 25 to 30 passes had been rescinded under this new deal due to cost. The speaker indicated that the city used to have their own range, but lost it and now due to a limited budget, fire arms instructors and swat team members will not have free access to this range. We don't think you should cut firearms training for officers and hope you could renegotiate this contract. We think the difference is about \$4800 per year. We are not critical of the chief. We just would rather see this not be cut.

Skala asked if the speaker really thought this would cut training time? The speaker said he couldn't quantify it, but he did know that the old system of checking out rotating passes made SWAT compete against other officers for shooting time. Maybe there could be another option, but we are not sure. The Mayor asked if there was anything in the collective bargaining agreement about this. The speaker said he did not know. Pitzer noted that there were blocks of training time for SWAT set aside and asked how much of that time was used. The speaker said he didn't know. Pitzer asked if any want unused? The speaker did not know. Staff explained what was required and stated that the major change was that the passes would have to be shared.

The Mayor asked if there were any other options. Staff said that Target Masters was an option, but that Green Valley was a better option for the police. The difference is about \$2,650 per year to restore the old system. Skala asked about SWAT team training costs and asked if they would still have access to special weapons. Staff said that SWT members would have access. The city manager felt that they could work this out.

A motion to approve the proposal was unanimously approved.)

INTRODUCTION AND FIRST READING

(All items were introduced as presented with no action.)

B274-18 Granting a waiver and design adjustment relating to sidewalk construction along a portion of the west side of Ballenger Lane (1705 N. Ballenger Lane) (Case No. 18-181)

(Will require approval by 2/3 of Council when vote occurs at a future meeting.)

B275-18** Rezoning property located on the west side of Eighth Street and south of North Boulevard from District R-MF (Multi-Family Residential District) to District PD (Planned District); approving the PD Plan for "Cullimore Cottages" (Case No. 18-180).

B276-18* Authorizing construction of the Carter Lane sidewalk project between Huntridge Drive and Foxfire Drive; calling for bids through the Purchasing Division.

B277-18* Authorizing construction of the Nifong Boulevard corridor improvement project between Providence Road and Forum Boulevard/Willowcreek Lane and construction of the Forum Boulevard improvement project between Green Meadows Road and Nifong Boulevard; calling for bids through the Purchasing Division.

B278-18* Authorizing the acquisition of easements for the Nifong Boulevard corridor improvement project between Providence Road and Forum Boulevard/Willowcreek Lane and construction of the Forum Boulevard improvement project between Green Meadows Road and Nifong Boulevard.

B279-18* Authorizing construction of the Keene Street and I-70 Drive Southeast intersection improvement project; calling for bids through the Purchasing Division.

B280-18* Authorizing the acquisition of easements for construction of the Keene Street and I-70 Drive Southeast intersection improvement project.

B281-18* Authorizing a right of use license permit with Shelter Mutual Insurance Company for the construction, installation, maintenance and operation of a private decorative wrought iron fence with gates and stone columns within a portion of the right-of way on the south side of Ash Street, east of Stadium Boulevard.

B282-18* Appropriating funds received from Boone County, Missouri per the terms of a cost allocation agreement relating to a traffic flow and proposed alignment study for a portion of Grace Lane located between Richland Road and St. Charles Road.

B283-18* Amending Chapter 14 of the City Code to establish a 10-hour parking zone for an off-street municipal parking lot located on the southeast corner of the Broadway and Providence Road intersection.

B284-18 Authorizing the construction of improvements at the Lions-Stephens Park to include replacement of the existing shelter and playground structures, installation of a sidewalk along Ann Street, installation of concrete pads for trash and recycling receptacles, construction of ADA walkways and the installation of additional amenities as funding allows; calling for bids for a portion of the project through the Purchasing Division.

B285-18* Authorizing a cooperative agreement with the Missouri Department of Conservation for a Tree Resource Improvement and Maintenance (TRIM) grant to provide advanced forestry training and education for Parks and Recreation Department employees; appropriating funds.

B286-18* Authorizing a program services contract with the Missouri Department of Health and Senior Services for maternal child health services; appropriating funds.

B287-18* Accepting a donation from Central Bank of Boone County for the 2019 Fair Housing and Lending Seminar; appropriating funds.

B288-18 Amending Chapters 11, 14 and 17 of the City Code relating to motor propelled scooters and electric assist bicycles.

B289-18 Authorizing interim operating agreements with Bird Rides, Inc. and Pony Scooter, Inc. for implementation of a shared active transportation operation.

B290-18 Repealing Ordinance No. 022853 which established affordable housing fee waiver and rebate programs and enacting new provisions related thereto.

B291-18* Authorizing a memorandum of understanding with PedNet Coalition relating to the disbursement of funds received from a Missouri Foundation for Health Grant for a Vision Zero Smart Road User scholarship program; appropriating funds.

REPORTS

REP91-18 Correspondence from the Board of Health regarding licensing of tobacco retailers.
(Action: This item would increase the minimum fine for retailers selling tobacco and nicotine products to minors to \$1,000 per occurrence, suggests increasing enforcement activities to at least twice a year; and suggests putting a measure on the ballot to pay for such enforcement.)

Trapp thought this was a good step forward and Skala agreed. The Mayor asked about the realistic possibility of enforcement. Staff could not further explain how it would exactly work. This would be a no fee license to stay in compliance with the Hancock Amendment. In terms of assessing a higher fine, the city attorney indicated that the judge actually sets the fine, not the council. The suggestion to assess a \$1,000 fine for every infraction is not always the best idea. Selling to an 8-year-old is different than selling to a 20-year-old and the penalty should match the infraction. Setting a minimum so high defeats the intent of prosecution. Alcohol violation fines are a MAXIMUM of \$1,000. This is setting a MINIMUM of \$1,000 per infraction to the seller.

Thomas asked why you don't just do tobacco enforcement the same way you do regular enforcement of tobacco sales? Staff indicated that those are funded by federal grants and could not be used to enforce local statutes. Pitzer asked about enforcement outside of the police department. Staff said that was not feasible at this time.

No formal action was taken at this time.)

REP92-18 Affordable housing fees and incentives.

(Action: A brief report was presented. – This report is the result of requests to waive city building fees for organizations that want to build affordable housing and accessory dwelling units. The value of the fee waivers can be used to leverage other grants and reduce overall construction costs. This report tracked the increase in city fees over time including the following categories: • Building permit fees • Right of way permit fee • Water connection charge • Water meter • Wastewater connection charge • Storm water charge • Development (transportation) charges.

Thomas asked about water connection fees and specific terminology. Staff indicated that references were made to general charges. Staff used to calculate the value of building fees self-reported by contractors. That was changed in 2012 to be a little more specific by creating a square foot charge, right of way fee, etc. The whole string of fees adds up to about \$600 - \$700 per application and those are set to recover 75% of fees. Thomas asked to reset those fees to capture 100% of the fees, then use those new collections to offset any discounts given for affordable housing. Staff said that would be subject to a Hancock review before any decision could be made. Thomas asked if it had actually been determined that 75% was being collected and staff thought it was a good approximation at the time it was determined. That cannot be changed if it was done by ordinance without a vote of the people to increase.

Thomas asked if we have enough funding to be able to give waivers. Staff said they will give a report on the use of such fee waivers and then let the council make that determination as a budget item and if the program is meeting objectives. Thomas asked if the council can raise fees to 100% collection rather than just 75%. Thomas asked why we would have to do a whole new study and why not just say this is what 75% would be and therefore this is what 100% would be. Staff could not confirm the viability of that suggestion without additional research. The city manager suggested that 75% is a goal and that demand for permits fluctuates over time. Skala stated he would like to pursue this research. Thomas asked the council to adopt a policy that we try to capture 100% of the actual cost for all fees so they can extend grace to affordable housing.

No formal action was taken.)

REP93-18 Status of the cost reimbursement program for the installation of pressure sewers and backflow prevention devices or the removal of plumbing fixtures.

(Action: No formal presentation was made, but the report was accepted as presented.)

REP94-18 Status of 2013 sewer bond projects.

(Action: In recent months, the city council has received criticism for not completing projects that were included in a 2013 Sewer Revenue Bond ballot issue passed by voters. The controversial Henderson Branch sewer extension was included in that project list. This report provides the current status of all projects included in that original list.

Peters asked why most of the work occurred in the oldest parts of town, and staff indicated that that is where the most work is required. Peters asked if the staff could create a report based on watershed. Staff said that due to low rainfall this year, they do not have reliable I and I information, but they can generate such a report in the future.

Pitzer asked if there is a place where citizens can go to get a one master list of projects over time and if they were completed. The Mayor said Parks and Rec do a good job of reporting this kind of information, and you can get information on the status of individual projects in a certain geographic area. It is, however, to get a master list of all projects ever mentioned and ever funded and whether they were completed or not. Most members asked to have a better reporting system.

No formal action was taken.)

REP95-18 Timeline related to the establishment of the Columbia Residential Parking by Permit Only (RPPO) program.

(Action: At the last regular council meeting a status update on residential permit parking program creation and implementation was requested by Council member Thomas. This report discusses how the Parking Utility has addressed overall city parking needs, the commissions that have been established and the hiring of a professional parking consultant. That consultant has presented the city with a proposal to devise a Permit Parking system that could be adopted by various neighborhoods in the city. His proposed timeline would be 4 to 6 months, with some potential extensions for refinement. No contract with the consultant for this service has yet been awarded, however, it is expected that such a request will be forwarded to the council for consideration before the end of this year. Details of such a plan are not yet available.

Skala indicated he was waiting on this report. Staff said they were still working on such a program subject to the hiring of a consultant. Skala thought that initially it was said that each area was unique. Now I get the feeling that we are going to develop a one-size fits all program for the entire city. I am not sure that's going to work. Staff said that's why they want to hire an outside consultant with more experience. Staff said that the Benton School area is a great example of where there may need to be special circumstances. The estimate of time to create such a report is 4 to 6 months. The consultant said they could do it in 2 or 3 months. Staff told them this is Columbia Missouri and it will take longer than that.

No formal action was taken.)

REP96-18 Winter weather response for 2018/2019 winter season.

(Action: The report discusses voluntary snow clearing and the limits of liability for citizens or groups who may want to participate. Skala thought there could be problems for the city in terms of liability for private snow clearing of public roads. Staff thought it could be managed, but that needs to be thought through. Pitzer thought if someone or some group agreed to take on the responsibility, they should be a part of a pilot program. He said he would send some folks to the staff for information.

Staff was asked if they need more people or more equipment to clear more streets of snow. Staff said they would need more personnel but that they do not have enough equipment as it stands, so both are needed.

No formal action was taken.)

REP97-18 Update on Vision Commission public engagement process for Strategic Plan.

(Action: There is a new process for the Strategic Plan. There will be 5 focus groups that will be added to the mix of voices. Those meetings will start on December 6 and is very similar to the community health planning process. Thomas asked if these were hand-picked people. Staff said they will look for people from groups including business, youth, etc.

No formal action was taken.)

REP98-18 Intra-departmental transfer of funds request.

(Action: No formal discussion and no action was required.)

GENERAL COMMENTS BY PUBLIC, COUNCIL AND STAFF

Public

A speaker talked about the tobacco retailer licensing report. She is the director for Tobacco 21 west of the Mississippi. We are talking about saving the lives of youth. We have been a leader in this regard. E cigarette use has increased by 77%. Retailers sell e cigs across the street from middle schools and tell kids that cigarettes taste like shit but that here's a fruity flavor like mango that you will like. Retailers make a lot of money off of the sale of cigarettes. Big fines and the revocation of licenses will get their attention. If our current rules were properly enforced, we could save 388 kids who would otherwise die from future health complications. Many Columbia retailers are selling to 17-year olds and have been busted. We can't wait any longer.

The next speaker thanked the council for their hard work. He noted that a speaker a while back used the f-bomb in a speech to council. I watched the Mayor get mad at the lady who used that bad term, but why not get mad at the people who have bad underlying thoughts. Can I say "shit"? The Mayor interrupted the speaker and told him this was the second time he had heard that tonight and asked him to maintain decorum. The speaker replied that if all we have is civility and decorum, that's not enough. I want to see the same backbone in reacting to issues that really matter. We have some real serious issues going on here. Decorum can take a back seat.

The next speaker had several subjects. He talked about habitat for Humanity. He has been asking for homeless shelters for more than 10 years. He said we need 4 locations for homeless people. He thought that they were supposed to buy two homes. We don't want to worry about background check ups. Rustic Meadows has had a water rate hook up increase. Now, there is a \$25 increase. This is too much for poor people. Scooters need to be parked in safe places. Each officer has to have \$1 million policy for each police officer. Watch out for our rates.

The final speaker spoke about his work in trying to combat tobacco use by young people. He is proud of the tobacco free policy at the University of Missouri. We do daily patrols with ambassadors and have seen a lot of e-cigarette use. People get upset when we approach them, but we have seen a decrease in use. Enforcement is important and we need it. With just \$20,000 of investment we could get enforcement going and the higher fines could help pay for that. Thomas asked if the ambassadors did

more education than enforcement? The speaker said they do get people to quit using on the spot, but that a lot of it is a warning.

Council

Skala noted that he and Thomas will be attending the National League of Cities Conference. Skala is on the Racial Equity Council and we will be discussing these issues at our conference and bring many of those ideas to Columbia. Secondly, On Rice Road west of Ballenger there were some speed tables put in. The chip and seal improvements that were put over those tables have made them almost non-functional. Finally, tomorrow is election day. Go vote. I already voted absentee.

The Mayor followed up on comments made earlier and wants to make sure we get the water rates settled before the end of this year. Will we get those by then? I hope so.

Staff

(None.)

ADJOURNMENT

(Time: 11:07 PM)

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