



# City of Columbia, Missouri

## Meeting Minutes

### City Council

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Monday, June 20, 2016  
7:00 PM

Regular

Council Chamber  
Columbia City Hall  
701 E. Broadway

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#### I. INTRODUCTORY ITEMS

The City Council of the City of Columbia, Missouri met for a regular meeting at 7:00 p.m. on Monday, June 20, 2016, in the Council Chamber of the City of Columbia, Missouri. The Pledge of Allegiance was recited, and the roll was taken with the following results: Council Members THOMAS, PETERS (left at 10:45 p.m.), TREECE, RUFFIN, TRAPP and SKALA were present. Council Member NAUSER was absent. The Deputy City Manager, City Counselor, City Clerk, and various Department Heads and staff members were also present.

Mayor Treece explained the minutes for the June 6, 2016 Council Meeting was not yet complete.

Upon his request, Mayor Treece made a motion to allow Mr. Ruffin to abstain from voting on R85-16. Mr. Ruffin noted on the Disclosure of Interest form that he was currently serving as President of the John William Boone Heritage Foundation. The motion was seconded by Mr. Skala and approved unanimously by voice vote.

Upon his request, Mr. Trapp made a motion to allow Mr. Thomas to abstain from voting on appointments to the Community Tree Task Force. Mr. Thomas noted on the Disclosure of Interest form that his father-in-law was an applicant. The motion was seconded by Mr. Skala and approved unanimously by voice vote.

The agenda, including the consent agenda, was approved unanimously by voice vote on a motion by Mr. Trapp and a second by Mr. Skala.

#### II. SPECIAL ITEMS

None.

#### III. APPOINTMENTS TO BOARDS AND COMMISSIONS

BC6-16 Board and Commission Applicants.

Upon receiving the majority vote of the Council, the following individuals were appointed to the following Boards and Commissions. Mr. Thomas abstained from voting on the appointments to the Community Tree Task Force.

BOARD OF ELECTRICAL EXAMINERS

Sharp, Paul, 1814 Cliff Drive, Ward 6, Term to expire August 1, 2018

BUILDING CONSTRUCTION CODES COMMISSION

Moberg, Lyman, 4301 Gage Place, Ward 4, Term to expire August 1, 2018

Pile, John, 707 Sunstone Lane, Ward 6, Term to expire August 1, 2017

COLUMBIA LIBRARY DISTRICT BOARD

French, John, 2209A N. Creasy Springs Road, Ward 2, Term to expire June 30, 2019

Hostetter, Lynn, 1204 Hulen Drive, Ward 4, Term to expire June 30, 2019  
 Scott, Gena, 201 Westwood Avenue, Ward 4, Term to expire June 30, 2019

COMMISSION ON CULTURAL AFFAIRS STANDING COMMITTEE ON PUBLIC ART

Burns, Tootie, 117 W. Burnam Road, Ward 5, Term to expire July 1, 2019

COMMUNITY TREE TASK FORCE

Hindman, Darwin, 1223 Frances Drive, Ward 4  
 Murphy, Lukin, 419 W. Walnut Street, Ward 1

HISTORIC PRESERVATION COMMISSION

Walkenbach, DeAnna, 407 Pyrenees Drive, Ward 4, Term to expire September 1, 2017

PERSONNEL ADVISORY BOARD

Andrade, Amanda, 1608 Whitburn Drive, Ward 5, Term to expire November 30, 2018

RAILROAD ADVISORY BOARD

Groshong, Kee, 201 West Boulevard South, Ward 4, Term to expire July 15, 2020  
 Wilke, John, 1855 Mountain Ash Court, Boone County, Term to expire July 15, 2020

WATER AND LIGHT ADVISORY BOARD

Hasheider, Robert, 1812 Cliff Drive, Ward 6, Term to expire June 30, 2020

YOUTH ADVISORY COUNCIL

Amaya, Alec, Ward 2, Term to expire June 1, 2017  
 Schoengarth, Tucker, Ward 4, Term to expire June 1, 2017

Mayor Treece formally appointed Mr. Skala and Mr. Trapp as co-chairs of the Parking and Traffic Management Task Force, which had been established at the previous Council Meeting.

Mayor Treece noted the entities identified in the resolution establishing the Task Force had provided the City with the names of their representatives, and the Council needed to choose the representative for downtown churches.

**Mayor Treece made a motion to appoint Greg Cecil as the representative of downtown churches to the Parking and Traffic Management Task Force. The motion was seconded by Mr. Trapp and approved unanimously by voice vote.**

#### IV. SCHEDULED PUBLIC COMMENT

SPC28-16 Robert Tucker, Chair of Historic Preservation Commission - Update for December 6th work session presentation, and suggestions on how to best proceed implementation.

Mayor Treece explained Mr. Tucker had canceled and would reschedule at a later time.

#### V. PUBLIC HEARINGS

PH17-16 Construction of a single-lane roundabout, splitter islands, and five foot sidewalks and the installation of additional street lighting at the intersection of Fairview Road and Chapel Hill Road.

PH17-16 was read by the Clerk.

Mr. Nichols provided a staff report.

Mr. Skala asked if line of sight issues applied to roundabouts or if that had been provided as additional information with regard to any consideration of signaling the intersection.

Mr. Stone replied trees would need to be removed if signals were placed in the general area of the existing intersection and noted a lot of examination would be needed to determine exactly how many trees would need to be removed. Mr. Skala understood tree removal would not be necessary if it only involved a roundabout. Mr. Stone stated that was correct.

Ms. Peters understood there was concern with regard to pedestrian crossings, and asked how a pedestrian would cross if a roundabout was installed. Mr. Nichols described the pathway using a diagram on the overhead. Ms. Peters understood this would be reasonably safe for pedestrians since they could stop in the middle at a pedestrian island. Mr. Nichols replied yes, and pointed out it was also further away from traffic.

Ms. Peters asked how this improvement would affect the early childhood pre-school in the area. Mr. Nichols replied conversations had occurred, and the City was trying to mitigate some of their concerns. He explained City staff would work with them during the right-of-way process. Ms. Peters asked if concerns were due to the fact kids were picked up on the roadway. Mr. Nichols replied he thought a driveway would need to be closed in addition to addressing the drop-offs on the roadway. He explained City staff would work with the pre-school to determine if the drop-offs could be moved to a different location.

Mr. Nichols pointed out the thought was for this project to be completed prior to the Nifong Boulevard project as they felt it would address future congestion issues.

Ms. Peters asked if this was different than the roundabout at the other end of Fairview Road, at the Fairview Road and Rollins Road intersection. Mr. Nichols replied this roundabout would be about 110 feet, while the other one was about 60 feet, so it was twice as big. He pointed out the quadrant in the northwest had been platted such that an intersection improvement would occur in the future. The City would be within its own street right-of-way in that quadrant. Although there was an impact to the frontage of the property, the right-of-way had been set during the platting process.

Mayor Treece opened the public hearing.

Gary Coles, 1805 Chapel Hill Wood Road, explained he was opposed to a roundabout at the Chapel Hill Road and Fairview Road intersection. He pointed out he was not opposed to roundabouts and noted he had driven in cities the size of Columbia in the United Kingdom, Ireland, and France. Roundabouts worked in those locations because drivers were familiar with the variety of roundabouts in those countries. Most Americans, however, were not familiar with roundabouts, and unfamiliar roundabouts could create problems. He commented that expected driver behavior at this specific intersection mattered because mistakes at this intersection could involve kids instead of other cars. He stated he opposed this roundabout because it was at an intersection at the top of a long, steep hill in a residential neighborhood and because a nursery school for young children was adjacent to the intersection whereby parents parked their cars on the street in front of the school when picking up and dropping off their children. Drivers traveling west on Chapel Hill Road might not be able to adequately see the roadway immediately north of the Fairview Road intersection, which was the location whereby parents and children were getting in and out of their vehicles. Knowing this, it was easy to imagine the potential tragic consequences of someone traveling on Chapel Hill Road with the expectation of making a quick northbound turn onto Fairview Road. He understood parking restrictions might address some of the issues, but felt the presence of young children and the lack of visibility for motorist turning north onto Fairview Road would remain. He invited the Council and City staff to personally visit the site at a time when parents were not likely to pick up children as they would likely only see the top of their vehicle when traveling up Chapel Hill Road and looking right as they approached the Fairview Road intersection. When turning onto Fairview Road during a different time of day, when children might be present, it would be difficult to see a young child.

Stacy Windsor Frederick stated her grandparents lived at the corner of Chapel Hill Road and Fairview Road. She understood a majority of the corner was owned by the City of

Columbia, but noted her grandfather had mowed it for approximately 39 years. She pointed out it was good greenspace and she preferred it not be paved over by a roundabout. She explained a nursery school was located at the intersection, which people approached rather quickly, so she thought it was good for people to be forced to stop. She noted there were a lot of pedestrians and bikers in the area as well, and believed the intersection needed to be a stopped intersection. She stated she was not opposed to roundabouts and explained she used the one at Creasy Springs Road regularly as she lived in the Parkade North Subdivision. She was only opposed to it in this very pedestrian residential area as she did not feel this roundabout would be pedestrian-friendly. She pointed out she was not in favor of a signal at that location either, but would be more in favor of a signal than a roundabout. She commented that the utility easement on her grandparents' property was where a majority of the \$600,000 would be spent and she thought that could be better spent on greenspace versus a roundabout. She stated she would be in favor of widening the left turn lane even if it impacted her grandparents' yard as that had been helpful since it had been constructed. She understood the concern was congestion when other projects were in process, but felt those were growing pains and this permanent change should not be made. She was in favor of a temporary solution of a signal or other improvement, but not a roundabout as it would be permanent. She noted the roundabout at Fairview Road and Rollins Road was not user-friendly, and she was not in favor of another roundabout in a residential area. She commented that she understood the proposed roundabout had decreased property values, and stated she was against any roundabout on a hill as it impacted visibility in terms of pedestrians, especially shorter pedestrians. She explained she thought comments had been received by about 40 people, and all of those people were against the roundabout, except for maybe one person.

Roger Fries, 3512 Hedgewood Drive, explained he traveled through this intersection on a daily basis and noted he had spent a lot of time on Chapel Hill Road waiting to get to that intersection at 5:00 p.m. He thought this improvement was a good idea, especially when there was snow or ice. He stated two or three winters ago, he had been stuck at the bottom of the hill near Twin Lakes for about 1.5 hours until salt trucks had the opportunity to come and spread salt. If people traveling the area did not have to come to a dead stop and could keep some momentum up the hill, they would be able to make it through the intersection. He understood the cost for this project was \$500,000-\$600,000 and felt it would be better to spend the money on this project than a \$14 million second bridge over the creek on Forum Boulevard near Wilson's Total Fitness.

Chada Reddy stated he lived in Chapel Hill Estates and noted his opposition to the project. He felt the costs versus the benefits of this project needed to be considered since public funds were involved. In this situation, the benefits were fuel savings or a minor reduction in pollution as there had not been any accidents or traffic related incidents at the intersection, and the monetary benefits included in the report were based upon projected population increases and traffic increases in the coming year. He noted the monetary cost of this project was \$600,000, and there were also human costs in terms of safety. There were safety issues related to the children at the school as previously mentioned. In addition, any person driving westbound on Chapel Hill Road in the afternoon would be looking directly into the sun so it would be difficult to see straight ahead or to the right on Fairview Road on bright, sunny days. The traffic incidents would also have a chance to increase in the winter when traveling downhill if one was not required to stop. He understood roundabouts were not advised in situations whereby the traffic flow was uneven, and this intersection qualified as traffic northbound on Fairview Road was not great. He believed the traffic flow was uneven in all directions at different times. He commented that he had not seen a cost-benefit analysis in the report, and his personal opinion was that this project at this time at that geographic location was at best premature and at worst not needed.

Rebecca Scott stated she was the Director of the Countryside Nursery School, which

was located on the northeast corner of Chapel Hill Road and Fairview Road, and noted she had expressed her concerns to the Council via e-mail, but wanted to discuss one critical issue tonight. She believed cars would enter the roundabout at a higher rate of speed so traffic would be traveling faster. She understood the City had indicated the design of the roundabout would require drivers to go through it at about 15-20 mph, but noted that assumed the speed approaching and exiting the roundabout would be higher than 15-20 mph. Currently drivers had to reduce their speeds in front of the school as they approached the stop signs. She felt the location of the pre-school at the intersection with significant vehicle and parent-child pedestrian traffic presented a unique environment that should preclude a roundabout. She believed the safety of children justified not moving forward with the proposed roundabout project.

Tina Maurizi explained she owned the Countryside Nursery and a home at Limerick Lane and Chapel Hill Road, and noted she traveled that intersection twice a day almost every day. She asked if the City had considered traffic at Limerick Lane and Chapel Hill Road as the traffic back up there was just as bad and people speeding through the roundabout would then be stopped at Limerick Lane where there was a 4-way stop. She understood the City was growing, but felt roundabouts were being used as Band-Aids to a solution. She wished they could take each \$600,000 project and invest it in a project that would address issues for the next 20 years. She stated she was concerned about the safety of the Countryside Nursery children since traffic would be traveling faster through a roundabout than a stop sign.

Liz Couper, 1701 Chapel Wood Road, commented that she had lived at this location for the last 24 years and the traffic was only bad for 20 minutes in the morning and 20 minutes in the evening. It did not merit the \$600,000 expense.

Oliver Sherwin stated he had recently moved to Columbia and had chosen this neighborhood due to how it currently looked and not how it was proposed to look. In reviewing the diagram, he noted those heading southbound on Fairview Road would have a very large radius turn to go west, and if they had a clear shot, they would travel through there very quickly. Those going northbound on Fairview Road turning right on Chapel Hill Road would have a tighter turn since it was offset due to the right-of-way available. He asked what the count had been in terms of traffic going crossways and traffic heading north out of Fairview Road, and wondered if it had been 10 to 1. He commented that he had seen pneumatic car counts at intersections in other communities when talking about changing intersections, but he had not seen that here, and asked if a count had been done. Mr. Stone replied intersections were typically counted by hand. It was difficult to capture turning movements with pneumatic counters. Ms. Anderson stated the count had been done last September. Mr. Sherwin felt this was a solution in search of a problem as one of the major reasons for this project was due to future construction in another part of the community that would cause traffic to back up at this location, and the fact the City did not want to listen to complaints. He noted this would be a permanent fixture in the neighborhood and would change the character of the neighborhood substantially. He stated he was very much opposed to the project.

Ann Vellek, 2705 Chapel Wood View, commented that she had lived at this location for almost 22 years and did not believe there had been a counter as she had never seen 18 cars. She agreed the intersection had been very busy when construction was being done on Scott Boulevard, but since that time, she had not seen more than 10 cars going up the hill. She explained they were concerned about the grade of the hill and visibility, and the engineers had indicated this would be identical to the grade at Highway 63 when traveling to the airport. They were comparing this intersection to that very rural area as there were not two parks and two schools within a mile of the airport and people were not walking, running, or biking there. She did not feel they were comparable. She disagreed with the person who felt it was safer to continue going through an intersection when it was icy versus stopping, and believed it was much safer if people realized they needed to slow down to anticipate a stop due to others on the roadway. She felt that if the City

chose to move forward with this roundabout, they would be doing so to fix a problem for construction elsewhere as there was not a problem at this intersection.

Melissa Holyoak, 2709 Chapel Wood View, noted Boone County Commissioner Miller had only provided anecdotal experiences in support of this roundabout. The other statements made, such as low cost and efficiency, were reasons for roundabouts in general, but they were not reasons to support this specific intersection for a roundabout. The evidence presented thus far was that it was not a good location for a roundabout due to risks and safety. She understood a lot of examination would be needed in terms of line of sight with regard to the hill, grades, and the removal of trees, which she felt would result in increased costs. The only reason given for the project was the complaints of congestion received during the Scott Boulevard construction. She pointed out traffic would have to stop at the roundabout during icy weather because they would have to yield to other cars when there was congestion. She asked the Council to consider her comments.

Patrick Darcy, 3117 Chapel Hill Road, commented that if there was a problem, the solution should not cause greater problems, and he thought this was a situation whereby a problem really did not exist so the solution would create greater problems in terms of the safety of children at the pre-school. If the reason for this roundabout was due to construction on Nifong Boulevard, it was an ad-hoc problem, and he did not feel it should create another problem, especially if it would waste \$600,000. He suggested they deal with the particular problem. Two years ago when construction was occurring on Scott Boulevard, the temporary solution was for police officers to be located at Chapel Hill Road, Fairview Road, and Limerick Lane. He understood the City Manager had taken away the police officers because students were leaving town and he wanted to see if the problem would continue. He noted University students did not live in that area as they lived downtown so the problem continued. He believed having police officers there was a very good solution to the temporary problem, and felt spending \$600,000 to fix an ad-hoc problem on Nifong Boulevard was foolish. He suggested the \$600,000 be used to fund more police officers instead as that was a great need in the community. He pointed out another issue was the speeds on Chapel Hill Road as drivers did not respect the speed limits, and police officers could assist with that situation as well.

Laurel Sommer, 1800 S. Fairview Road, stated she believed the issue was the lack of transparency with the data as the need had not been documented or there had not been an adequate explanation for contraindications for placing a roundabout at the top of a steep gradient. She asked the Council to look at the data and noted she did not feel this was the same as placing a roundabout in a commercial area or flat area. She understood contraindications to the installation of a roundabout included a large discrepancy in traffic flow, which she believed existed as it was difficult to get onto Chapel Hill Road from Fairview Road. She also understood the gradient should ideally not be greater than four percent when coming into a roundabout because one would not be able to see over the hill into the intersection. Ideally, one should be able to see from the entrance of the roundabout to where one would exit the roundabout. She urged the Council to address whether there was an actual need, the discrepancy in traffic flow, and the gradient. She thought the data should be reviewed and assessed accurately with transparency.

John Clark, 403 N. Ninth Street, explained he had driven into this intersection from the north, west, and east, and depending on the day, it could be blinding. He commented that he agreed with the safety concerns previously mentioned. He understood the memo had indicated this project would allow the City to take a proactive approach to improving the intersection for existing and future needs due to an anticipated increase in traffic as the City grew to the south and west. This meant the purpose of the project was due to the concerns with east-west traffic flow and capacity. He did not feel that had been adequately explained by staff as scenarios of projected traffic flows, etc. had not been provided. The Council did not have a professional recommendation. They had only been provided an opinion. He did not feel staff had shown this would be needed to deal with

growth now or in the future, and suggested the Council require a higher standard so there was transparency for the public and the Council.

Eugene Elkin, 3406 Range Line Street, understood MoDOT wanted to keep traffic moving, and this was their justification for roundabouts. He was against a roundabout at this intersection and suggested a speed zone be utilized to solve the problems. There was less traffic traveling north to south than east to west. He understood one would approach Chapel Ridge Road when traveling east on Chapel Hill Road, and asked if that area could be turned into a speed zone as was done near schools. He thought this could be repeated at the next intersection as well. He did not feel they needed to spend \$600,000 for the project as a speed sign would cost less. He also thought the blind spot of the turn onto Fairview Road from Chapel Hill Road should be addressed, and did not feel it would require a \$600,000 roundabout.

Traci Wilson-Kleekamp stated she was a member of the Greenbriar Trail Neighborhood Association and understood there were plans to place a roundabout in her neighborhood. She hoped the actions of the City were better by the time they got to her neighborhood. She commented that she was from southern California where they had a lot of traffic, but traffic moved there. She felt anytime anything was done here, it made the situation worse. She noted the concrete was falling apart at Providence Road and Green Meadows Road, and the project at Chapel Hill Road and Rollins Road was also falling apart. She stated it cost a lot of money to keep doing projects over and over again, and it felt very piece-meal to her. She also felt they did not receive good answers when asking hard questions. She suggested a more robust, real plan that would last longer than a couple of years.

Joe Alder, 511 Parkade Boulevard, explained he worked with an informal citizen group called Columbia Pedestrians Quality User Experience, and they were concerned about safe, user-friendly pedestrian commons in Columbia. He thought tonight was a textbook example of citizen and taxpayer collective common sense overwhelming the civil engineering community's wish list. Roundabouts were a hot item for traffic engineers nowadays and they served a good purpose in many areas. He noted Columbia had a big problem with impaired, impatient, distracted, and aggressive drivers, and felt the 4-way stop served a good purpose as everyone had to stop. He commented that in the past 25-30 years, there had not been a lot of imagination in Columbia, so they had missed some golden opportunities to make traffic improvements throughout the community. He gave the intersection of Broadway and Old 63 as an example whereby the property could have been purchased to make a less sharp of an angle at the intersection, and thought a flyover, similar to those built in Jefferson City, should have been considered at the intersection of Fairview Road and Worley Street. He noted there were many other areas in the community whereby priorities could have been a bit different so money was spent in a more impactful and useful way that would serve the public by moving traffic efficiently while making it safe for pedestrians. He thought this \$600,000 was too much money for one project that was not really needed.

DeAnna Walkenbach, 407 Pyrenees Drive, asked those in the audience against the roundabout to stand, and approximately 50 people stood.

There being no further comment, Mayor Treece closed the public hearing.

Mr. Thomas thanked everyone for attending and for the dialogue with regard to this roundabout over the last several months. He explained he opposed this roundabout at this time and would encourage his colleagues to not support moving forward right now. He commented that the cost-benefit analysis did not work out, the congestion issue was a small congestion issue for a very short time, and the concern about a future issue had not been thoroughly analyzed and presented. In addition, the project would cost \$600,000 and there were concerns for safety. He stated that even if he believed in this project, he did not feel they should move forward with so many people in opposition as it was their job, as City officials, to make the case to the majority of residents and impacted taxpayers.

Mr. Thomas commented that he was not sure this should be a decision between a 4-way stop and a roundabout as the correct comparison was a roundabout or a signalized intersection since those two systems tended to work for similar traffic volumes. At a certain point in the growth of traffic, a 4-way stop generally had to be upgraded to a signalized intersection or a roundabout. In a choice between roundabouts and signalized intersections, he explained he would generally support roundabouts because there were a lot of benefits to them. They could usually be designed to be more attractive with landscaping in the middle, and slowed all of the traffic down. A signalized intersection allowed traffic on green to go through at substantial speeds. He noted roundabouts should generally be designed to slow traffic down to 15-20 mph or less on entry and would get all of the traffic moving in the same direction so if there were collisions, they would be side-swipes and not T-bones, which were more serious. Roundabouts were better for pedestrian and bicycle safety. This roundabout, as illustrated, would have splitter islands on each of the four entry roads and pedestrians would cross one part at a time. Since traffic was slower, a driver would see a pedestrian waiting and tend to yield to the pedestrian. He stated well-positioned crosswalks were about one car length back from the yield line so if a car was waiting for a gap in traffic to enter the roundabout, it would be easy for the next vehicle to stop short to allow a pedestrian to cross. Although bicyclists had to merge with traffic, he thought roundabouts worked well for bicycles because if traffic slowed to 15 mph, it was not much different than the speed of a bicycle. He commented that it was important to design the geometry correctly in terms of speed and to give a visual impression of what the geometry would be as vehicles were approaching, which included sight lines and the oncoming appearance of the roundabout. The radius of curvature was a critical factor, and the smaller the radius of curvature, the tighter it would be for the vehicle to turn, which resulted in the vehicle traveling more slowly. He noted it was also important to narrow the lanes appropriately for the designed vehicles. He commented that there were the kinds of roundabouts envisioned here, and there were also mini-roundabouts. He explained they had a mini-roundabout at Fairview Road and Rollins Road, and understood there was a lot of concern with that roundabout. In his experience, a mini-roundabout was to be located where they did not have a large enough circle to actually create an obstacle in the middle of the roundabout. Longer vehicles would inevitably drag over the middle of the entire geometry so it would be designed with a center that could be driven over. He stated he was not very familiar with mini-roundabouts on collector and arterial roads. He had seen them in neighborhoods where the geometry of the street, the trees, and sight lines had everyone traveling slowly anyway. He noted he received frequent reports of traffic going straight through and not even recognizing the roundabout at Fairview Road and Rollins Road as a roundabout. This caused traffic in the roundabout, which should have the right-of-way, to have to stop. He thought this was an important factor in the discussion. He commented that supporters of roundabouts often quoted fuel savings and the reduction in pollution, but he was not sure he agreed. He believed that if they really wanted to reduce fuel consumption and pollution from vehicles, they should invest in mass transit and the continued encouragement of walking and bicycling. Those were far better ways to address the issues than to improve the level of service for vehicles. With regard to the concerns about the hill, the line of sight, and cars going to quickly around the corner onto Fairview Road and not realizing a car might be stopped there to unload children, he thought they could make the design speed 10 mph and restrict parking on the street for a distance up to the school. He agreed drivers in Europe were much more familiar with roundabouts, but did not believe that was a barrier in Columbia, and noted well-designed roundabouts were intuitive in terms of yielding, etc. He stated he agreed with several of the speakers in that this was a well-intentioned proposal from City staff with regard to future traffic growth, and commented that he would challenge the assumption of future traffic growth as it was unclear to him that traffic was growing substantially even though they were a rapidly growing community. Much of the MoDOT data had shown that traffic



levels had been flat for a decade or more. There was national data which indicated young people were driving less and owning fewer cars. Being cautious in spending thousands and millions of dollars was really important. He explained the Forum Boulevard widening was another listed project associated with the capital improvement sales tax ballot approved last August, and noted he had argued strongly against including the \$13 million project as he had not seen the traffic congestion the project would seek to solve. He thought they might be able to find millions of dollars that might not be needed if they reviewed some of their big road expansion projects. He stated he would support the idea of re-evaluating the capital improvement program, and particularly the large road projects, to determine if they could take money out of road expansion projects and allocate those funds to more sustainable modes of transportation. He noted the bus system in particular needed an increased operating budget to get it to a level whereby many Columbians that drove would choose to take the bus. He listed costly road expansion projects that were still on the City's long range plan, and believed they should be removed.

In terms of this project, Mr. Thomas urged everyone to vote against it at this time, and suggested staff make the case for replacing what they currently had, which was a 4-way stop, with a roundabout in terms that made sense to everyone. He understood the level of service was currently at F, which meant 18 cars in the queue for a maximum of one hour per day created a level of service of F. He stated he would prefer the data in terms of the delay time, the number of vehicles at a certain times of the day, etc. so they could visualize what it meant and how the roundabout would improve it. He understood roundabouts improved traffic flow by about 30 percent so instead of 18 cars, they would presumably have 12 cars. He stated he wanted to see a detailed analysis of the impacts if the Nifong Boulevard project would divert more traffic along Chapel Hill Road as he understood it would only be temporary. He also wanted to see the benefit for the cost of \$600,000. He noted he wanted a more detailed evaluation of the functionality and safety of the Fairview Road and Rollins Road roundabout as well by monitoring traffic speeds 24 hours per day so they could determine if cars were shooting straight across at 30-35 mph. He thought there were several things they could do to that roundabout to change sight lines and improve design speeds. He stated he wanted to see energy put into that intersection prior to bringing back another proposal for the Chapel Hill Road and Fairview Road intersection.

Mr. Trapp commented that he was not sure how he would vote, but noted he believed there were some reasons to consider the roundabout. He thought they should be looking to improve a traffic level of service of F. He agreed overall growth in driving might be flattening out, but pointed out there had been a lot development and growth in the area, and believed that would continue, so they would see more traffic in this part of the City. As a result, he thought it made sense to try and get ahead of it. He understood the attempt to do this project ahead of the construction had to do with timing, and noted it was not being done solely due to the construction projects on the other side. Staff only wanted to do it first because it would facilitate traffic flow during those construction periods. He recalled someone had indicated they would prefer that money be spent on police, and pointed out this would be funded with capital improvement sales tax so they could not spend the money on police. They had to spend it on capital improvements, and this was one of the projects listed. He commented that he was weighing the concerns and noted it was hard to move forward with a project with widespread neighborhood opposition. He explained roundabouts in general were safer for pedestrians. When crossing through an intersection, one generally had to look for people turning left, turning right, and those coming through the intersection. There was only one flow of direction with a roundabout so it was significantly safer. It also moved pedestrians out of the intersection a car length back. He noted roundabouts were also safer for bicyclists as indicated by Mr. Thomas and would be better with regard to fuel savings because they kept cars moving. He felt there were reasons to consider roundabouts and was

interested in what the others thought.

Mr. Skala asked if there was a huge cost disadvantage in terms of scheduling this as the first of many projects. He wondered if they could revisit this after the other improvements were completed. Mr. Nichols replied there would not be a cost delay associated with this project. City staff felt the southwest had a lot of growth and preferred to fund it earlier in the ballot years. He pointed out an extensive report, which had a lot of the data, had been provided at the May 6 and May 20 Council Meetings. City staff had not included all of that data in this report.

Mr. Skala commented that he was generally a fan of roundabouts and three that worked well had been constructed in his neighborhood in the Third Ward, and those were on Mexico Gravel Road and Clark Lane. He noted he was skeptical with regard to some of the claims of pedestrian safety. Depending on the configuration of the roundabout, there was one right turn onto the roundabout, which was a short distance, and did not require one to slow down when approaching the roundabout. In addition, some people tended to speed up so they could get in front of another driver that had not yet to enter the roundabout. Another turn in that configuration involved a sharper turn, which slowed people down. He noted there were not a lot of residential pressures and pedestrian traffic next to the roundabouts he traveled regularly. He stated roundabouts definitely alleviated traffic problems and were safer in terms of vehicles traveling in the same direction. He thought it could be problematic in some instances, such as this, where there were high traffic and pedestrian volumes depending on the configuration. He commented that he was tempted to defer to Mr. Thomas as the representative of the Fourth Ward, and believed the issue could be revisited in the future if needed. He stated he was inclined to support Mr. Thomas and his judgement in this situation since it was in his ward.

Ms. Peters asked for the types of problems that had occurred at this intersection when the Scott Boulevard project was under construction. Mr. Stone replied there had been extensive analysis during the project, and traffic generally backed up past Twin Lakes near Limerick Lane at some points in time. The City had constructed a left turn lane, which helped get queues down to halfway between Limerick Lane and Twin Lakes in the evening when there was not police presence. In the morning, it was a little less, but there were still more queues eastbound than westbound, but there were westbound queues to where the fire station was located as well. There were also queues southbound. City staff felt something would need to be done if traffic grew in the area, and that was the reason it had been brought forward when they were discussing the ballot initiative. In addition, the location was a project to address future traffic, and not just the construction of Nifong Boulevard. It appeared to be a very good candidate for a roundabout.

Mr. Ruffin commented that he was sure staff had anticipated there would be community displeasure with the proposed plan tonight, and asked if they had considered an alternative to the roundabout, and if there was an alternative plan that would address the issues that had warranted this choice. Mr. Stone replied he agreed there was little support for the measure at the present time, so they had anticipated being directed to analyze it further or to move forward with the roundabout. Mr. Ruffin understood they had not considered an alternative at this time. Mr. Stone stated staff would defer to Council as to what they wanted in terms of analysis. Mr. Nichols noted there was not any geometric alternative plan at this time.

Ms. Peters asked for the cost difference between a signalized intersection and a roundabout in this particular area. Mr. Stone replied it would be similar due to the geometrics of the location. He thought the grade would likely need to be changed for a signalized intersection to work as well. The eastbound maneuver through a signal would be very difficult. He pointed out mistakes at signals tended to be very high speed mistakes, which was not the case with roundabouts. More analysis would be needed to provide actual numbers and a footprint for a signal.

Mr. Thomas stated his recommendation would be to ask staff for the two items he had previously outlined, which included a user friendly argument in terms of the degree of

delay and projected degree of delay at the Chapel Hill Road and Fairview Road intersection and a more comprehensive evaluation of the Rollins Road and Fairview Road roundabout along with possible intervention to address any problems found.

Mr. Trapp made a motion directing staff to proceed with the final plans and specifications for construction of the Fairview Road and Chapel Hill Road intersection improvement project. The motion was seconded by Ms. Peters.

Mr. Thomas stated he opposed the motion and was surprised the motion had been made in light of the public testimony.

Mr. Skala noted he intended to vote against this since he had indicated he would support Mr. Thomas and his constituents.

Ms. Peters explained she seconded this motion so they could vote on the issue.

**The motion made by Mr. Trapp and seconded by Ms. Peters directing staff to proceed with final plans and specifications for construction of the Fairview Road and Chapel Hill Road intersection improvement project was defeated unanimously by voice vote.**

**Mr. Thomas made a motion to directing staff to proceed with a more detailed analysis of the congestion issues and the projected solution for the Fairview Road and Chapel Hill Road intersection, and a safety evaluation of the Rollins Road and Fairview Road roundabout. The motion was seconded by Mr. Skala and approved unanimously by voice vote.**

PH18-16 Reconstruction of Runway 13-31 and Taxiway B turnarounds and installation of runway lighting, directional signage and runway markings at the Columbia Regional Airport.

Discussion shown with B140-16.

B140-16 Authorizing reconstruction of the Runway 13-31 and Taxiway B turnarounds and installation of runway lighting, directional signage and runway markings at the Columbia Regional Airport; calling for bids through the Purchasing Division.

PH18-16 was read by the Clerk and B140-16 was given second reading by the Clerk.

Mr. Nichols provided a staff report.

Ms. Peters asked how the project would be funded. She understood 90 percent was from the FAA. Mr. Nichols stated that was correct. He explained an airport improvement plan was submitted to the FAA every year, and this particular runway had a sight distance issue. FAA was emphasizing the need to address the issue due to an accident a few years ago at another airport, so the entire runway would need to be moved to the east. The funding would come via two different FAA grants, but it would be bid as one project with one contractor, which was required by the FAA and would save money.

Mayor Treece opened the public hearing.

There being no comment, Mayor Treece closed the public hearing.

**B140-16 was given third reading with the vote recorded as follows: VOTING YES: THOMAS, PETERS, TREECE, RUFFIN, TRAPP, SKALA. VOTING NO: NO ONE. ABSENT: NAUSER. Bill declared enacted, reading as follows:**

PH19-16 Construction of improvements to the Columbia Police Department (CPD) facility located at 600 E. Walnut Street, more specifically to include security upgrades, ADA compliance improvements and renovation of building space and equipment replacement.

PH19-16 was read by the Clerk.

Mr. Nichols provided a staff report.

Mr. Trapp asked if this would improve the user experience in the lobby area and make it more welcoming as that had been a recommendation of the Mayor's Task Force on Community Violence. Assistant Chief Richenberger replied yes, and explained one component of the project was to renovate the lobby area by making it more secure and making upgrades to it.

Ms. Peters understood it was secure now, but it was also foreboding. Assistant Chief Richenberger agreed it was secure now, and noted they wanted to add some components so they were able to shut it down at various times during the day. They also wanted to upgrade it in terms of security and cosmetics.

Mayor Treece opened the public hearing.

Joe Alder, 511 Parkade Boulevard, stated he was a former board member of the Columbia Safety Council, which had disbanded a number of years ago, and noted he continued to work in Columbia as a private citizen on public safety issues. He explained he was in strong support of the funding for this project. He thought the City Council would likely have to work with the County Commission to develop a concept for a public safety commission as it did not exist at this time. A benefit of such an entity would be more civilian involvement with public safety and emergency management processes in building trust, cooperation, and relationships. He felt they should be ashamed of their police facility at this time as many communities had new, state-of-the-art facilities that were in compliance with ADA regulations and the federal regulations that had been passed since 9/11. He did not believe many people realized what life was like for a police officer or anyone involved in emergency management or public safety. They dealt with the demand of shift work, having to be on-call at a moment's notice, and the high stress of the job. In addition, they were willing to rush to danger should something happen. He believed they should provide public safety officials with the best possible facility needed so they could be in an optimum condition when a call came for their assistance. He stated he was in favor of this as it was long overdue. He also thought they should consider a new public safety building in Columbia at some point in the future.

John Clark, 403 N. Ninth Street, commented that he loved this City and wanted it to be a great community. He did not want it to be the best community or a model for anyone. He agreed work needed to be done at the airport, but thought they needed to work with Ashland, Fulton, Jefferson City, and the associated county governments to create a Central Missouri Regional Airport. He felt they needed to get rid of the Columbia Regional Airport name. He suggested they change the name, look for models elsewhere, and give up an appropriate amount of control. Mayor Treece explained the Council had moved on to PH19-16, which dealt with the police station. Mr. Clark apologized.

Connie Liu explained she was a research specialist at the University of Missouri and stated she had previously approached the Council last June when she was helping to organize a Ride to Freedom activity to raise awareness for the Falun Gong practitioners in China. She noted they had a great event and thanked the Columbia community for its patience and support. She commented that she was present today to share that the U.S. House of Representatives had passed Resolution 343 condemning state-sanctioned organ harvesting from practitioners of Falun Gong in China. She stated Congresswoman Vicky Hartzler and the other five Missouri Representatives were among the 185 co-sponsors, which made her proud. She noted Congressman Chris Smith from New Jersey had indicated this legislation was a very important step in bringing accountability and transparency to one of the great crimes of the 21st century. She explained the Chinese Communist Party began persecuting Falun Gong practitioners in 1999 when they had discovered 100,000 million people had taken up the meditation. She stated Falun Gong was an Asian practice to improve the mind and body and was similar to Tai Chi and Yoga. The basic philosophies were truthfulness, compassion, and forbearance. She recommended the Council visit the website, [stoporganharvesting.org](http://stoporganharvesting.org), to learn more.

There being no further comment, Mayor Treece closed the public hearing.

Mr. Skala understood this was a well needed renovation of a police facility they had, but

noted the City had made plans to purchase property in the Second Ward for another police station so they would have two stations soon. He stated his appreciation for Mr. Alder's comments regarding the work ethic and work involved in policing as his daughter was a police officer in Columbus, Ohio.

**Mayor Treece made a motion directing staff to proceed with renovations to the Columbia Police Department facility located at 600 E. Walnut Street. The motion was seconded by Mr. Skala and approved unanimously by voice vote.**

## VI. OLD BUSINESS

B135-16 Authorizing the issuance of Special Obligation Refunding Bonds, Series 2016.

The bill was given second reading by the Clerk.

Mayor Treece explained an amendment had been distributed to Council prior to the meeting, which was identified as Exhibit C. It included the interest rates and an amortization schedule.

Ms. Nix provided a staff report.

**Mr. Skala made a motion to amend B135-16 per the amendment sheet. The motion was seconded by Mayor Treece and approved unanimously by voice vote.**

Mr. Trapp commented that the City had been refinancing bonds since he had been on the Council as the bond market had been very good. As a result, they no longer had any really high interest bonds so they would not be able to provide a gift to the budget in the future of \$3, \$4, or \$6 million from bonds. They would be looking at tough financial times as they moved forward with sales taxes being flat since there were no old high interest bonds to refinance.

Mayor Treece stated they could not get it much cheaper than 1.764 percent. Mr. Trapp agreed.

Mr. Thomas pointed out in homage to former Mayor McDavid that the money they would be saving in the general fund for the next 13 years was equivalent to 3.5 police officers per year.

**B135-16, as amended, was given third reading with the vote recorded as follows: VOTING YES: THOMAS, PETERS, TREECE, RUFFIN, TRAPP, SKALA. VOTING NO: NO ONE. ABSENT: NAUSER. Bill declared enacted, reading as follows:**

B137-16 Vacating a portion of an east-west alley located between 203 E. Walnut Street and 115 N. Providence Road (Case No. 16-93).

The bill was given second reading by the Clerk.

Mr. Teddy provided a staff report.

Mayor Treece asked if the City had a policy for vacating an easement. Mr. Teddy replied each request was run through all of the departments involved in providing services. Alleys were primarily a circulation way for the providing of both public and private services. There had not been any objections to this vacation. In looking at the facts of this particular case, it intersected with Providence Road, so a positive from this would be closing off of a curb cut between Walnut Street and Ash Street on Providence Road. This had been cited by the bank as part of the inconvenience due to frequent vehicle movements on and off Providence Road during busy traffic times. Mayor Treece noted that was the process and asked if the City had a policy. Mr. Teddy replied it was dependent on whether it was deemed it was no longer in the public interest to maintain as a public alley. Mayor Treece asked for the policy of disposing of surplus property.

Mr. Teddy replied he thought that was different than a vacation as they were relinquishing the City's right to vehicular and public pedestrian access to the space with a vacation, and not really disposing of property. The segments of alley would go to each property owner, and in this case it was the same owner on both sides.

Mayor Treece asked if staff had determined they would not need this surplus. Mr. Teddy replied he could not say they had made a determination that there would never be a need for an alley, but given the traffic volumes on Providence Road and the classification of the road in a redevelopment scenario, a north-south parallel alley would be more beneficial than one that intersected with Providence Road.

Mayor Treece asked if the other adjoining property owners or the users of this alley had been officially notified by the City. Mr. Teddy replied no.

Mayor Treece understood other cities that had policies for abandoning easements typically charged an application fee to cover the cost of staff researching fee simple title, utilities, how it was acquired, when it was acquired, etc., and asked if that had been done. Mr. Teddy replied he did not believe it was a cost recovery fee, and that it was only a base fee of \$200. Mayor Treece understood there was typically a market appraisal of the value of the easement and asked if they were recovering any compensation for the taxpayers for this easement and the improvement of alley. Mr. Teddy replied this had not been done as the City did not charge for the alleys as real estate. He understood they could not accept cash for a vacated alley.

Mayor Treece commented that this was the second alley vacation easement in the six weeks he had been on Council. The first had been withdrawn by the applicant. He stated he wanted a more comprehensive look at how they disposed of these things, particularly when they were on Providence Road. He noted they had a Providence Road Corridor Plan and asked if that had contemplated the vacation of this easement. Mr. Teddy asked Mayor Treece if he was referring to the policy resolution for Providence Road. Mayor Treece replied yes, and explained it was PR154-05. Mr. Teddy stated he did not know that it would impact this.

Mayor Treece explained he would prefer to adopt a policy that would provide guidance as to when they would vacate an easement. If they were taking a public asset out of public use, he thought there should be compensation to taxpayers for it.

Mr. Skala understood part of the staff recommendation for granting this vacation had to do with public safety since a curb cut would be sealed on Providence Road. Mr. Teddy stated that was correct, and explained the MoDOT had indicated they would like to see a barrier curb put in place as a condition to the alley vacation so the driveway was closed. Mr. Skala understood there was a not a fee to recover costs, but there was a public safety benefit to it. Mr. Teddy replied he thought there was in the sense there was one less interruption in traffic flow and there would be continuity in pedestrian flow on the parallel sidewalk.

Mr. Thomas stated he supported the premise of Mayor Treece in that the City should have a clearly stated policy as to when they would yield a public asset such as this.

Ms. Peters felt Columbia had a lot of alleys and asked if they were from the 1900s in order to split blocks or for utilities. Mr. Teddy replied the original town plat of Columbia had a block system that included alleys at just about every block except for the market square block and the government center block. Alleys were very much a part of the downtown plan in the past. They were used to varying degrees and functioned differently depending on the built environment. Ms. Peters asked if they were used for utilities and garbage collection. Mr. Teddy replied yes. He commented that he thought the point of property owner notice was a good one as there were connections to this alley further west. He was not sure if the church would get any utility out of having both Ash Street access and alley access. He noted the representative of the bank had indicated they would keep the north-south drive to Ash Street open as a shared access for the benefit of other property owners using the remaining alley.

Judy Starr stated she was representing Central Bank of Boone County, and explained if

the plan was approved, they would send letters to the adjoining landowners with regard to having access off Ash Street back into the service alley. She noted they felt it was a safety issue. When this building had initially been constructed in the 1960s, it had been intended to be a drive-up only facility, but over the course of time, it had served more and more lobby customers. She pointed out customers parked in the lot adjoining Providence Road and walked into the branch, which caused them to walk through the drive lane to get to the ATM, so they were concerned for the safety of their customers. She commented that they had purchased the adjoining lot previously owned by Ambrosia Flowers even though they did not have any specific plans, and thought it was appropriate to acquire so they could do something to address the safety concerns. Less than eight months later, the property owner of the parking lot had offered to sell that lot, which they had previously leased for years. She reiterated they did not have any specific current plans, but did want to try to address the safety issues there.

Mr. Thomas asked for clarification regarding the safety concerns. Ms. Starr replied they were concerned for the customers parking and walking into the facility because they were walking across the drive-through lane for the ATM. Mr. Thomas asked if the alley was the drive-through lane. Ms. Starr replied no. She explained customers utilizing the ATM would come in off of Walnut Street and travel right in front of the bank where customers were parking. Mr. Thomas asked Ms. Starr if she was referring to drive-through ATM customers. Ms. Starr replied yes, and explained there was stand-alone, drive-through ATM. Mr. Thomas asked how closing the alley would help the situation. Ms. Starr replied they were not certain at this time as they did not yet have any specific plans since they had just acquired the adjoining the property, but they intended to reconfigure the lot by either moving the ATM or the parking area. Since they owned all three of the parcels, they wanted the opportunity to reconfigure the site.

Mr. Thomas thought there might be a way to resolve the issue without closing the alley to public access.

Mr. Ruffin stated he had used this site many times and understood the problem of parking and walking into the bank while other cars were going to the ATM or the drive-through. Customers had to be very careful. He noted he would support any effort to reconfigure the property so it was safer for everyone.

Mayor Treece explained he had a concern with the precedent of allowing adjoining property owners to ask for the alley behind their properties without any compensation to taxpayers for the easement that had been acquired and the alley that had been improved by the City. Truncating the alley without officially notifying adjoining property owners seemed premature. He did not feel they should be notified afterward. In addition, they would be forfeiting any opportunity for the City to have any input in what the eventual improvement would look like. He understood the bank was not in any hurry to do anything and that there had not been any accidents. He stated he would prefer to vote this down or table it so they could come up with a policy as to how the City would handle these types of requests. He commented that they had alleys for a reason and they had been platted for 100 years. He was also not sure why they would relinquish 60 feet of the alley.

Mr. Skala stated it did not appear as though Central Bank of Boone County was in a rush. In addition, he understood several of them were interested in a report and a policy recommendation based on the report with regard to vacations and potential compensation for vacations, and suggested they consider tabling this item to allow time for a report and potential policy. He asked how long staff thought they might need. Mr. Teddy thought they would need at least month as they would need to survey all of the downtown alleys. He also suggested time for a second iteration. Mr. Skala thought three months might be sufficient.

Mr. Thomas asked that the report also analyze the public benefit of alleys as they provided pedestrian access in the downtown area. Mr. Skala thought that needed to be balanced with the fact they would be closing off access to Providence Road, which could

be a pedestrian hazard in this location. Ms. Starr agreed as traffic on Providence Road moved fairly quickly and if she saw someone with a signal, she would assume they were turning on Ash Street or Walnut Street instead of an alley in between those streets. Mr. Thomas felt the problems were associated with the design of Providence Road carved through an urban area.

Mr. Skala made a motion to table B137-16 to the September 19, 2016 Council Meeting. The motion was seconded by Mayor Treece.

Mr. Trapp commented that he would speak against tabling B137-16. He explained the City had obtained easements for specific public purposes that provided some good, but it was still the property owner's property. The process currently was that the issue would come before the Council after the review of staff with regard to whether the easement was still necessary. He noted they had easements that were outdated and alleys that might not serve the public good anymore or posed a public risk whereby there would be safety improvements through the vacation. He stated he was not against forming a policy, but did not see any reason to table this request since staff did not find any public purpose to maintain it. By proceeding, it would allow the bank the freedom to move ahead to spend money for designs and plans to improve their property. He commented that the City required easements to facilitate certain processes in terms of utilities, roads, pedestrian access, etc. He thought they should allow the property owner to use the property in a way they would like when the easements were no longer needed. If the case was made that the easement was still necessary, they could then vote down the vacation request. He stated he would oppose tabling this item.

Mr. Ruffin commented that he agreed with Mr. Trapp. He noted he was in favor of developing a policy, but was not in favor of delaying this decision.

Mayor Treece explained the easement they had would be worth less if it was truncated by 60 feet, and they were impairing the other adjoining users of the alley of their right to free and fair enjoyment of that public asset. He noted it also did not sound as if the bank was in any hurry to do anything.

Mr. Skala pointed out an alley vacation was also different than a sewer vacation. A vacated sewer would likely not have the same intrinsic use or value. In addition, as indicated previously, the bank did not appear to be in any hurry with regard to the alley vacation so there would not be an onerous burden on the property owner. He thought it would be prudent for them to consider how this process should move forward and establish a policy. They could then also move forward with this vacation request.

Mayor Treece stated he was concerned about setting a precedent by allowing this to go through. He commented that just because the applicant initiated this process did not mean they were guaranteed an affirmative outcome. He thought the Council needed a policy in place to guide them effectively.

**The motion made by Mr. Skala and seconded by Mayor Treece to table B137-16 to the September 19, 2016 Council Meeting was approved by voice vote with only Mr. Trapp voting no.**

John Clark, 403 N. Ninth Street, commented that he had banked at Central Bank and thought they were a good bank, but did not feel the Council should grant this vacation. He noted he supported all of the reasons indicated by Mayor Treece and was surprised the rest of the Council was not aghast at the absence of a policy. He stated the Council had adopted a street design standard ten years ago, which had specifically included alleys. He commented that they might have heard Pat Kelley talk about the alleys in her neighborhood with regard to their status and who should be taking care of them. There were a lot of alleys in the North Central Columbia neighborhood, and many of them were grown over. He noted his street used to be the horse alley. He stated there were many reasons for the alleys and believed a policy should be looked into as considerations should be given to their benefits in terms of transportation, etc. He asked who would pay



to move the utilities from the area if the bank were to use the alley as part of their property development. There were many good reasons not to vacate the alley now. He was hopeful the City staff would document and map all of the alleys in the North Central Columbia neighborhood as they would all be potential bicycle and walking transportation avenues. He also hoped a comprehensive examination of both past and present possible benefits would be thoroughly conducted. He noted he did not think City staff could get that done as they had too much to do, but he thought they could survey them in a short amount of time.

Traci Wilson-Kleekamp stated she looked forward to seeing a map of the alleys and was not sure why it had not already been done.

B138-16

Vacating a sanitary sewer easement located on the south side of the southern loop of Cliff Drive and north of Hinkson Creek (Case No. 16-109).

The bill was given second reading by the Clerk.

Mr. Teddy provided a staff report.

Mr. Skala understood the landowner might want to expand, remodel, or extend his dwelling in some fashion, and asked if the property would have to be replatted if the vacation was granted. Mr. Teddy replied it was the remaining portion of a very old platted lot, Lot 54 in the East Highlands Subdivision. There had been some incremental subdivision over the years that had created new lots, and the Perkins Subdivision had created the lot directly to the west. The two lots with only 25 feet at the Cliff Drive frontage were created a couple years later via platting. He explained there was also a recorded survey in the early 1940s that described the property. Per City rules, a legal lot could be established if there was either a recorded survey prior to 1964, which was the effective date of the subdivision regulations, or if it was part of a recorded plat. In a sense, this property was part of both. He noted it was an irregular lot by geometry and topography, and would be a difficult building site.

Mr. Skala understood this landowner could extend or remodel his home since this was part and parcel of something that had already been established without any further legal requirements. Ms. Thompson stated that was correct as long as they complied with the zoning regulations. She pointed out there was currently no structure on this particular lot. A brand new building permit application would need to be submitted and the building would need to meet all requirements.

Ms. Peters explained many of the neighbors were concerned as this property was on the edge of a cliff and overlooked the Hinkson Creek, and they wondered how a home could be built on it. They questioned how one would get to it and what kind of setbacks would be needed. She understood there was a 10-20 foot easement for the new sewer line and a 30 foot setback requirement. Another concern brought up by the neighbors was to readdress what subdivision this was as it had been within many subdivisions. She understood the East Highlands Subdivision was from 1903, but the Perkins Subdivision was in 1992, and asked if that meant it was subject to the new subdivision requirements. Mr. Teddy replied that only established the lots located to the west. Remaining now was a certain established geometry, and if a surveyor was to do a one lot plat, the same issues would remain in terms of a difficult topography. He stated staff had reviewed this as only a sewer easement vacation. The property owner would have to deal with the challenges of putting a house plan together if that was their goal. He pointed out lots were created for a variety of reasons, and were not necessarily only to create a building site.

Ms. Peters understood there were two stem lots east of this lot and asked for clarification. Mr. Teddy pointed to the two lots he had mentioned earlier and noted they were a part of Plat 2 of the Perkins Subdivision. He pointed out they were not a part of this request.

Ms. Peters asked what was being done with the rest of the vacated sewer, which was between 4J1214 and 4J1213. Mr. Teddy replied he thought the legal description included

the portion across the front of the subject lot and back out to the street.

Ms. Peters asked if this could be cleaned up so it did not come back when another lot needed a sewer vacation. She also wanted to know what easements and setbacks were needed on this property, and if they could find out from Mr. Koenig what he planned to build prior to vacating the easement. Mr. Teddy understood Ms. Peters wanted to withhold action until they were notified of the intended use, and commented that if they determined it was material to their decision, the City could request more data from the property owner. He stated he thought it was a 4-inch diameter sewer that had been abandoned. Unless the data provided by the Sewer Utility Division was in error, there were not houses connected to the sewer, and the easement came into the property, so it was not parallel to a lot line. The sewer that replaced it had been built to current standards so it was an 8-inch diameter public sewer.

Mr. Skala stated he was confused as a graphic in the packet had included a yellow dotted line in a V-shaped pattern as the easement to be vacated, and it encroached upon what was labeled as 1841 Cliff Drive and this irregular piece of the property. In addition, the easternmost portion 4J214 to 4J213 included part of the abandoned sewer main and was not part of this vacation. He understood this easement vacation affected two lots, and was located just to the east of the two stem lots. The graphic shown as part of the presentation showed a different configuration than the graphic in the packet. Ms. Peters stated that was the reason she was confused as well.

Ms. Peters asked if there was a way to ensure they knew what would be built on the subject property prior to vacating the sewer easement. Mr. Teddy replied it was the prerogative of Council to delay this if they did not feel there was sufficient information. Ms. Peters stated she would like to table this in order to obtain more information as to the plans for the property. Mr. Teddy explained they could overlay the required setbacks with the topography of the lot so they could see the area where a house could sit.

Ms. Peters made a motion to table B138-16 to the July 18, 2016 Council Meeting. The motion was seconded by Mr. Skala.

Mayor Treece asked if the City would have paid for the easement in the past. Mr. Teddy replied he did not know. Mayor Treece wondered if someone would provide the easement for the joy of having a sewer in their yard. Mr. Teddy stated he thought the Sewer Utility Division was viewing it as an obsolete location and facility. Ms. Thompson noted this easement was provided in 1940. Mayor Treece pointed out the CVS sewer easement had been 76 years old. Ms. Thompson explained this was distinguished from the CVS sewer because it was no longer in use. The CVS sewer was still in use.

Mayor Treece thought there had been a convoluted legislative history with respect to this property and the issues had been compounded over time. He believed a more accurate accounting would likely help, and encouraged staff to put this back on the applicant.

John Clark, 403 N. Ninth Street, stated he was concerned about the comment of Mr. Teddy in that staff only reviewed the easement vacation request as he believed staff needed to review the situation further. He noted incremental steps were typical of the City, and he saw all kinds of physical and legal problems. This easement indirectly involved development issues that affected the neighbors. He wondered if the sewer was still there and if there was a hole the water ran through. In addition, this did not address the easement on the adjacent lots. He wondered who would be responsible if there was a collapse in the easement area after the easement was vacated. He stated staff was in the position to think further, and asked the Council to ensure this was done in the future.

Mr. Trapp understood the purpose of a sewer easement was to run the sewer line through it. The City had moved the sewer line, and all of the other items were not really relevant to the decision that was in front of them. The decision in front of them was whether or not to vacate the sewer easement that was no longer used for the sewer. As a result, he would oppose tabling this item.

Mr. Thomas stated he would support tabling this in support of his colleagues, but he agreed with Mr. Trapp as this was a different situation. The sewer easement was only for

the sewer whereby an alley had many purposes.

Mr. Skala agreed a sewer easement vacation was different from an alley vacation, but thought it was prudent to try to sort out some of the confusion behind some of these details so they could make an informed judgement.

Mayor Treece asked if the City had a written policy on vacating sewer easements. Mr. Teddy replied he did not believe they did.

**The motion made by Ms. Peters and seconded by Mr. Skala to table B138-16 to the July 18, 2016 Council Meeting was approved by voice vote with only Mr. Trapp voting no.**

B145-16      Establishing an affordable housing permit fee waiver program; establishing an affordable housing permit fee rebate program.

The bill was given second reading by the Clerk.

Mr. Teddy provided a staff report.

Mr. Thomas asked if the waiver would apply to the road development fee and the utility connection fees normally charged. Mr. Teddy replied yes, and explained it would include all fees that were a part of the administrative cost of doing business in Columbia. Mr. Thomas understood that would be about \$5,000 per dwelling unit. Mr. Teddy replied that was correct in a representative example.

Mayor Treece asked if there was a dollar threshold staff considered to be affordable housing and would be contemplated for this. Mr. Cole replied they looked at housing for someone that was 80 percent or below area median income and at historical data in terms of who participated in the first time homebuyer down payment assistance program. The average sales price of people participating in the program last year was about \$120,000. The highest price house that was able to go through the program was about \$160,000, and the lowest was about \$78,000. He explained the waiver and the rebate programs would hit different sales price points. The waiver program involved Job Point, Habitat for Humanity, and Central Missouri Community Action houses, and those houses typically had a sales price of \$125,000. The price point for the rebate program, in which private developers would likely participate, would be \$145,000-\$150,000.

Mayor Treece asked if they would typically see the home builders applying for the waiver or the buyer. Mr. Cole replied the home builder would apply for the rebate portion, and they would apply for it as part of the current homeownership assistance neighborhood development program. It was an annual process whereby they could apply for funds, and it would provide an additional rebate on top of the down payment assistance projects.

Mayor Treece asked how they would protect the builder's interest in selling the home at the highest price without eroding the natural negotiation between a buyer and a seller. Mr. Cole replied that when they applied for the program and prior to executing an agreement, an underwriting worksheet would be completed to show the estimated costs and the target sales prices. They could then use that to determine how that would impact the final mortgage for the buyer. It would also help City staff to determine if the buyer was raising the price prior to releasing funds. Mayor Treece asked if this was done after the buyer and seller had reached an agreement, and if the realtor would advertise it as eligible for affordable housing waiver funds. Mr. Cole replied ideally they would have an agreed to price point upfront given the features of the home. The realtor and homebuyer would then negotiate a price. The goal would be that they did not go over the price point. The City would release the funds at the end after verifying they had an income eligible buyer and had completed the additional energy efficiency upgrades. He noted they could advertise the home as being in a special City program, and additional assistance could be approved for the project.

Mayor Treece asked if the program would be capped in terms of how many could participate. Mr. Cole replied yes, and explained it would be done by the developer that applied for the funds. This year one developer had applied for 2017 funds and would do eight homes. This was the cap because that was the amount of funds available. By

having developers apply through the annual funding process and having an agreement, it protected the City from having a flood of developers request the rebate. Mayor Treece asked for the funding source. Mr. Cole replied it was CDBG and HOME funds.

Darin Pries, 4803 Chilton Court, stated he supported this ordinance to establish an affordable housing waiver and rebate program. He noted the City had already established a need for affordable housing, and he thought this ordinance was a good step to assist with that. He explained he was the Executive Director of Central Missouri Community Action (CMCA), and they regularly applied for and sometimes received CDBG and HOME funds to build affordable single-family homes. When awarded the funds, they first paid several thousand dollars back to the City for construction permits and fees, which he felt was a shell game as they moved federal dollars from one place to another. The waiver for an eligible construction project allowed the cost of the home to the buyer to be reduced. While CMCA would never need to access the rebate program, his agency was motivated to change the social constructs that perpetuated economic instability. The CDBG and HOME funds would never create more than a small handful of affordable homes each year, but the need was tremendous. Without a program such as this, they would continue to have what they had now, which meant 2-4 affordable homes built each year while entire neighborhoods of \$200,000 to \$400,000 homes were built all around them. He commented that they might see a spike in the development of affordable housing with the rebate program, and hoped the Council would approve it. He did not believe affordable housing would be built without some incentive to the for-profit developer.

Dan Cullimore, 715 Lyon Street, commented that he was not going to talk in opposition to this as he thought the Council should proceed, but noted this was not policy. These were actions in support of policy that had not yet been defined. He stated they had documents, plans and visions, which recommended policy, and then actions in support of the missing middle, the policy. If they had policy, he thought that would have addressed some of the questions of Mayor Treece tonight. He urged the Council to approve this, and to demand from staff that they be presented with an affordable housing policy.

Eugene Elkin, 3406 Range Line Street, understood the City had no idea how many homeless people they had. He wondered if there was constant couch surfing, and noted there was not enough affordable housing in Columbia. He also felt there was a lack of decent paying jobs that were secure with benefits.

Traci Wilson-Kleekamp commented that Race Matters, Friends had the belief that if social equity was what they were about, the City's economic policies would mirror it. Thus, if affordable housing was really important to the City, they should have an affordable housing policy, and not piecemealed items to make it look like they had an affordable housing policy. She felt that was how they would get to equity.

John Clark, 403 N. Ninth Street, stated he had a number of objections, to include the concern Mr. Cullimore had already outlined. He felt these were programs in search of a policy, and absent a policy, it would be piecemealed, ad-hoc, and will not be successful. He asked why there was one ordinance for two programs as there should have been a division of the question. He did not agree with the waiver as it would impact all of the system equity connection fees. He commented that 23 percent of low income people, who might be owner-occupants, were cost burdened and 57 percent of renters, which included some students, were cost burdened. This proposal would subsidize home building for for-profit developers. He believed the aim of the program was wrong as the big need was for affordable rental housing. He stated they would not be able to track the amounts that were taken away from development and other fees. He felt this would undermine valid City programs and goals, such as having the permitting processes pay 75 to 100 percent of themselves. He also thought low income development needed to pay its fair proportionate share, even if they used CDBG funds as a subsidy. He noted he would prefer it come from another source though because the money that went into this would be CDBG money that could not be leveraged for other things. He stated there had not been a consensus of this becoming a policy at the affordable housing symposium.

He commented that the group could not even agree on affordable housing being a priority in the community. He believed the affordable housing group from 2008 was a sabotage group that essentially indicated they needed to remove regulations regardless of whether the home was \$400,000 or \$60,000, and thought they should ignore anything that had come from that group. He pointed out rebates already existed in terms of demand management, and thought those funds could be used in this instance. He urged the Council to reject the waiver program, and to conduct more analysis for the rebate program in order to track benefits.

Mr. Skala commented that he felt this was a continuation of the discussion from the affordable housing symposium and some useful tools to address issues with regard to affordable housing. He understood the arguments in terms of generating a policy, and agreed they needed to assess the tools they had, to include these, if adopted, in the development of an affordable housing policy. He stated he disagreed with Mr. Clark's assessment of the value of some of these programs as rebates and incentives were needed to make affordable housing more accessible to more people. He noted there were protections in terms of caps, etc., and felt these would be very useful additions to the quiver to encourage for-profit developers to engage in affordable housing development as it was sorely needed. He stated he was in support of the establishment of both programs.

Mr. Thomas stated he had concerns that many programs seemed to address affordable homeownership, and not affordable rental properties, and asked for clarification. Mr. Cole replied the City did a lot to support rental housing, and noted the Housing Authority was one of the bigger recipients of funding last year with their Stewart Parker development. The City also funded the Welcome Home program. In the last two years, he thought they likely funded three times the amount in rental housing in CDBG and HOME funds than owner-occupied efforts. In terms of the public input received, there was a strong interest in homeownership activities. He agreed the need was greater with regard to rental, but noted homeownership was important in deconcentrating rental properties in neighborhoods and stabilizing neighborhoods. It was also a great way for low and moderate income families to build wealth and equity and move up to the middle class. Mr. Thomas stated, with that answer, he supported this ordinance as well.

Mr. Thomas explained they had talked for a long time about the tension between development fees and affordable housing, and one of the criticisms of raising development fees, which were far too low in general since they did not cover the cost of expanding infrastructure to serve new development, was that it would undermine affordable housing, but very little of the new housing that was built was affordable or was intended to be affordable. He understood the way to drive this was to raise connection and development fees so they had a way to pay for new development. He agreed a policy that filled the gap between the visioning and the programs needed to be developed and asked staff if they could prepare something for them to adopt. He thought they knew fairly well what that policy would be as some of them had attended the symposium. This was a way to provide an incentive in the marketplace while stretching federal funding further to create more affordable homes. He believed it would build some momentum in the right direction.

Mr. Trapp stated he was in favor of this ordinance as it was a targeted program, which was limited in scope, and would not place an undue burden on the City. He thought it was wise, prudent, and good to socialize some of those infrastructure costs to support the larger goal of affordable housing. He commented that affordable homeownership hit the most stable and highest functioning level of people that were struggling economically and provided the important inroad to the middle class and the neighborhood stabilization activities Mr. Cole had mentioned. He pointed out they would take a better step toward a policy at the second meeting in July when they further discussed the community land trust ordinance. He agreed it was missing, but noted they were moving toward it and taking steps to address it. He commented that he would refer to this as incremental versus piecemeal as they were trying to chip away at this really big problem. This was a

small, but important part of the solution.

Mayor Treece commented that he believed this was a good start and encouraged staff to provide a status after twelve months with a baseline so they could see the participation rate. He thought staff had done a good job of building in protections for both the buyer and seller. He stated he had been provided the opportunity to speak at the dedication of Patriot Place, and it had occurred to him that fixing veteran homelessness was easy because everyone wanted to do it as it was a sympathetic cause. That was one end of the spectrum while the affordable homeownership program was on the other end of spectrum. He noted they needed a comprehensive plan to address the people that fell in the middle, and looked forward to filling in the blanks so they moved people in the progression of housing options in the community. He commented that people sometimes needed a reboot and housing was the most basic function of getting a job and having a place to hang one's clothes.

**B145-16 was given third reading with the vote recorded as follows: VOTING YES: THOMAS, PETERS, TREECE, RUFFIN, TRAPP, SKALA. VOTING NO: NO ONE. ABSENT: NAUSER. Bill declared enacted, reading as follows:**

## VII. CONSENT AGENDA

The following bills were given second reading and the resolutions were read by the Clerk.

- B136-16 Approving a major revision to the PUD Plan of Lake Broadway Condominiums located on the north side of Broadway and west of West Boulevard (1103-1121 W. Broadway); approving a statement of intent; approving less stringent signage requirements (Case No. 16-103).
- B139-16 Authorizing an annexation agreement with Jared Whiteaker Taylor and Brandy Kristen Taylor for property located on the north side of Happy Hollow Drive and west of Highway 163 (801 E. Happy Hollow Road) (Case No. 16-46A).
- B141-16 Authorizing application for transit planning, operating and capital assistance grants.
- B142-16 Authorizing a road relinquishment agreement with the Missouri Highways and Transportation Commission for the conveyance of a portion of Business Route 63 from Business Loop 70 southerly to Route 740/Stadium Boulevard and from Route 740/Stadium Boulevard southerly to Route AC.
- B143-16 Accepting conveyances for temporary construction purposes.
- B144-16 Appropriating funds for repair of the "Look Out Point" public art sculpture located at Stephens Lake Park.
- R78-16 Setting a public hearing: construction of shelter, playground, walkway,

pedestrian bridge and lighting improvements at the McKee Street Park.

- R79-16      Setting a public hearing: consider the FY 2017 Capital Improvement Project Plan for the City of Columbia, Missouri.
- R80-16      Authorizing an agreement for professional services with The Beenders Marketing Group, L.L.C. for tourism public relations services.
- R81-16      Authorizing an agreement for professional services with True Media, L.L.C. for tourism media buying services.
- R82-16      Authorizing an agreement for professional services with Woodruff Communications, Inc. for tourism marketing services.
- R83-16      Authorizing a business associate agreement with United HealthCare Services, Inc. for medical and prescription drug claims administration services.
- R84-16      Authorizing an agreement for professional architectural services with SOA Inc. for engineering and design of the Gans Creek Recreation Area concession and restroom building.
- R85-16      Authorizing a property management agreement with the John William Boone Heritage Foundation relating to the John William "Blind" Boone home.
- R86-16      Authorizing a property management agreement with the Boone County Historical Society relating to the Maplewood Home.

**The bills were given third reading and the resolutions were read with the vote recorded as follows: VOTING YES: THOMAS, PETERS, TREECE, RUFFIN (except for R85-16 on which he abstained), TRAPP, SKALA. VOTING NO: NO ONE. ABSENT: NAUSER. Bills declared enacted and resolutions declared adopted, reading as follows:**

## **VIII. NEW BUSINESS**

None.

## **IX. INTRODUCTION AND FIRST READING**

The following bills were introduced by the Mayor unless otherwise indicated, and all were given first reading.

- B146-16 Approving the Final Plat of The Villages at Arbor Pointe Pool Plat located on the west side of Arbor Pointe Parkway and adjacent to Delwood Drive; authorizing a performance contract (Case No. 16-115).
- B147-16 Authorizing construction of shelter, playground, walkway, pedestrian bridge and lighting improvements at the McKee Street Park; calling for bids for a portion of the project through the Purchasing Division.
- B148-16 Authorizing a contract for sale of real estate with Karie L. Watson for the acquisition of property located at 1105 Again Street to be used for a long-term storm water improvement plan for the Again Street-Worley Street drainage area; appropriating funds.
- B149-16 Authorizing an agreement for professional engineering services with Burns & McDonnell Engineering Company, Inc. for the Moore's Lake remediation and site restoration project at the Municipal Power Plant.
- B150-16 Accepting conveyances for sewer, utility and temporary construction purposes.
- B151-16 Accepting conveyances for water, electric and underground electric utility purposes.
- B152-16 Appropriating funds from the sale of surplus fire equipment.
- B153-16 Appropriating funds from developer contributions made per the terms of a development agreement to the Flat Branch Watershed Relief Sewer Project No. 2.
- B154-16 Appropriating funds to pay for the City's share of the cost of the March 2016 special election relating to an initiative ordinance to prohibit residential roll carts and automated refuse collection vehicles for residential roll carts.
- B155-16 Authorizing renewal of an agreement with Boone County, Missouri for the use of Children's Services Funds (CSF) for the expansion of Teen Outreach Program (TOP) services; appropriating funds.



B156-16 Authorizing a lease agreement with Stephens College for connection to the City's fiber optic cable system.

## X. REPORTS

REP49-16 FY 2017 Annual Budget - Downtown Community Improvement District.

Mayor Treece explained a work session had been held on this item earlier this evening, and this was for informational purposes only at this time.

Mr. Skala commented that the Downtown Community Improvement District (CID) had made a presentation of its future plans, and there were questions by several members of the Council that were indicative of soliciting a partnership or more support from the CID with regard to public safety and infrastructure issues.

REP50-16 Cat Licensing.

Ms. Browning provided a staff report.

Mr. Trapp stated the City was further along in the process than he had realized. In regard to the specific issue for which he had brought up cats, he would be curious to hear from the Parks and Recreation Department on what they did in terms of cat management and neotropical songbirds. He wondered if they were taking any active management steps to ensure the cats were not causing an environmental disturbance in helping push animals to extinction. Mr. Griggs commented that when they found feral animals in the parks, they would generally contact the Humane Society or animal control to collect them. The issue was catching the feral animal. They would get a report, but by the time they sent staff to look for the animal, it was gone and often hard to find. If a staff person saw it, they would try to collect the animal and take it to the Humane Society so they could process it.

REP51-16 Single/Young Parent Programs.

Ms. Browning pointed out the report that had been included as part of the agenda packet was missing some pages, and the correct version had been provided via e-mail today. She also provided a staff report.

REP52-16 Chronic Homelessness.

Ms. Browning provided a staff report.

Mr. Skala understood the City was looking at this issue as a whole in terms of temporary homelessness, more permanent homelessness, and incentivized and subsidized rental housing and affordable housing. Ms. Browning stated that was correct. Mr. Skala understood they were trying to fill this continuum with tools they had to address each issue. Ms. Browning agreed it was not a one size fit all situation, and they were trying to make the best use of the resource they had across the continuum.

Mr. Trapp commented that there was great coordination in terms of social services between the United Way, the City, the County, the service providers, the churches, etc. as they were all extremely active and worked well together. It was the best it had been in Columbia, and better than any other community in which he had previously worked. It was a giant and daunting issue they were trying to address without adequate resources, but they were making the best use of those resources and working together very effectively. He noted he had been involved with the counts and had known many of the people personally. It was complex, and chronic homelessness really pointed to the need for supportive services. It was not just a housing issue. Ms. Browning stated that was correct. Mr. Trapp noted it was very difficult without funds to pay for those supportive services, which were usually medical and behavioral health services. He commented that veterans were not easier to deal with because people were more sympathetic toward them. It was because almost all of them had access to deluxe VA services. It was a

real struggle and challenge for those that lacked that access. He recognized Ms. Browning and her staff along with everyone else that helped to address the issue as the coordination had gotten better and was working to move people to permanent housing.

REP53-16      Intra-Departmental Transfer of Funds Request.

Mayor Treece asked for clarification regarding the summer intern program in the Public Works Department. Mr. Nichols replied they used interns through the University and Job Point. The interns through the University were to help facilitate engineering students. Mayor Treece asked how many that line item would support through the summer. Mr. Nichols replied 8-10 students.

## **XI. GENERAL COMMENTS BY PUBLIC, COUNCIL AND STAFF**

Lynn Maloney, 204 Maplewood Drive, commented that she had become aware of her great ignorance to the part of American history they called Black history. They called it Black history as if the history of African-Americans was somehow not appropriate to the curriculum of the National history. Oddly, her high school history class was not called White history. It was just called U.S. history. She stated she had discovered a treasure trove of historical work that was addressing the huge gap in her knowledge and informed her understanding of herself as a U.S. citizen. When creating budgets and prioritizing projects, they saw what they really valued and believed was important. Their values and beliefs about who they were as Americans, Missourians, and Columbians were highly influenced by the understanding of history, and how they came to live, what they did, and what they valued about this as a place to live. She stated she had researched more about the great pianist and composer, Blind Boone, today, and had discovered there had been a big effort to raise funds to renovate the Boone Home in 2010. She understood Boone's last name had come to him through a mother that was a slave owned by the descendants of Daniel Boone, after whom the County was named, and learned plans for the Blind Boone Home in 2010 had included a center for ethnographic research, where students could learn not only about the importance of Blind Boone, but also how to conduct oral history and how to use videography to prevent the loss of much more of the City's history. When visiting the courthouse, the local university, and so many other civic institutions, the faces they saw framed on the walls were white, but when reading about the history of Sharp End and the history placard at Flat Branch Park, they learned that African-Americans had lived in the center of the City for its entire history. She asked why they did not see framed faces on their walls of those who had built businesses, schools, and churches in the center of Columbia. She thought it might be the reason they had not fully renovated the Blind Boone Home.

Traci Wilson-Kleekamp explained she had made a records request about three months ago with regard to the Blind Boone Home because the City Manager had mentioned he had received a lot of opposition to renovations to the facility. She stated the records request was for an assignment she had for a qualitative research class and she was very interested in white resistance to black history and social equity issues for people that were marginalized and underserved. She noted she did not get the paperwork on time as she only received it on Friday. She commented that a challenge was that none of them had been taught how to do social equity work, so they were learning on the fly, which was causing piecemealed policies, and she thought it was important that Blind Boone become a part of how history was told in Columbia. She did not believe it should be "black" history and suggested it be "people" history while showing black people had significant contributions. She did not feel they heard enough of those types of stories as they did not have enough of a collective memory. She pointed out the memo associated with the item on the agenda regarding the Blind Boone Home did not include anything in the legislative history. In effect, the memos were even being whitewashed. She thought it was important to find ways to talk about history that was meaningful to people in the

community so they felt they were a part of it. She noted some of the comments from people were that money should not be spent on the home as it needed to be spent on police, but believed if they had been spending money on history and developing a collective voice about history, they would not need to spend money on police.

Karie Watson, 1105 Again Street, stated the Council would be voting on the buyout of her home on July 5, 2016, and the vote was about keeping sewage out of stormwater and helping older fixed-income neighbors with a 57 year problem. She explained the stormwater problems began when the Nowell's grocery store on Worley Street had been built in 1959. There had been 57 years of reports and water flow rate studies, but nothing with regard to what the homeowners dealt with when it rained. She commented that the former Nowell's building and current Health Department building had one drain servicing the majority of its large parking lot, so water rushed over the drain and into the neighboring houses. What did not rush into the garage of home number one of three, rushed onto the lot behind them, and at times, rushed over the main sewer manhole. The second home sat higher like hers, but could end up with detention. The third home had reported there was so much standing water in the street when cars drove by that it sent a wall of water into the garage and down the stairs. In addition, the rushing water would come very close to their main electrical box, which was a very dangerous situation. She thought the home could be saved if the water was directed into a detention center. She commented that this had been more than a nuisance and these homeowners had decades of empty promises and long-forgotten unfinished work orders. She understood the sewer pipes on Worley Street and Again Street had all been lined recently, with the exception of the remaining main sewer line on her property. She had been told that line would be rerouted in the spring of 2016, but it had not been done. She understood it would be financially irresponsible to reroute the sewer when the manhole and storm pipes in the area needed attention. She stated the manhole in her back yard was underwater during heavy rains, and believed fixing this would help the neighbors downstream from Again Street. She commented that she had expected to see the Health Department follow up on the e-coli levels from Again Creek, especially with the recent sewer repairs, but she had not seen Again Street 2016 on the website and the two samples that had been extremely high in 2015 were no longer listed on the website either. She noted she was concerned about kids and pets getting in the Creek, and hoped the situation was taken seriously with follow up. She felt more money had been spent on reports than on fixing the problem over the years, and she was happy to offer her home if tearing it down would begin the process to help many other homeowners in Columbia. She hoped the Council would take all of this into consideration when they voted on this issue at the next meeting.

Mayor Treece thanked Ms. Watson for her e-mail communicating these issues, and hoped she was comfortable with the resolution that had been reached. Ms. Watson replied she was comfortable. Mayor Treece stated he did not see the buyout of her home fixing the problem, and noted he planned to ask what the City was doing to ameliorate the stormwater and sanitary sewer issues in the neighborhood. Ms. Watson replied she thought staff had planned to create a detention area. She pointed out the main sewer line was under her property, and they had planned to reroute it, but the other issue was the manhole.

Joe Alder, 511 Parkade Boulevard, stated he tried to drive around without a radio or cellphone so he was not distracted and was observant in order to really see what was going on as he was driving. A couple of weeks ago when driving down the Business Loop, he had noticed traffic traveled fast near Patriot Place. He explained he visited with the residents of Patriot Place every day, and noted he had collected donations throughout town so every resident had at least one vegetable and some other flowers and plants and the area looked nicer. He understood some local agencies had planned to build a garden

there in July. He noted he had spoken with the City staff in the Police Department and the Public Works Department, and thought the conclusion was two stop signs, one at the intersection of Business Loop 70 E and Hathman Place and another at the west bound off ramp from I-70 with a change to it so the turn would be a bit sharper. He understood the Police Department had tried for three years to get MoDOT to reduce the speed limit on I-70 from 70 mph to 60 mph from Lake of the Woods to the Highway 63 interchange. He suggested speeding up the process by being more agile and responsive, especially when there were interagency issues. He described an incident in his neighborhood this afternoon whereby ambulance and fire truck personnel were on his street mid-afternoon knocking on doors trying to determine what was needed, and had later learned the call had come from the Moberly Area Community College (MACC) site at the Parkade Plaza, so it had taken 15-20 minutes for them to respond. He noted this was a problem as the person would likely have been dead if he had been experiencing sudden cardiac death syndrome. He thought they needed to think about continuous quality improvement and wondered if one of the issues was getting through the congested traffic when they had to backtrack. He stated it took constant vigilance to think about how things could be done better.

John Clark, 403 N. Ninth Street, commented that the City's social equity goals, economic development goals, affordable housing goals, etc. had a lot of interest, but noted they did not have the money and would never have the money to take the lead on any of these issues unless the Council was willing to put before the people a vote asking them to establish funding, such as a \$20 million social equity fund, they could draw upon. He stated he would support those types of funds. He noted an economic development fund could be established, and it could subsidize the electricity at a data center at the regular rate instead of raising the rates of the ratepayers. Until they had those types of funds, he felt the role of the City was to develop and adopt an affordable housing policy and implementation strategy to guide their efforts to the extent possible. He also pointed out a community land trust was not a policy as he felt it was a tool. He commented that a policy would address issues such as the quality of the building, the distribution of affordable housing throughout Columbia, etc. The policy would discuss the issues of permanent affordability in terms of desire and how to accomplish it. He stated he believed quality rental tenancies were as good for the people living in them as quality owner-occupancy tenancies. He felt housing was about use, and there was nothing fundamentally better about owner-occupancy unless they viewed it as an investment vehicle, which he thought had led them astray too many times. He believed it was about good quality affordable housing for rental tenancies.

Eugene Elkin, 3406 Range Line Street, stated he had previously come to Council when he had tripped over a sign, but had chosen not to do anything more. He noted he was surprised the housing situation described by Ms. Watson had not resulted in multiple lawsuits as 57 years was a long time to overlook the issue. He commented that excessive expenses might keep poor people down and out.

Mr. Elkin explained he had nearly died in 2014. His mother had determined he was not acting right and had taken him to the hospital. He reminded everyone to drink water, avoid alcohol, and get out of the air conditioning during this hot weather so their bodies were better able to regulate hot and cold.

Ms. Peters thanked the engineers for all of the work they did on the Fairview Road and Chapel Hill Road intersection. She thought they had gotten beat up quite a bit by the public and had done the best they could to point out there would be a problem at that intersection when Nifong Boulevard closed, even if it was only temporary.

Mr. Thomas asked staff to prepare legislation to provide an exception to Section 27-111

of the Code of Ordinances regarding the individual metering of an apartment building. He noted The Rise on the Ninth would be one of the largest apartment buildings in Columbia, and Section 27-111 required every dwelling unit to have an individual electric meter as opposed to a single master meter on a building. This requirement created a significant increase in the total amount of copper and other materials needed to maintain high voltage to every individual apartment in such a large building. In addition, it created a situation where there were much higher losses of energy, causing an unnecessarily high carbon footprint for the building. He noted he had always had concerns with going to a master meter because individual tenants did not have an incentive to be conservative if they all paid a shared rate, but in this situation, there could be a submetering system by which each individual apartment was metered and the developer would determine how the total electric bill was allocated so the incentive to conserve was still there.

Mr. St. Romaine stated he had spoken with Mr. Johnsen about this, and thought staff could prepare a report within the next couple of weeks. Currently, there were not a lot master-metered buildings. He understood it was done at Paquin Towers, Columbia Mall, and the Tiger Hotel. He noted there were positives and negatives to master metering, and suggested they provide a report to allow discussion by Council prior to bringing back legislation.

Mr. Thomas thought this was at the discretion of the director for some zoning districts, but not others, so this would expand it to include the C-2 zoning district. He asked when legislation could be brought forward. Mr. St. Romaine replied he hoped it could be done at the second meeting in July at the latest.

Ms. Peters left the meeting at approximately 10:45 p.m.

Mr. Trapp explained there would be start-up costs associated with the community land trust and they would likely look at council reserves in the amount of \$16,600. He noted he only wanted to provide a heads up on this issue. In the future, the community land trust would be a non-profit and could apply for CDBG funding. It could not, however, be done in the initial year.

Mr. Ruffin stated he wanted to respond to the presentation by the two representatives of Race Matters, Friends regarding the importance of creating a historical narrative that honored the contributions of diverse groups that served to create the City of Columbia and its history and culture. He explained John William "Blind" Boone was the son of a woman named Rachel Boone, who had been a contraband slave that had found refuge with the Union Army and had worked as a laundress, and his father had been a young bugler by the name of William S. Belcher, so John William "Blind" Boone was biracial. When relocating to Columbia, John William "Blind" Boone had encountered the Lang family, which had settled here in 1850. He noted John Batiste Lang had followed his wife, Louisa, who was a slave that was owned by James Shannon, one of the earlier presidents of the University of Missouri, and John William "Blind" Boone had actually married John Batiste Lang's daughter, Eugenia, and his son, John Lang Jr., had become his manager. He pointed out John Batiste Lang had been one of the first and most successful African-American businessmen in Columbia, and had owned much of the property that was downtown, between Third Street and Fifth Street. He commented that elevating the story of Blind Boone and committing to the restoration of his home was an important step in that direction. He noted he was happy to say the restoration of the Blind Boone Home, which was located at 10 N. Fourth Street, was moving forward with excellence, and the grand opening would be held on September 18, 2016 during the annual Heritage Festival. He stated they would not have been able to come this far had it not been for the support of the City Council over the years and a succession of city managers and mayors that continued to keep the project alive. They were even now continuing to partner with the City through the Parks and Recreation Department. At

their current phase, they had received a groundswell of community support. He noted most of the local banks had made sizable contributions, and now many private citizens were contributing. As a result, they would now be able to restore one Boone's pianos and document his life through photographs and other items. He stated they had actually received a silver service that had been owned by the John Batiste Lang's family, and would be able to share that valuable item with the public. He commented that they were grateful for the opportunity to serve the community and be here at this juncture after 18 years to celebrate the dreams of those that had come before them.

Mayor Treece noted Annie Fisher was another prominent African-American that had been known nationwide for her beaten biscuit recipe, which she sold via mail order across the country. He thought Columbia was replete with African-American history, and he hoped they could all do a better job of communicating it as it weaved into the narrative of how diverse and inclusive the community was today and how they could be much better.

Mr. Skala stated he had run into Mr. Ruffin at the Blind Boone concert series on Sunday at which Bob Milne had played on Blind Boone's piano. A lot of what he had to say in terms of musicology filled in a lot of gaps with regard to the genius of Blind Boone. Ragtime, which was uniquely Columbian, rivaled Jazz, Blues, and other types of music typically attributed to Black Americans. He noted Scott Joplin of Sedalia, Missouri, had post-dated Blind Boone. He understood the building from which the piano had been located in another community had been torn down by a tornado so it would have been completely gone had it not be obtained for restoration. He pointed out all of the council candidates in 2013 had agreed the Blind Boone Home was a worthwhile investment of surplus funds. He commented that he also agreed with Ms. Wilson-Kleekamp in that this type of effort was necessary, even in terms of public safety.

## **XII. ADJOURNMENT**

Mayor Treece adjourned the meeting without objection at 10:52 p.m.