



City of Columbia, Missouri

Meeting Minutes

City Council

Monday, July 3, 2017
7:00 PM

Regular

Council Chamber
Columbia City Hall
701 E. Broadway

I. INTRODUCTORY ITEMS

The City Council of the City of Columbia, Missouri met for a regular meeting at 7:00 p.m. on Monday, July 3, 2017, 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 RUFFIN, TRAPP (left at 8:50 p.m.), SKALA, THOMAS, PITZER, and TREECE were present. Council Member PETERS was absent. The City Manager, City Counselor, City Clerk, and various Department Heads and staff members were also present.

The minutes of the regular meeting of May 15, 2017 were approved unanimously by voice vote on a motion by Mr. Skala and a second by Mr. Trapp.

The minutes of the regular meeting of June 5, 2017 were approved unanimously by voice vote on a motion by Mr. Skala and a second by Mr. Pitzer.

Mr. Thomas asked that B169-17 be moved from the consent agenda to old business.

Mayor Treece asked that B177-17 be moved from the consent agenda to old business.

The agenda, including the consent agenda with B169-17 and B177-17 being moved to old business, was approved unanimously by voice vote on a motion by Mr. Skala and a second by Mr. Trapp.

II. SPECIAL ITEMS

None.

III. APPOINTMENTS TO BOARDS AND COMMISSIONS

None.

IV. SCHEDULED PUBLIC COMMENT

SPC42-17 Sutu Forte - Advocating for Columbia's urban wilderness.

Ms. Forte stated she lived on Bluff Dale next to the Hinkson Creek and her passion was nature, which she coupled with music. She explained she was on a search to learn how to help nature and how to help Columbia's nature. She commented that Alcoholics Anonymous had saved her life, and she tried to live by what they had taught her, which was to not give advice and to only tell one's experience. She noted she had been able to go Lourdes, which were healing waters, in France in 2007, and had lit a candle to protect the wild nature in Columbia while there. In 2008, It's Our Wild Nature was started. She stated two weeks ago she had traveled to Chicago to present to Amma, the hugging mother and a living saint, who healed people as she held them, and she had taken a picture of the Altis property to have it blessed. The doctrine of It's Our Wild Nature, which had all of their names on it, and a piece of paper with the names of all of the Council Members on it had also been blessed. She commented that she had prayed to

do the healthiest thing for Columbia, and understood the Council felt that way too. She noted Amma essentially said nature was number one, and that they had to plant fifty trees if they cut one down because a big tree took a long time to do what was needed to correct what was going on in terms of pollution in the atmosphere and to keep the balance of nature right. She thanked City staff for all they were doing to encourage people to take public transportation and with regard to the pollinators. She thought they could do more by doing less in terms of manipulating nature and letting her be as she already had it figured out. They needed to let go and surrender their control and replace what they had taken. She suggested they cherish their wild places. There was an energy, vitality, and vibration in the wild spaces. She stated she was again advocating for wild nature, and for everyone to get out, get to know it, and embrace it. She asked the Council to help save the 38 acres along the Hinkson Creek.

SPC43-17 Catelyn Chaney - Cherishing Columbia's wild nature nooks.

Ms. Chaney noted she had been a resident of Columbia for a couple of years. She sighed and explained she had just taken a deep breath from the overstimulated society. Everywhere she turned there seemed to be a car, a computer, or a phone, which someone was using. Devices continually held their attention. She commented that anxiety and depression were the new normal for all generations. She stated her own peers were afraid to acknowledge each other and look at each other. Materialism continued to dominate the collective mindset in that they needed buy more or have more to be happy or successful. She wondered why they were so sick when they had such advancements in technologically, and believed it was the lack of valuing nature and wild spaces for their physical, mental, and emotional health. There was something magical about being in natural spaces whether with flowers in the front yard or the wilderness in the back yard. She commented that Clyde Wilson Park was one of her favorite spaces because she could get away from all of the traffic and the judgements of others. She could slow her mind and come closer to who she was in her heart by just being with the trees. She did not have to buy or bring anything for entertainment. She stated man did not make nature. It was here long before they put their hands on anything. She noted the ancient civilizations had relied upon nature for its powerful positive effects on the mind, body, and spirit, and science was now catching up since they now relied on science to tell them what was true. She listed benefits of nature that had been found in a recent Business Insider article, which included a reduction in stress, improved cognition, such as memory and concentration, and decreased anxiety and depression. Nature provided a space where individuals could retreat and recharge from overstimulation, and when individuals found silence, they tended to become closer to the thoughtful and compassionate aspect of the human spirit. She believed this was lacking as a whole in society and in the world. When they had more thoughtful citizens, they had a healthier, happier, and more peaceful society. She felt man was closer to who he really was when he was silent and undistracted. She stated nature was free and an excellent resource to go to in order to reach one's true self. Unless they wanted to live in an ever expanding concrete jungle, she suggested they all take responsibility in standing up for and cherishing wild spaces.

V. PUBLIC HEARINGS

PH19-17 Proposed construction of the Vandiver Drive and Parker Street roundabout improvement project.

PH19-17 was read by the Clerk.

Mr. Nichols provided a staff report.

Mr. Thomas asked if they had any traffic volumes or delay times at the intersection or for Parker Street. Mr. Nichols replied no, and explained some severe right angle crashes

had prompted this project.

Mr. Thomas understood there was a two-way stop at the intersection so the Vandiver Drive traffic was moving through at 35-40 mph. Mr. Nichols replied traffic was likely moving faster than what was indicated on the signage. Mr. Thomas noted traffic on Parker Street had to cross or enter the traffic stream. Mr. Nichols stated that was correct, and explained the movement from Parker Street to Vandiver Drive resulted in the accidents. He noted the hill to west also created a sight distance issue. They felt the combination of flattening it out through the intersection and the roundabout would create a safer intersection.

Mr. Thomas understood staff was currently looking at a number of different intersections for possible roundabouts and asked where this one ranked in terms of vehicle crashes. Mr. Nichols replied likely not as high in terms of the numbers, but it was high in terms of the severity of accidents.

Mayor Treece opened the public hearing.

Lawrence Simonson, 2706 Hillshire Drive, explained he was representing the PedNet Coalition and stated their support for roundabouts in general. He noted they saw roundabouts as a very strong piece to Vision Zero and making the community safer for all modes of transportation. He commented that a portion of Vision Zero would require them to continuously try to calm and slow traffic, which many fought against since they wanted get where they needed to go as quickly as possible while being safe. Bottlenecks for most streets were due to stop signs and traffic lights. One of the best ways to make roads efficient while ensuring safety for all was to decrease the bottlenecks via roundabouts. They could then look at roads that needed traffic calming and implement traffic calming strategies or design future roads so cars were traveling at a much safer speed for themselves, pedestrians, cyclists, people in wheelchairs, the elderly, etc. while maintaining travel times since they were no longer having to stop at a stop sign or traffic light. He reiterated they were big supporters of roundabouts and looked forward to seeing the work of staff with regard to Vision Zero.

Danny Hammack noted he was the General Manager and Managing Partner of Columbia Honda, which had a business behind one intersection corner and was the landowner of an intersection corner. He stated he represented the business along with the 70 employees at the dealership and their growing and expanding customer base. They supported the roundabout as it was a dangerous intersection. He explained they had gone as far as to instruct employees to not turn left at the intersection due to the cross traffic and the fact the suicide lane filled up. They felt this was a safety issue more than an issue of controlling traffic. He reiterated their support and hoped the Council would consider their thoughts in this decision.

Eugene Elkin, 3406 Range Line Street, understood a resident in the area would sit on his front porch to watch the many accidents that took place at the intersection, and noted he preferred not to be in one of those accidents. He stated his support of this project. He understood they would try to accommodate buses and trucks and wondered if this would be designed like the roundabout at Fairview Road with the lower median. He suggested all eastbound traffic be made aware of the upcoming roundabout due to the hill.

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

Mr. Thomas asked for the diameter of the central area all vehicles had to go around and for the width of the apron beyond it. Mr. Nichols replied it was 140 feet in diameter and the outer apron was usually a 20-foot lane. The truck apron was the dashed area on the diagram, and it had a two-inch lip so tractor trailers could be accommodated. There was also a center island. He stated he did not have the exact dimensions, but it was a fairly standard roundabout. It would not be like the one mentioned by Mr. Elkin. Mr. Thomas understood there would be a substantial center island no vehicle would go across, which was different from the one at Fairview Road and Rollins Road. Mr. Nichols stated that was correct. He explained this would have at least a six-inch curb above the two-inch apron. It would not be mountable.

Mr. Thomas encouraged staff to look into making the central island much taller with landscaping, public art, or another visual object that could be seen at a long distance as vehicles approached. Mr. Nichols pointed out sometimes this could create an obstruction in the middle, which was more detrimental than beneficial. It was better to have something less intrusive whereby a vehicle could bounce over it instead of crashing into it if a mistake was made through the roundabout. He stated they would look at different treatments and landscaping with volunteer groups. They wanted to make it attractive and safe, and would follow the federal guidelines. They did not want to purposely put an obstruction in the middle that would cause a severe accident.

Mayor Treece noted a lot of the public comments were supportive of the project, but had asked for the construction to be accelerated. He asked if there was a way to do this. He assumed if adjoining property owners wanted to see this, they could make the acquisition of right-of-way go faster. Mr. Nichols agreed that generally helped move a project along faster. He stated he would have to work with the Finance Department on when funding might be available, and they would move as fast as possible. Mayor Treece noted an impetus for this project was that 500 employees would be moving to this location. Mr. Nichols agreed, and pointed out they wanted to stop the severe crashes as soon as they could.

Mr. Skala assumed there would be input sessions with the public to address topography and other issues. He wanted to proceed quickly, but also wanted to allow time for the public to provide input. Mr. Nichols stated they would bring forward ordinances to acquire easements and authorize the bid process.

Mr. Trapp commented that he was excited to see this as he had been following this intersection since he had been a council candidate as he had run on livable streets. He liked this project due to the dangerousness of the intersection. In response to Mr. Thomas' question as to how this related to other intersections, he knew it had been the second most dangerous intersection without a signal until they had placed a light at Ash Street and Fairview Road so it was roughly equivalent to it prior to the signal. He explained he had been unsuccessful in getting a traffic signal at this location, and had been told a roundabout would be better because of all of the grading that would need to be done. He stated this had become a project through a political process and the fact Mr. Skala had pointed out the last ballot project list had been heavily weighted for the southern part of the city. This was a part of developing some north side projects. He understood this location was not in the top fifty in terms of traffic flow, but was high in terms of accidents. It actually ended up being good in terms of timing since Veterans United would soon be located nearby with many employees. He thought it might be worth reaching out to Veterans United to see if there were things they could do when designing the offices to reduce the number of cars they were bringing into the area. He reiterated that he was pleased this was moving forward and hoped it could be done rapidly. He understood the Burnam family had offered a financial contribution if it would help, and thought other stakeholders in the area might help as well.

Mr. Trapp made a motion directing staff to proceed with the final plans and specifications for construction of the Vandiver Drive and Parker Street roundabout improvement project. The motion was seconded by Mr. Skala and approved unanimously by voice vote.

PH20-17 Proposed construction of improvements, repairs and upgrades to the leachate collection and storage facilities at the Columbia Sanitary Landfill.

PH20-17 was read by the Clerk.

Mr. Johnsen provided a staff report.

Mr. Skala understood this project and the bioreactor landfill disposal cell project would be considered together, and asked if the cost estimate provided referred to both projects.

Mr. Johnsen replied no. Mr. Sorrell stated the \$560,000 mentioned was solely for the leachate project. Mr. Skala understood the other project would cost \$5.5 million. Mr. Sorrell stated that was correct.

Mayor Treece opened the public hearing.

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

Mayor Treece made a motion directing staff to proceed with the Landfill Leachate Handling and Storage project. The motion was seconded by Mr. Trapp and approved unanimously by voice vote.

PH21-17 Proposed construction of Bioreactor Landfill Disposal Cell #6 at the Columbia Sanitary Landfill.

PH21-17 was read by the Clerk.

Mr. Johnsen provided a staff report.

Mayor Treece asked what would be done after fourteen years. Mr. Sorrell replied a master plan for the landfill would come to the Council in the near future. They also anticipated hiring a consultant to assist with the permitting process to possibly permit more land in the area. Mayor Treece asked if there was additional city-owned land at the landfill. Mr. Sorrell replied yes. Mayor Treece asked for the acreage. Mr. Sorrell replied they had 720 acres and 91 of those acres were currently permitted.

Mr. Skala asked if the fourteen years was the useful life they had currently or if it included this in addition to what they had currently. Mr. Sorrell replied it included cell #6 and what they currently had. Mr. Skala asked for the lifespans of these cells, and how long it had taken to fill cell #5. Mr. Sorrell replied about five years. He pointed out that once cell #6 was at intermediate capacity, all six cells would go vertical. It would then likely be the tallest manmade structure in Boone County.

Mr. Ruffin asked for clarification regarding special obligation bonds. Ms. Thompson replied special obligation bonds were paid for out of the proceeds of that particular utility. General obligation bonds were paid out of general taxing revenues from property taxes or sales taxes. Special obligation bonds were from a special project and the proceeds from that project.

Mayor Treece opened the public hearing.

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

Mr. Trapp commented that this project involved a huge amount of money, but they obviously had to do it. He thought it spoke to how much they needed to increase their rate of moving trash into recycling. He understood that was an expensive process as well, but it saved them these kinds of costs and regulatory costs would continue to increase. He noted the landfill space would not get any larger either. As they paid this out, he believed they needed to renew their commitment to reduce the waste stream by not creating so much waste, by recycling, etc. He felt there were better ways to spend their money than to create an everlasting environmental liability.

Mr. Skala stated he agreed they needed to increase their stewardship so they were not putting anymore in than absolute necessary. He noted growth had many benefits, but it also had some tremendous costs, and this happened to be one of them. Columbia had been growing at a torrid pace for a quite a long time, and the waste stream was a part of this. He reiterated that he thought they needed to do whatever they could to reduce the waste stream and be good stewards of the land while also being mindful that this was one of the costs they had incurred.

Mayor Treece made a motion directing staff to proceed with the Bioreactor Landfill Disposal Cell #6 project. The motion was seconded by Mr. Ruffin and approved unanimously by voice vote.

PH22-17 Consider the FY 2018 Capital Improvement Project Plan for the City of Columbia, Missouri.

PH22-17 was read by the Clerk.

Ms. Nix provided a staff report.

Mr. Thomas asked about the annual new electric connections budgeted for \$1 million from enterprise revenues. Mr. Johnsen replied they looked at how much had been spent on non-project specific items over the years, and this would likely cover those. He noted they generally had to invest money as new customers were brought into the system, and this covered that. Mr. Thomas understood this was related to customer growth. Mr. Johnsen replied yes, for the most part. Some existing customers would be involved, but the majority was for new customers.

Mr. Thomas noted there were a lot of annual items on the list for electric, and asked how many of those were related to new customers versus replacing equipment. Mr. Johnsen replied staff could look at that and provide a better analysis. Mr. Thomas stated he felt it would be helpful to know whether each line item was entirely repair and rehabilitation related or new customer related, and the percentages if it was split.

Mr. Skala understood the annual fiber optic cable was what might be necessary prior to getting any direction from the consultant regarding fiber in general. Mr. Johnsen stated that was correct. He explained these were maintenance or improvements projects to keep what they had going.

Mr. Pitzer understood \$200,000 was budgeted for a future substation transformer and asked if that was a transformer for a future substation or a new transformer for an existing substation. Mr. Johnsen replied that was a future transformer for an existing substation. Mr. Pitzer asked which substation. Mr. Johnsen replied he thought the likely candidate would be the Harmony Branch substation, which was near the mall. Mr. Pitzer understood that had not yet been finalized. Mr. Johnsen stated that was correct. He explained this was an ongoing project in that they had a few years of capital outlays. He thought they would budget \$200,000 for three years. Mr. Pitzer asked whether they were replacing a transformer or adding one. Mr. Johnsen replied they would be adding one.

Mr. Pitzer asked if the \$2 million for More's Lake was part of the \$7.8 million they had discussed previously for the removal of coal ash. Mr. Johnsen replied yes.

Mayor Treece asked if transformers had already been acquired for the Peachtree substation that could be reused. Mr. Johnsen replied they had not acquired those transformers yet. If they had, they could potentially be reused depending on the substation. He thought Harmony Branch was a 69kV substation and the transformer for the one they were looking at was 161kV. Although it would not work there, it might work elsewhere.

Mr. Skala asked about the mercury vapor streetlight replacement line item as he understood mercury vapor was unsustainable in terms of modern lighting. He asked if they still had an inventory and replaced mercury vapor lamps. Mr. Johnsen replied they were replacing mercury vapor lamps with LEDs. He pointed out if the issue was only a bulb, they would sometimes just replace the mercury vapor bulb, but if there was any issue, they would likely move to LED. Mr. Skala understood they were trying to get away from mercury vapor. Mr. Johnsen stated that was correct. They were actively engaged in replacing mercury fixtures with LED fixtures.

Mr. Skala asked if the parking permit program was included in the budget for parking. Mr. Matthes replied it was not, and explained the line item was for maintaining the physical parking structures.

Mr. Trapp asked if this was the garage arms. Mr. Nichols replied they had already accounted for the garage arms in this year's budget. Mr. Trapp understood this was other maintenance. Mr. Nichols stated that was correct. Mr. Trapp asked if they were going to look at more consistent signage if they were going to do more work in the garages as that had been a recommendation of the Parking and Traffic Management Task

Force. Mr. Nichols replied that was part of the package. They had one vendor that would standardize the parking arms so they would have consistency.

Mr. Skala stated he was glad to see the Lake of the Woods driving range on this as it had tremendous potential.

Mayor Treece stated he was surprised by the amount associated with the northern substation police precinct project, and asked if it had a law enforcement function in terms of a temporary holding facility, etc. He wondered how many square feet it would involve. He understood they would deploy about half of the force to the north side, and asked why they anticipated the cost to be \$8 million. Mr. Matthes replied he understood the Police Department was nervous about getting it built for that amount. He noted the needs assessment that had been done years ago had included three different \$13-\$14 million allocations, and they had scaled back the project to only accommodate those that were needed there. It would take a lot of concrete and secure parking was needed for a lot of cars. Mayor Treece understood they would see the details later. Ms. Nix noted Mr. Nichols had indicated it was 20,000 square feet.

Mr. Skala explained this had been the result of collaboration between him and Mr. Trapp for the north side of I-70 as something was needed to facilitate the answering of emergency police calls.

Mayor Treece understood the cost was about \$400 per square foot, which might be reasonable for a specialized facility.

Mr. Trapp pointed out it would be a full police station, and not a substation. Mr. Matthes stated that was correct.

Mr. Thomas understood there was an annual traffic calming project and a Stewart Road traffic calming project, and asked why the two had been separated. Mr. Nichols replied he thought the Stewart Road project was being funded through this year's budget, and would check into that and work to put that amount back into the annual project account. Mr. Thomas asked for the funding available for annual traffic calming in the long term. Mr. Nichols replied it was about \$75,000 per year.

Mr. Thomas understood the line item for widening Nifong Boulevard to four lanes only included the first phase of the project. Mr. Nichols stated that was correct. He noted it was slated for 2021. This was part of the process to get the funding in place for when they were ready to move forward with the project. Mr. Thomas asked if these funds would be used for design. Mr. Nichols replied the funds would likely be used to acquire right-of-way as they were currently underway with the design.

Mr. Thomas understood the Vandiver Drive and Parker Street roundabout was estimated to cost \$900,000 and only \$382,500 was budgeted here. He asked about the rest of the funding. Mr. Nichols replied it would have to come from annual street account or the savings from another projects. A transfer would likely be needed. He noted he would look into a private-public partnership as well.

Mr. Pitzer asked if the \$2.5 million for the Sinclair-Old Mill Creek-Nifong project was entirely from the county road tax. Mr. Nichols replied yes.

Mr. Trapp asked what was being done at the Material Recovery Facility (MRF). Mr. Sorrell replied they would hire a consultant to conduct a study to determine future needs and to review options, such as single stream recycling, etc.

Mr. Thomas commented that he heard from many people in the Fourth Ward about terrible stormwater problems, and they were 5-10 years out on the capital improvement program list. He suggested they think about a strategy to increase funding in the stormwater utility to get to projects more quickly.

Mr. Skala stated he agreed as these numbers were small in comparison to the need.

Mr. Matthes noted they had done a ballot and were phasing in increases. Mr. Thomas stated he thought they should consider continuing to increase it with another ballot in about two years. Mr. Skala commented that it was very interactive with Public Works Department projects as some of these issues tended to undermine the substrate of the streets. Mr. Thomas noted the streets also caused stormwater problems, especially in

terms of parking. He wondered if they could fund stormwater through the street budget. Mr. Matthes replied yes, but pointed out it would divert funds from street projects. The utility had been created to focus on stormwater. By mixing it together, they would essentially ignore one. The utility would at least put them on a path to methodically replace infrastructure over time. It was the best approach, but had been started with a small amount of money.

Mr. Thomas asked about the \$275,000 annual transit project. Ms. Peveler replied it was money that was set aside in case a grant became available for the local match.

Mr. Thomas stated a constituent had contacted him with concerns about the lime softening residual discharge pipe project, and asked for a description of the project. Mr. Johnsen replied the lime softening residuals from the water treatment plant were being land applied, which meant they were being trucked and tilled. Many utilities were simply taking it to the river, and these funds would be used to investigate that process. He explained the Army Corps of Engineers and the Missouri Department of Natural Resources were involved so they had a long way to go in the investigation into if and when it was done. It had the potential to save them a lot of ongoing costs in the future, but they had to investigate the other costs as well. Mr. Thomas asked if the lime softening material was lime. Mr. Johnsen replied it was the standard byproduct of a lime softening process like one would have with a water softener. Mr. Thomas understood it was calcium carbonate that came out of the hard water softening process. Mr. Johnsen stated that was correct.

Mayor Treece opened the public hearing.

Julie Ryan, 5301 Regal Way, explained she was representing the CoMo Safe Water Coalition with regard to the lime softening residual discharge, and explained their concern was continuing to appropriate money to the project in light of treatment process changes that would hopefully be implemented through the work of the Drinking Water Planning Work Group. In doing so, they were referencing a recent engineering study commissioned by the City that discussed improvements that could be done at the treatment plant to offset some of these residuals. The McBaine Treatment Plant Condition Assessment, which was published by Black and Veatch in 2016, specifically attributed the high usage of lime and resulting elevated lime residuals to the lack of efficiency with the aerators at the plant. Nearly \$100,000 could be saved per year with improvements to the aerators and an increase in 80 percent carbon dioxide reduction. After consulting with other industry experts, they believed, as treatment process alternatives were evaluated, those improvements were more beneficial than continuing to fund a potential pipeline to deposit these residuals in the Missouri River. She explained information regarding this could be found on pages 5-10 through 5-16 of the Condition Assessment report with additional data on table 5-6, and the link to the report could be found on the site for the Integrated Water Resource Planning Committee.

Mr. Skala asked Ms. Ryan if she served on the Drinking Water Planning Work Group. Ms. Ryan replied yes. Mr. Skala noted he was a member of the Work Group as well, and understood her comments were in anticipation of the potential for changes. Ms. Ryan commented that she understood this pipeline had also been included in FY 2017, and understood the ultimate cost would be \$2.2 million. She thought the Council had approved the investigation of the pipeline in 2014, and her concern was the continuation of appropriating money and further investigation when the efficiency started at the treatment plant. She felt that went against what the Drinking Water Planning Work Group would hopefully recommend in terms of the treatment facility.

Lawrence Simonson, 2706 Hillshire Drive, stated he was representing the PedNet Coalition and wanted to encourage Vision Zero for the CIP budget. They felt it was important to keep Vision Zero in mind when implementing, designing, and planning for future CIP projects or infrastructure. He understood \$100,000 had been budgeted for traffic calming, and if they continued to implement Vision Zero with new infrastructure, they would hopefully not need to budget as much in the future for traffic calming because

the roads would already be designed in a calm or safe manner. He pointed out the budget generally set the priority for the City, and had noticed \$300,000 had been budgeted for parking, which was roughly the same amount that had been budgeted for sidewalks when there was a backlog of sidewalks. He reiterated he felt Vision Zero would have a positive influence on the budget for streets, sidewalks, and traffic calming, and would also help with the new climate initiative because it would encourage people to walk or bike as opposed to getting in their car every time they needed to go somewhere.

There being no further comment, Mayor Treece closed the public hearing. He pointed out the CIP was a part of the budget process, and additional comments on the proposed CIP could be made during the public hearings on the budget.

Mr. Skala commented that he had been able to get Ballenger Lane on the list so it could be improved similarly to the improvements that had been completed on Clark Lane, which allowed for six-foot shoulders on both sides. He now wanted St. Charles Road to be included on the list. In 2015, he had settled for Ballenger Lane because it was estimated at only \$2 million while St. Charles Road had been estimated \$8-\$9 million as it involved improvements from Keene Street to Grace Lane with sidewalks, bike lanes, curbs, gutters, etc. He asked for the cost if the same treatment was made on St. Charles Road as had been done to Clark Lane, and wanted it considered to be added to the CIP.

Mr. Thomas asked Mr. Skala if St. Charles Road was just two traffic lanes with nothing else at the present time. Mr. Skala replied it was just like Clark Lane and Ballenger Lane. Mr. Thomas thought the experiment on Clark Lane had been good in improving pedestrian and bicycle opportunities and safety in general for a relatively low cost. He believed it was in line with Vision Zero to put in those facilities even though it was not ideal as they were safe and functional.

Mr. Pitzer asked for the newest road on the traffic calming list. Mr. Nichols replied only one road on the list had been built since the new standard had come into effect in 2002. The other 45 calming requests were on roads constructed under the previous standards. The current standard addressed pedestrians, bike lanes, sidewalks, etc. The curvature of the road had changed so there were no longer straight runs. For every 800 feet some kind of curve was required. Mr. Pitzer commented that even though progress might be slow, they were not adding to the problem. Mr. Nichols stated the list did not indicate they were adding to the problem. Mr. Thomas pointed out they were adding to the list as more residents were becoming aware of the program. Mr. Nichols agreed, but thought those would be on roads under the old standards. Mr. Thomas agreed they were mostly older roads.

Mr. Skala thanked staff for addressing traffic calming on Rice Road, and understood these projects tended to cost about \$20,000 each. Mr. Nichols stated it was somewhere in that range, and by doing it in-house, the cost was likely a bit cheaper.

Mr. Skala commented that he believed there had been five genuinely good recommendations from the Planning and Zoning Commission with regard to the CIP in terms of solid waste, traffic calming, parking issues, the Ameren site, and equity. He encouraged everyone to review it to determine what they might be able to do to improve the document in the future.

VI. OLD BUSINESS

B179-17

Amending Chapter 14 of the City Code as it relates to the immobilization of vehicles for unpaid parking tickets.

The bill was given second reading by the Clerk.

Mr. Nichols provided a staff report.

Mr. Skala wondered if they might have to come back with language proscribing periscopes. Mr. Nichols pointed out it was illegal to drive with one's head out of the window now.

Mr. Thomas asked how many times per year or week the parking enforcement staff encountered a vehicle that had four or more tickets. Mr. Nichols replied they had what

they called "tow days", and he thought it involved 15-20 vehicles. Mr. Thomas felt that could happen on any day, but it was not something they pursued every day. Mr. Nichols explained it took effort to tow a vehicle as it involved two agents. The device he had described could be carried by an agent, and if placed on the vehicle, the ticket would have to be paid before it was removed.

Mr. Thomas asked if outstanding tickets were paid during tow days in addition to the cost of towing. Mr. Nichols replied yes, and pointed out the customer was out the cost of the tickets, which they should have paid all along, and any towing and impoundment fees. In the long run, this would likely be cheaper for the person.

Mr. Thomas asked for the outstanding debt of parking violators. He thought it had been well over \$500,000 a while ago. Mr. Nichols replied he thought it was more than \$500,000.

Mr. Thomas asked about the legal authority to use the device. He wondered if it could be used with one outstanding ticket or if there had to be four. Ms. Thompson replied the current ordinance required a minimum of four outstanding tickets. Mr. Thomas felt that was too lenient as someone could have four unpaid tickets before towing or placing the boot or barnacle on the vehicle. If they wanted to encourage compliance, he thought they should be quicker to impose the penalty. Ms. Thompson stated she thought the prior ordinance had been ten or some higher number. Council had reduced it about three years ago. Mr. Thomas felt it might be time to reduce it again. Ms. Thompson stated they had not looked at the numbers from the tickets over the last three years. Mr. Thomas commented that there were people that assumed they could get away with not ever paying their tickets.

Mr. Ruffin asked if there would be a fee or fine to remove the barnacle. Mr. Nichols replied he thought there would be a \$50 fee for the agent to remove it. Mr. Ruffin understood the cost of towing was higher. Mr. Nichols stated towing could be \$250. He noted he would verify the fee to remove it and let the Council know.

Mr. Pitzer asked if the barnacle was locked on the vehicle somehow. Mr. Nichols replied it could only be removed with a code. He noted some communities allowed people to contact the company, who would verify the ticket was paid and release it right then. The person would then have to take the barnacle to the enforcement agent. In Columbia, this would not be done as they were concerned someone could damage a car while trying to remove it. The agent would be the one that removed it. He pointed out this was going to be tested, and they would work out the details and to determine the most efficient and effective methods.

Mr. Nichols pointed out this ordinance would only expand the definition to an immobilization device because it was very specific to a boot currently.

B179-17 was given third reading with the vote recorded as follows: VOTING YES: RUFFIN, TRAPP, SKALA, THOMAS, PITZER, TREECE. VOTING NO: NO ONE. ABSENT: PETERS. Bill declared enacted, reading as follows:

B169-17 Voluntary annexation of property located on the east side of Wellington Drive and north of Mexico Gravel Road (3500 Wellington Drive); establishing permanent R-1 (One-family Dwelling District) zoning (Case No. 17-114).

The bill was given second reading by the Clerk.

Mr. Teddy provided a staff report.

Mr. Thomas asked if this was in the urban service area. Mr. Teddy replied yes.

Mr. Thomas asked how the property would be billed for the sewer connection in comparison to if the property were already within the city limits. Mr. Teddy replied the property owner would have to design a lateral that connected to the city sewer. The city sewer was an eight-inch line that was located across Wellington Drive. They would have

that expense even though it was not a fee paid to the utility. Mr. Thomas asked who would build the lateral if the property were within city limits. Mr. Teddy replied the private developer as it was a private improvement, and they had to satisfy the need they were creating. They would have to obtain a sewer permit and pay a connection charge. Mr. Thomas understood there were different connection charges depending on whether the property was being annexed or not. Mr. Teddy pointed out this property would annex immediately so it would follow the regular schedule of connection charges. Mr. Thomas understood that was currently \$2,000 for a standard connection. Mr. Teddy stated it would be on the same fee schedule as other homes that were already within city limits. He pointed out they sometimes allowed non-contiguous property to connect to sewer prior to annexation, and they would pay a higher schedule of charges until annexation.

Mr. Skala commented that this was distinct from the discussion at the last council meeting where there had been a pre-annexation agreement for an island. This was more natural and involved a health related issue to get rid of the lagoon. He thought there might be future movement in that direction should any other systems fail. This was a single dwelling on an R-1 piece of property. He was prepared to support this due to that and the fact it was within the urban service area.

Wayne Keene, 3500 Wellington Drive, stated he was the property owner and explained he had been surprised by the cost to connect to city sewer, but when looking at his existing on-site unit and what it would cost to repair, it made sense to connect to the city sewer as he intended to reside there for a long time. He asked for clarification with regard to a sidewalk being required upon the replatting or redevelopment of property, and asked if redevelopment and replatting would be triggered by changing the siding on the house or adding a garage, or if it meant subdividing the property. He understood Benedict Road was on the major roadway plan as a future major collector, and asked about the process and if there would be any expenses to the property owners. Mr. Teddy replied redevelopment would involve resubdividing the property. Changing out the siding or adding a shed would not trigger the sidewalk requirement. In terms of the major roadway plan, that had been mentioned by staff to give an overview of all of the planning that had been done in the area. Benedict Road was a unique situation in that it was a private roadway that happened to align with a feature on the long range plan. He stated there were currently no plans to move that to the next stage. Mr. Keene understood long range was defined as 10 years or more. Mr. Teddy replied yes, it was very long range.

B169-17 was given third reading with the vote recorded as follows: VOTING YES: RUFFIN, TRAPP, SKALA, THOMAS, PITZER, TREECE. VOTING NO: NO ONE. ABSENT: PETERS. Bill declared enacted, reading as follows:

B177-17 Vacating a portion of street right-of-way located approximately 50-feet east of the intersection of Park Avenue and Tenth Street; accepting a deed of dedication.

The bill was given second reading by the Clerk.

Mr. Teddy provided a staff report.

Mayor Treece asked if it would stay in use as a public sidewalk or if it would be used for outdoor seating. Mr. Teddy replied there had been indication by the applicant that part of the reason they wanted the several feet located off of the street corner was to make space for amenities, such as a sidewalk café. The sidewalk that was there currently would not be altered, and there had to be a minimum of 60 inches of clearance for a sidewalk café.

Mayor Treece understood the mechanism to convert this was a right-of-use permit similar to what had been done with Room 38. Mr. Teddy stated he thought that was a possible alternative. He explained it was not well-defined. The right-of-way of Park Avenue as a whole was somewhat irregular as it tapered down so it was narrower at the intersection

and fanned out while traveling east from the intersection on Tenth Street. Mayor Treece commented that he was reluctant to give away anything for nothing.

Mayor Treece understood Council had asked staff to come back with a process for reviewing requests when the alley vacation off of Walnut Street had been brought forward, and asked for its status. Mr. Teddy replied staff had prepared a report and had not received direction to move forward with any additional steps. He pointed out this was a bit different as it did not involve anything that was useful as it was at most slightly more than three feet that tapered down to zero. It was skinny sliver of right-of-way, and was likely why they had not considered it in the same fashion as they would the vacation of a half right-of-way. Mayor Treece felt other property owners along the route would have the same problem, and asked why they were only curing one problem. Mr. Teddy replied it had been requested by only them, and there were other bump-outs in that right-of-way. This straightened and made parallel the south lot line.

Mr. Skala asked if there were any potential complications for utilities or anything else. Mr. Teddy replied that had been part of the review as the Utility Department and the Public Works Department were involved, and there had not been an objection.

Mr. Matthes commented that this was essentially a swap to try to address what was seen as the sidewalk. Mayor Treece understood the City had an easement for the sidewalk implied or otherwise. Mr. Matthes stated that was correct. He explained the City would get 97 square feet and would give up 123 square feet. Mr. Skala understood they were also tidying it up.

Mr. Thomas understood they had the easement for the 123 square feet on what looked like private property, and were giving it up. In return, they were getting an easement on 97 square feet where there was already a sidewalk. Mr. Teddy stated that was correct. Mr. Thomas did not feel this was any significant loss to the City, and understood it would straighten out what was there.

Tim Reed stated he was the land surveyor for this project and was representing the owner, John Ott. He explained this would just straighten up a line that existed as a result of a platted lot 20-30 years ago. He was not sure how they had determined the location of the right-of-way line at that time, but the line being proposed would square everything up. They were asking for a vacation of one triangle and the dedication of the other triangle. He thought this had come up during the review of the site plan as a suggestion of the Public Works Department.

B177-17 was given third reading with the vote recorded as follows: VOTING YES: RUFFIN, TRAPP, SKALA, THOMAS, PITZER. VOTING NO: TREECE. ABSENT: PETERS. Bill declared enacted, reading as follows:

VII. CONSENT AGENDA

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

- B171-17 Approving the PD Plan for Dunkin' Donuts-Blue Ridge Town Centre, Plat 2 located on the west side of Range Line Street and south of Blue Ridge Road (Case No. 17-115).
- B172-17 Approving the Final Plat of Blue Ridge Town Centre, Plat No. 2 located on the west side of Range Line Street and south of Blue Ridge Road; authorizing a performance contract (Case No. 17-116).
- B173-17 Approving the Minor Plat of Woodrail Meadows, Plat 3-A, a Replat of Lot 38, Woodrail Meadows Amended Plat 1 and Lots 39 & 40 of Woodrail

Meadows, Plat 3, located on the south side of Willowcreek Lane and south of Nifong Boulevard (1004, 1100 and 1102 Willowcreek Lane) (Case No. 17-111).

- B174-17 Approving the Final Plat of Creeks Edge, Plat 1-B, a Replat of Lots 101-105 of Creeks Edge, Plat No. 1 and Lot 201 of Creeks Edge Clubhouse, located on the northeast corner of Sawgrass Drive and Valhalla Court (Case No. 17-123).
- B175-17 Approving the Final Plat of Lynn Street Cottages, a Replat of Lots 1, 2 & 3 of Lynn St. Subdivision Plat 2, located on the north side of Lynn Street, between Garth Avenue and Oak Street; authorizing a performance contract (Case No. 17-133).
- B176-17 Approving The Villas at Old Hawthorne Plat 1F, a Replat of Lots 115A through 119C of The Villas at Old Hawthorne Plat 1, located on the east side of Marcassin Drive and west of Old Hawthorne Drive West (Case No. 17-136).
- B178-17 Authorizing the 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; calling for bids through the Purchasing Division.
- B180-17 Authorizing a grant award agreement with The Missouri Foundation for Health for basic support funding to supplement operating costs of the Department of Public Health and Human Services; appropriating funds.
- B181-17 Authorizing a lease agreement with the Housing Authority of the City of Columbia, Missouri for the use of space at the Paquin Tower for operation of the Adapted Community Recreation program.
- B182-17 Accepting and appropriating donated funds to the Parks and Recreation Department.
- B183-17 Appropriating revenue from the sale of Fire Department vehicles for the purchase of fire apparatus equipment.

- B184-17 Appropriating Federal Aviation Administration (FAA) grant funds and transportation sales tax funds for the completion of an Airport Geographic Information System (AGIS) survey relating to the repair and extension of Runway 2-20 at the Columbia Regional Airport.
- B185-17 Authorizing Amendment No. 1 to the 2017 Master Services Agreement with N. Harris Computer Corporation, on behalf of its division Advanced Utility Systems, for the implementation of the conservation module as part of the utility billing software.
- B186-17 Authorizing a Demonstration of Energy & Efficiency Developments (DEED) scholarship agreement with the American Public Power Association for assistance in the planning and development of the 2018 Advancing Renewable Energy in the Midwest conference.
- R84-17 Setting a public hearing: proposed installation of LED sports field lighting on Football Field #4 and Soccer Field #3 at the Columbia Cosmopolitan Recreation Area.
- R85-17 Setting a public hearing: proposed construction of sidewalks along portions of Lynn Street, Oak Street and Sexton Road.
- R86-17 Setting a public hearing: consider the FY 2017 Community Development Block Grant (CDBG) and HOME Annual Action Plan; establishing a comment period.
- R87-17 Granting a temporary waiver from the requirements of Section 16-185 of the City Code to allow possession and consumption of alcoholic beverages associated with the Rock On! event at the Missouri Theatre.
- R88-17 Transferring funds in the transit division to cover overages for personnel-related expenses.
- R89-17 Authorizing Amendment No. 2 to the agreement with Allstate Consultants, LLC for engineering services relating to the design and construction of the Upper Hinkson Creek Outfall Sewer Extension Phase I Project.
- R90-17 Authorizing agreements with Caterpillar Financial Services Corporation for the lease of an articulated dump truck for use at the City of Columbia

sanitary landfill; authorizing a service agreement with Fabick and Company for maintenance of the leased articulated dump truck.

The bills were given third reading and the resolutions were read with the vote recorded as follows: **VOTING YES: RUFFIN, TRAPP, SKALA, THOMAS, PITZER, TREECE. VOTING NO: NO ONE. ABSENT: PETERS.** 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.

- B187-17 Approving the Centerstate Apartments C-P Plan & Preliminary Plat located southwest of the intersection of Pioneer Drive, Vandiver Drive and Woodard Drive (Case No. 17-74).
- B188-17 Authorizing a cost allocation agreement with Boone County, Missouri for a public infrastructure study of Grace Lane located between Richland Road and St. Charles Road.
- B189-17 Appropriating funds to conduct a building assessment of City facilities.
- B190-17 Amending Chapter 22 of the City Code to establish a cost reimbursement program for the installation of pressure sewers and backflow prevention devices or the removal of plumbing fixtures.
- B191-17 Accepting conveyances for drainage and sewer purposes; accepting Stormwater Management/BMP Facilities Covenants.
- B192-17 Authorizing installation of LED sports field lighting on Football Field #4 and Soccer Field #3 at the Columbia Cosmopolitan Recreation Area; determining that the work shall be done by City employees; authorizing a grant agreement with the United States Soccer Federation Foundation, Inc. for "Safe Places to Play Field Enhancement" funds; appropriating funds.
- B193-17 Authorizing a contract for sale of real estate with Fred Overton Development, Inc. for the acquisition of property in Creek Ridge Subdivision located on the east side of Old Plank Road and west of Heath Court to be used for land preservation and park purposes; authorizing the use of Park Sales Tax funds; authorizing the execution of documents by City officials.

- B194-17 Amending Chapter 2 of the City Code as it relates to membership requirements for the Youth Advisory Council.
- B195-17 Amending Chapter 18 of the City Code to extend the sunset provisions for the Deferred Retirement Option Program (DROP) relating to police and firefighter retirement benefits.
- B196-17 Amending Chapter 27 of the City Code as it relates to the City Utilities - Water and Light Department.
- B197-17 Authorizing a preliminary funding agreement with Broadway Lodging Two, LLC relating to tax increment financing of The Broadway Phase II construction project; appropriating funds.
- B198-17 Authorizing a professional services agreement with Heart of Missouri United Way for facilitation of a community engagement process for a community policing forum; appropriating funds.

X. REPORTS

- REP54-17 Integrated Water Resource Plan Final Report.

Mr. Johnsen provided a staff report.

Mayor Treece asked at what point they would get into projected rate increases across classifications. Mr. Johnsen replied the intent was to engage in the cost of service and rate structure studies after they were done with the preliminary design reports, which would be toward the end of this year. His guess was December at this time.

Mr. Thomas stated he was confused as to why the projections showed an increase in average and peak water demand when there had not been an increase in average or peak water demand for the last sixteen years during which time the population had grown from 85,000 to 120,000. Mr. Johnsen explained they were in a period where the water demand had not gone up even though they were gaining in population, and assumed the fact the consultant felt the demand would increase was a function of the fact they would run out of low flow devices and the population would catch up.

Mr. Thomas noted Figure 1.3 referred to apply consumption per account and account growth assumptions, and asked for an explanation of the assumptions. Mr. Johnsen replied these were assumptions of the consultant, and pointed out the consultant would make a presentation to the Council in the future. This was a chance for Council to review and determine what questions they had for the consultant to respond to later. He pointed out the forecast had been deliberately reviewed and ran by the consultant so they could provide the explanation. Mr. Thomas asked when that would occur. Mr. Johnsen replied later this year. He explained the intent was to put this with the water treatment plant preliminary design report and to go through those as a coordinated project.

Mr. Thomas felt there was significant over-engineering as a result of it being difficult to justify assumptions about future demand.

Mr. Skala understood acceptance of this report just meant it was an official document. It

was not an advocacy position at this point. He also understood they would have to defend their numbers and assumed staff had different comparisons, and those things could be worked out during that discussion. Mr. Johnsen stated that was correct. He explained they provided this report since it was complete for informational purposes, and when the other one was done with regard to the treatment plant, it would be accompanied with staff recommendations.

REP55-17 FY 2018 Annual Budget - Downtown Community Improvement District.

Mayor Treece understood this had been provided for informational purposes.

REP56-17 Intra-departmental transfer of funds request.

Mr. Pitzer understood money was being moved from snow removal to other categories and asked for an explanation. Mr. Matthes replied this was a common practice when it did not snow. They budgeted for what they thought would happen, and when they caught a break like they had this year, they moved the money for other purposes.

XI. GENERAL COMMENTS BY PUBLIC, COUNCIL AND STAFF

Jack Donelon, 578 N. Grace Lane, explained he was speaking on B188-17, which would authorize an agreement with Boone County to study Grace Lane, between Richland Road and St. Charles Road. In the last two years, vehicles had gone through his yard on two occasions just two months apart. Some rocks and a street sign had prevented the vehicle from hitting him while he was standing in the driveway the first time it had occurred. The speed limit was 30 mph, but people were traveling faster. The west side of Grace Lane belonged to the City of Columbia and the east side belonged to Boone County. Three years ago, there had been subdivisions built behind them all of the way to Richland Road, and the extension of Grace Lane due to this development had started the influx of all of the traffic on it now. This continued with the construction of Rolling Hills Road to Highway WW, where there was more development. He commented that every day he and his neighbors took their lives into their own hands trying to get out on to the street from his driveway. He pointed out a neighbor had a house for sale and had to cut the price \$5,000 because people were concerned about traffic. He noted Grace Lane had been built in 1975 as a residential street, but it was now the main artery going north and south. Years ago, it had 1,200-1,300 cars a day, and it was likely much higher today. He asked for the cooperation of Council to do a study. He commented that enforcement was hard as the Columbia Police Department did not have a traffic enforcement unit, and the Boone County Sheriff's Department was short people in its traffic division. He pointed out they had written 20 citations in the month of May. Cars traveled 45-50 mph there even though the speed limit was 30 mph. He stated he would appreciate any assistance by the Council in helping Boone County conduct a study.

Mr. Trapp left at about 8:50 p.m.

Mayor Treece thanked Mr. Donelon for bringing this to their attention. He noted this item would be on the agenda for the next council meeting so they would discuss it then.

Mr. Skala stated he understood there were issues in this area in terms of traffic, density, and the multiple jurisdictions involved. He commented that they would discuss this at the next meeting, and invited Mr. Donelon to return if he wanted.

Mr. Donelon asked if the State was involved. Mr. Skala replied he thought it was just the City and the County. Mr. Donelon stated he had heard that Grace Lane might be relocated, which he thought was crazy. Mr. Skala noted the State might be involved in the surrounding area.

Eugene Elkin, 3406 Range Line Street, understood St. Charles Road was closed and there would be an annual meeting by Boone Electric Cooperative at Battle High School. He felt they might want to look at this entire area in terms of improvements for the long term.

Mr. Elkin noted the Council had held a hearing on the CIP, and asked if this was the only time they could speak on the item even though it would come up again as part of the budget. Mayor Treece replied not necessarily.

Mr. Elkin stated he had nearly been a statistic tonight with regard to accidents on Vandiver Drive coming from Range Line Street. It appeared as though children on bicycles were blocking the right hand turn for northbound traffic on to Elleta Boulevard. As a result of impatience, a motorcycle had come from behind all of the cars and crossed the median into his lane. He felt they needed to reconsider their position on traffic officers.

Julie Ryan stated she was with CoMo Safe Water Coalition and commented that the number of committees and working groups in play would likely cause reports, such as the Integrated Water Resource Plan, to be continuously re-evaluated as another group provided its own report with competing priorities. When the Coalition first started attending the Integrated Water Resource Planning Committee meetings, they were told the water treatment process had no business in the water supply issue, but she felt the Drinking Water Planning Work Group had a part in the water supply and as part of what the Integrated Water Resource Plan was trying to show Council. For example, she believed the work of the Drinking Water Planning Work Group could potentially offer a report that would change the alternatives that had already been selected. If the City chose to work with the Department of Natural Resources and the Environmental Protection Agency to reclassify as groundwater under the influence of surface water for their source water, it might be determined that horizontal collector wells would be a better option for the future supply of city water, which was different than what had been recommended. She stated she believed the plan would need to be re-evaluated. She commented that they had also attended meetings regarding the Integrated Management Plan regarding stormwater and wastewater, and felt the collection of these efforts were continuing to operate individually. While they understood there were different regulations affecting each aspect of the water utility, they believed this current report by the Integrated Water Resource Planning Committee could not adequately take into account the work of the Integrated Management Plan and the Drinking Water Planning Work Group as each were driven by different consultants. She thought they needed to integrate these efforts.

Mr. Thomas commented that about a year ago he had discussed with Mr. Matthes the possibility of purchasing bicycles for the community outreach unit officers in the three strategic areas given the appropriateness of the areas in those neighborhoods, and that one way community outreach officers could interact with the community would be to teach bicycle safety. He understood Mr. Matthes had spoken to Chief Burton about this, but had not heard back, and asked for the request to be made again and for a response from Chief Burton. Mr. Matthes stated he would follow up.

Mr. Skala explained he had already made his pitch for improvements to St. Charles Road, and was glad Mr. Donelon had spoken about Grace Lane as it intersected with St. Charles Road. Those were dangerous roads, and the problems were compounded due to the multi-jurisdictional issue. He hoped it could be addressed.

Mr. Skala understood there were issues with private security false alarms, and they could be dealt with in many ways to include fees. He asked that this be looked into as part of the budget process so they could relieve some pressure from officers having to answer false alarms.

Mr. Skala stated there would be a neighborhood block party in the Indian Hills Park this Saturday, which he thought started at 2:00 p.m. and ended at 5:30 p.m. This was in

conjunction with the strategic plan. He hoped there would be a great turnout.

Mr. Skala wished everyone a Happy Fourth of July, which was tomorrow.

Mr. Pitzer explained his predecessor, Ms. Nauser, had brought to his attention the idea of police officers helping pet owners reunite with their pets as a way of fostering goodwill in the community. He thought the police could be equipped with a microchip reader and work with Animal Control to facilitate that process. He asked if this was something that was done as it seemed as though it would be good in terms of community outreach and goodwill.

XII. ADJOURNMENT

Mayor Treece adjourned the meeting without objection at 9:01 p.m.