INTRODUCTORY

The City Council of the City of Columbia, Missouri met for a regular meeting at 7:00 p.m. on Monday, February 4, 2013, 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 HOPPE, MCDAVID, SCHMIDT, TRAPP, KESPOHL and DUDLEY were present. The City Manager, Deputy City Counselor, City Clerk and various Department Heads were also present.

APPROVAL OF THE MINUTES

The minutes of the regular meeting of January 22, 2013 were approved unanimously by voice vote on a motion by Mr. Kespohl and a second by Mr. Dudley.

APPROVAL AND ADJUSTMENT OF AGENDA INCLUDING CONSENT AGENDA

The agenda was approved unanimously by voice vote on a motion by Mr. Dudley and a second by Ms. Hoppe.

SPECIAL ITEMS

None.

APPOINTMENTS TO BOARDS AND COMMISSIONS

None.

SCHEDULED PUBLIC COMMENT

Victor Chapman - Need for sidewalks along Clark Lane.

Victor Chapman rescheduled for February 18, 2013, and therefore did not speak at this time.

Mary Hussmann - Need for sidewalks along Clark Lane.

Mary Hussmann, 5306 Rice Road, stated she was speaking on behalf of Grass Roots Organizing (GRO) and noted the map displayed on the overhead showed the area along Clark Lane that needed sidewalks. She explained these sidewalks were not only needed for convenience and exercise, but were a necessity for some, such as the disabled and elderly people living in the Hanover housing area. They were needed for people along Clark Lane who traveled west to businesses for a meal or to shop, and for employees that walked to and from work. She commented that this mile long strip was one of the busiest in Columbia, and pointed out there would be an increase in intensity in traffic once the new high school opened. She noted Clark Lane was a narrow county road with no shoulders, and either had a narrow 2-3 foot cow path created by pedestrians or no path at all. In addition, sections of the path were treacherous due to rough patches or it being overgrown. Pedestrians were given no choice but to walk or ride their scooters, wheelchairs or bicycles directly on the busy
and narrow public road. Current plans called for only one sidewalk on the north side of the road, but families on the south side of the road, especially those living in the Pine Grove Village Mobile Home Park, needed a sidewalk too, and there was no safe place to cross over to the north side of the road to reach the planned sidewalk. She stated a sidewalk was needed on the south side for at least the half-mile from Woodland Springs Road to the Pine Grove Mobile Home Park so pedestrians could safely get to work or nearby shopping and eating establishments. She asked the Council to drive the area and imagine walking it on a daily basis as it was dangerous. She understood Mr. Kespohl this was a concern to him and that he was working on the issue, which she appreciated. She commented that she was asking all of the Council Members to make the construction of sidewalks on both sides of Clark Lane a priority so they were in place prior to the opening of the new high school. She provided Council a handout.

Mayor McDavid stated he understood Mr. Kespohl had been working on this issue and asked for a status. Mr. Kespohl replied the sidewalk project had been moved up from fourteenth to second. The difficulty was that Clark Lane was a MoDOT road, so the City had to coordinate the location of the sidewalk on the north side with them, especially if it was done prior to the widening of Route PP. He agreed it was needed and noted he had walked that stretch of road when his vehicle ran out of gas. In terms of the sidewalk on the south side, he thought it would be needed down to Woodland Springs and/or a crossing would be needed to get to the north side. He noted the intersection at Hanover was dangerous and understood a stop light at that location was currently not possible. He agreed this was a public safety issue and the City needed to work with MoDOT to get this issue addressed as soon as possible.

Reverend Carmen G. Williams, Russell Chapel CME Church - Need for improved public transit services to meet the needs of residents who do not own a car and have difficulty accessing jobs, health care and other destinations.

Reverend Carmen Williams, 28 E. Ash Street, stated she was the pastor of Russell Chapel CME Church and a member of the PedNet Board, and noted she was happy to see the Health Impact Assessment (HIA) results and responses as they showed a need for improved transportation as it related to health interests. She told the story of a young man that relied on the bus system for traveling to work, and she assisted him when he missed the bus because she did not want him to be late since he had recently started that job. She explained the transportation system not only affected those trying to get to work, but it also affected employers when employees were late or did not show up. She understood people walked to Walgreens to shop since it was the closest place even though it did not have the healthiest foods. In addition, people used taxis or waited for others to get to and from the hospital if they were sick. She thought the lack of transportation was a public safety issue because many had to call an ambulance even when it was not necessary. She explained Columbians for More Efficient Transportation (CoMET) had conducted a survey of bus transportation needs and that survey found people were agreeable to a minimal increase in the fare for expanded bus service. She asked the Council to begin a consultation and evaluation of a long term plan for the bus system in terms of expansion and transportation,
and to partner with the University like other college towns to make an impact on public transportation.

Sarah Klaassen - The problem of the lack of mobility of low-income residents of Columbia and how an inadequate transit system impacts public health, access to jobs, and self-sufficiency.

Sarah Klaassen, 108 Ripley Street, provided a handout and stated she was speaking on behalf of Central Missouri Community Action (CMCA), whose mission was to empower individuals and families to achieve self-reliance. CMCA invested millions of dollars and provided over 100 jobs toward that end in Columbia, and over the last two years, they had joined efforts to improve public transportation in the community because they realized they needed to erase barriers to employment to give low income children a head start and to create opportunities for economic security for all. The lack of transportation was a fundamental barrier to accessing healthcare, employment, education and healthy food. CMCA was a supportive partner of the CoMET campaign and had taken that participation to the next level last fall by providing classes on how to ride the bus to their employees, and those employees were using that information on behalf of low income families as limitations of the current system included living in underserved areas and getting to work with 40-80 minute headways. She noted the class and participation of CMCA in CoMET had also gotten employees excited about public transportation in terms of how it currently served the community and how it could better serve the community with improvement. She believed people were ready to ride a focused and efficient system. She explained CMCA was also a partner with the Health Impact Assessment (HIA), which was a unique opportunity for the City to consider health and equity in policy making, as HIA ensured the interests of low income members of the community were included in the decision making process. The HIA highlighted a number of ways that expanding transit would improve the community, such as an increase in physical activity and access to the outdoors, healthcare, employment, education and healthy food. She commented that the HIA made a number of recommendations to guide the design of new bus routes, and asked the Council to hire a consultant to develop a long term plan to make the City’s transit system more focused and efficient, and to consider allocating a larger portion of the transportation sales tax to transit because improving transportation would also improve mobility and lives.

PUBLIC HEARINGS

(A) Voluntary annexation of property located on the south side of Richland Road, approximately 700 feet west of Bay Hills Drive (5000 East Richland Road).

Item A was read by the Clerk.

Mr. Teddy provided a staff report.

Mayor McDavid opened the public hearing.

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

Mr. Dudley asked how close this property was to the public sewer system. Mr. Teddy replied the subdivision to the northeast was Bay Hills and it had City utilities. Mr. Dudley understood it could be readily connected. Mr. Teddy stated he believed it could. He pointed out a PUD plan had not yet been submitted, so there would be an additional step in this
process as the PUD plan would have to go through the Planning and Zoning Commission and the City Council for approval.

Mayor McDavid understood Council could allow the annexation, but the owner would need to go through other steps per the City’s rules and regulations in order to develop the property. Mr. Teddy stated that was correct. He noted a subdivision plat associated with the annexation would be introduced later in the evening, and it created a legal lot so permits could be issued and modifications could be made to the house. If the owner exercised their current plan for senior housing, a site plan that had to be publicly reviewed would be required.

Mr. Kesphol asked for the number of acres involved in this tract. Mr. Teddy replied the tract was about 4.5 acres. Mr. Kerphol asked if the buildable acreage was 4.5 acres. Mr. Teddy replied most of it was buildable and explained the owner was requesting nineteen units and a PUD-4 zoning.

Mayor McDavid understood no action was required at this time.

(B) Voluntary annexation of property located on the southeast corner of Wyatt Lane and Mule Deer Drive (3980 Wyatt Lane).

Item B was read by the Clerk.

Mr. Teddy provided a staff report.

Mayor McDavid opened the public hearing.

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

R29-13 Authorizing a contract amendment with the State of Missouri Department of Economic Development – Division of Business and Community Services as it relates to the Neighborhood Stabilization Program budget; transferring funds.

The resolution was read by the Clerk.

Mr. Teddy provided a staff report.

Mr. Trapp understood the amount of the restoration was about $14,000 less than what had been transferred, and asked what would happen to the remainder of the money if it was not spent. Mr. Teddy replied it would be placed in the rehabilitation account and could be used on another structure. Mr. Trapp understood there were other potential restoration projects. Mr. Teddy stated that was correct, and listed properties in which they were actively involved.

Ms. Hoppe commented that she had attended a ribbon cutting at this CMCA site and it was promised to be a much needed home for homeless youth so she was disappointed the funding did not come through. She asked if there was anything else the City was involved with for creating a shelter for homeless youth. Mr. Teddy replied his department was not directly involved in anything, but he understood social services staff was trying to bring community organizations together. He noted he would be happy to support that kind of effort with their resources as it was an enormous need.

Mayor McDavid opened the public hearing.

There being no comment, Mayor McDavid closed the public hearing.
The vote on R29-13 was recorded as follows: VOTING YES: HOPPE, MCDAVID, SCHMIDT, TRAPP, KESPOHL, DUDLEY. VOTING NO: NO ONE. Resolution declared adopted, reading as follows:

OLD BUSINESS


The bill was given second reading by the Clerk.

Mr. Johnsen provided a staff report.

Mayor McDavid asked for the income level that made someone eligible for the program. Mr. Johnsen replied it was a certain percentage of the poverty level.

Mayor McDavid understood this would fund 40 homes. Mr. Johnsen replied the intention of staff was for 40 homes to attain a pre-described level based on the averages.

Ms. Hoppe explained the guidelines listed family sizes of one through eight and a range of yearly gross income levels of a $22,340 - $77,780 based on the family size. Mr. Johnsen stated those were guidelines Central Missouri Community Action (CMCA) had used for other programs, and this funding would be used to supplement or replace funding in programs they had administered.

Mayor McDavid understood there would be more than 40 eligible homes in Columbia. Mr. Johnsen stated that was correct and explained CMCA had a selection process.

Mr. Kespohl stated he assumed this involved the retained earning account of the electric utility. Mr. Johnsen stated that was correct.

Ms. Hoppe commented that the Council discussed the concern regarding the number of families not being able to pay their utility bills last year, and noted this program would provide assistance to the families that needed it most in terms of improving energy efficiency and reducing the amount of the utility bill. She asked how many families in this income level needed this type of service. Mr. Johnsen replied he would have to defer that question to the CMCA representative. He pointed out this was a trial program so they would evaluate and make appropriate changes if they decided to move forward with a larger scale and long term program.

Richmond Wheeler, 2105 Sunborough Drive, stated he was the Weatherization Manager for CMCA and explained the weatherization assistance program as funded with ARRA money had increased to 200 percent of poverty and those guidelines were part of the supporting documentation for this legislation. The ARRA funding had tapered off quickly and CMCA staffing had been reduced, which was why they were unable to move forward sooner. He commented that they had worked closely with City staff in terms of this program so they would be ready when funding was released.

Ms. Hoppe asked how many families in Columbia had a need for this assistance and how many were at an income level where it was difficult for them to pay their utility bill. Mr. Wheeler replied he did not have exact numbers, but noted they had hundreds of clients who applied for the energy assistance program and that money was used very quickly. He stated they hoped to provide the enhanced home performance program funds to those clients with the greatest need based on the emergency assistance program numbers.
Mayor McDavid understood they would average $2,500 for 40 homes in this pilot program, and asked if it would be more productive to do 100 homes at an average cost of $1,000 since part of the pilot program was to determine the level that would yield the highest results. He wondered if they would receive more bang for the buck when spending the first $1,000 than the next $1,500, as they could serve more clients. Mr. Johnsen commented that the numbers they had initially come up with were based upon what worked well in terms of the existing home performance with energy star program. He pointed out Boone Electric was also partnering on this project and would fund those homes in their service area.

Mayor McDavid commented that since this was a pilot project, he thought they could have two groups, such as twenty clients with about $2,500 in improvements and fifty clients with $1,000 in improvements, as it would allow them to compare the energy savings. Mr. Wheeler explained everything they did was modeled through software provided by the Department of Energy in terms of the weatherization assistance program and they prioritized based upon the savings to investment ratio so they funded those items with a better pay off. He assumed the home performance program had a similar model and the focus would be insulation in the attic and air infiltration.

Mr. Trapp understood one of the reasons this was passed last April was to maintain CMCA’s capacity to do these projects since the federal stimulus funds would no longer be available and asked if CMCA had been able to maintain staffing in terms of training and certification. Mr. Wheeler replied they had maintained the auditing staff, but no longer had a crew that worked for CMCA. He noted local contractors continued to do work for them. At one time, due to ARRA funding, they were doing about 65 homes per month, but they were now down to about eight homes per month over eight counties. They would do about seven homes per month in Columbia over six months through the enhanced home performance program. He hoped they had similar numbers when they rolled the program into Boone County. He pointed out the State of Missouri did not receive any funding from the Department of Energy, so CMCA was down to $113,000 from the previous year and the weatherization assistance program funding would soon be depleted. He noted it was beneficial to keep this type of program funded for the low income community as they only funded projects with a savings to investment ratio of greater than one unless there was an associated health and safety measure needed, such as carbon monoxide, etc.

Ms. Hoppe asked how many people were kept employed when they were doing about 65 homes per month. Mr. Wheeler replied he thought they had about 25-28 at CMCA. They were now down to five employees. He pointed out many of the employees had been allocated to other projects. Ms. Hoppe understood that number did not include contractors and subcontractors. Mr. Wheeler stated that was correct. He noted they had ten contractors at one time and were now down to three contractors.

Mr. Trapp stated he was in favor of this program last year and continued to be in favor of it this year.

Ms. Hoppe commented that she was hopeful the pilot project would show good results so it would continue to be funded as there was a great need. She pointed out it also created jobs and kept the money in the community.
Mayor McDavid stated the metrics were important and he hoped they could come up with some reliable metrics even with variation in the weather from year to year.

B27-13 was given third reading with the vote recorded as follows: VOTING YES: HOPPE, MCDAVID, SCHMIDT, TRAPP, KESPOHL, DUDLEY. VOTING NO: NO ONE. Bill declared enacted, reading as follows:

B30-13 **Vacating sidewalk easements on Lot 321A and Lot 322A within Copperstone, Plat 7 located along Blue Hollow Court.**

The bill was given second reading by the Clerk.

Mr. Teddy provided a staff report.

Mayor McDavid understood the recommendation of staff was to deny this request. Mr. Teddy stated that was correct.

Mr. Schmidt asked if there was an elevation issue. Mr. Teddy replied there was some sloping, but it was not as dramatic as it appeared.

Mr. Dudley asked if staff was not in favor of moving the sidewalk to the right or to the north. Mr. Teddy replied that could be evaluated. He explained this elimination left the sidewalk along Blue Hollow Court to a one way sidewalk as it would only connect to Blue Hollow Drive and would not be interconnected with all of the different streets and green spaces within the subdivision that benefited more than these two lot owners.

Mr. Schmidt understood the developer was asking for a vacation and was amenable to an alternative but had not provided an alternative. Mr. Teddy replied an alternative had not been proposed for staff review. Staff thought a perimeter location on one of the two lots might work if the current location was unacceptable.

Mayor McDavid understood the owners could come back to Council with another option if Council denied this request. Mr. Teddy stated that was correct.

Ms. Hoppe commented that she recalled this development when it had previously come before them. The developer did not have to install a perimeter sidewalk because they had agreed to provide internal connectivity. Mr. Teddy explained most of the internal connectivity would remain, but Blue Hollow Court would not have that walking connection if the vacation was approved.

Jay Gebhardt stated he was a civil engineer with A Civil Group and noted he was representing Dave Dunafon, the developer of Copperstone, and provided Council a handout. He gave a history of the project and noted the slope in this area exceeded the ADA requirement so they had to create a curvilinear sidewalk in a common area lot. In an effort to fix some of the original concepts, the property had to be replatted, and at that time, the common area lot was removed. There was a lot of interest in these lots at the end of a cul-de-sac, but the builders were unable to fit the homes people wanted due to the sidewalk. It would not be a problem if the sidewalk went straight down the hill, but due to zig-zag in the sidewalk, homes of a size required by covenant could not be placed on those lots. He asked the Council to vacate the sidewalk in the area. He explained they submitted a letter to fifty-six residents that owned lots and received letters back from twenty-three owners, and twenty-two were in favor of removing the connection while the one that lived at the corner of Blue
Hollow did not agree with the removal of that connection. He felt they had the support of the neighbors.

Ms. Hoppe commented that the property owners signed the letters to say they acknowledged the understanding of the easement and sidewalk vacation. The letters did not indicate they were supportive of it. She asked if he was assuming they were in support if they signed the letter or if they had separately indicated they were in support. Mr. Gebhardt explained the developer had spoken with the property owners prior to sending the letters as they would not have been sent if they did not feel the owners were supportive. He noted he assumed they were supportive.

Mr. Gebhardt reiterated that if the sidewalk could be constructed straight down the hill, they would not have this problem, but that could not be accomplished if ADA compliance was required. In addition, they would then have two lots that could not be built upon. The consensus of the people that lived there was that they did not want it or did not care if it did not exist. He noted they believed this was the best solution, but if Council felt differently, this item could be tabled while he came up with a different solution.

Mayor McDavid stated he planned to make a motion to table the item because he was not comfortable with this vacation and wanted to see another option.

Ian Thomas, 2616 Hillshire Drive, stated he wanted to add his support to the idea of tabling this item and to look for an alternative route to connect the different cul-de-sacs in the plan. He recalled when this had previously come up, he had felt it was a well thought out concept to connect the cul-de-sac loops internally to allow everyone to move easily and safely around the neighborhood without a vehicle. He hoped the sidewalk connection could somehow be preserved.

Mr. Kespohl made a motion to table B30-13 to the February 18, 2013 Council Meeting. The motion was seconded by Mr. Dudley.

Mr. Schmidt commented that it made sense to make the sidewalk ADA compliant when the sidewalk was to be located on a common lot and understood the economics or other circumstances made it apparent the common lot should be divided causing the sidewalk to now be intrusive. He noted ADA was six percent unless the lay of the land was followed, which he thought was the solution since this was at an average of sixteen percent. He pointed out the sidewalks in San Francisco were a lot steeper than ADA allowed because the lay of the land made it impossible to do anything different. He felt in looking at the map, the piece they wanted vacated was the key to connectivity for the whole system, and noted people that might not live in the neighborhood were stakeholders as well if they walked through the neighborhood. He hoped the developer and lot owners understood that what might not immediately be good for them would be good for everyone in the long term. He stated he was supportive of tabling the issue.

Ms. Hoppe commented that connectivity was important and a trade off for the outer sidewalk, and explained she thought it would be reasonable if they could provide the connectivity in a different manner.

Mr. Schmidt agreed it also made sense to grant the variances because there would be an interconnected trail and it made sense to ask for a vacation because the usage had changed, but an alternative needed to be provided. He noted he was on the
Bicycle/Pedestrian Commission when this was reviewed, and they were supportive because they thought it was an innovative and interesting design.

The motion made by Mr. Kespohl and seconded by Mr. Dudley to table B30-13 to the February 18, 2013 Council Meeting was approved unanimously by voice vote.

CONSENT AGENDA

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

B17-13 Authorizing construction of the Scott Boulevard Phase 2 Street Improvement Project, from Brookview Terrace to Vawter School Road; calling for bids through the Purchasing Division.

B18-13 Authorizing the acquisition of easements for construction of the Scott Boulevard Phase 2 Street Improvement Project, from Brookview Terrace to Vawter School Road.

B19-13 Authorizing a right of use permit with Walnut II, LLC for construction, improvement, operation and maintenance of a private storm sewer system in portions of the Walnut Street right-of-way and the alley right-of-way between College Avenue and Short Street.

B20-13 Authorizing a right of use permit with Walnut II, LLC for construction, improvement, operation and maintenance of balconies in portions of the Walnut Street right-of-way and the alley right-of-way between College Avenue and Short Street.

B21-13 Accepting conveyances for sewer and temporary construction purposes.

B22-13 Authorizing an agreement with the Columbia Public School District for playground improvement projects at New Haven Elementary School, Shepard Boulevard Elementary School and Lee Elementary School.

B23-13 Accepting grant funds from the United States Tennis Association for improvements to the tennis courts at Cosmo-Bethel Park and Columbia Cosmopolitan Recreation Area; appropriating funds.

B24-13 Authorizing a consulting contract with PedNet Coalition, Inc. for implementing activities associated with the Robert Wood Johnson Foundation – Health Impact Assessments Grant; appropriating funds.

B25-13 Authorizing an agreement with Boone County, Missouri for Joint Communications clerical services.

B26-13 Amending Chapter 3 of the City Code as it relates to membership of the Airport Advisory Board.

B28-13 Accepting conveyances for utility purposes.

B29-13 Approving the Final Plat of Old Hawthorne, Plat No. 9 located on the west side of Cutters Corner Lane and east of Ivory Lane; authorizing a performance contract.

B31-13 Vacating a sewer easement on Lot 20 within Centerstate, Plat 1 located at the southeast corner of Vandiver Drive and Lake Ridgeway Road.

B32-13 Vacating a sewer easement on Lot 20 within Centerstate, Plat 1 located at the southeast corner of Vandiver Drive and Lake Ridgeway Road.
B33-13 Accepting a conveyance for sewer purposes on Lot 20 within Centerstate, Plat 1 located at the southeast corner of Vandiver Drive and Lake Ridgeway Road.

B34-13 Amending Chapter 6 of the City Code to authorize the Board of Electrical Examiners to issue and revoke electricians’ licenses or certificates.

R24-13 Setting a public hearing: installation of fire sprinkler systems in Fire Station Nos. 4, 5 and 6.

R25-13 Setting a public hearing: consider approval of the final design concept proposed by artist Beth Nybeck for the Short Street Parking Garage Percent for Art Project.

R26-13 Authorizing an agreement with the National Association of County and City Health Officials for the Medical Reserve Corps program.

R27-13 Accepting the donation of three Hewlett Packard® laptop computers from Wal-Mart to be used by the Police Department Downtown Unit.

R28-13 Authorizing an agreement with Neighborhood Watch of Columbia, Missouri to encourage neighborhood involvement and participation as it relates to crime prevention; transferring funds.

The bills were given third reading and the resolutions were read with the vote recorded as follows: VOTING YES: HOPPE, MCDAVID, SCHMIDT, TRAPP, KESPOHL, DUDLEY. VOTING NO: NO ONE. Bills declared enacted and resolutions declared adopted, reading as follows:

NEW BUSINESS

None.

INTRODUCTION AND FIRST READING

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

B35-13 Voluntary annexation of property located on the south side of Richland Road, approximately 700 feet west of Bay Hills Drive (5000 East Richland Road); establishing permanent PUD-4 zoning.

B36-13 Approving the Final Plat of Lake George Plat 2 located on the south side of Richland Road, approximately 700 feet west of Bay Hills Drive (5000 East Richland Road); authorizing a performance contract.

B37-13 Voluntary annexation of property located on the southeast corner of Wyatt Lane and Mule Deer Drive (3980 Wyatt Lane); establishing permanent R-1 zoning.

B38-13 Voluntary annexation of property located on the south side of Route K, approximately 2,000 feet south of the intersection of Providence Road, Route K and Old Plank Road; establishing permanent R-1 and PUD 5.5 zoning; approving the Preliminary Plat & PUD Plan of Parkside Estates; allowing a reduction in the required perimeter setback.

B39-13 Approving a revision to the PUD Plan for Arbor Falls located south of the intersection of West Old Hawthorne Drive and Pergola Drive and approving the PUD Plan for Arbor Falls, Plat No. 3.
B40-13  Approving the Final Plat of The Gates at Old Hawthorne, Plat No. 2 located on the east side of Rolling Hills Road, approximately 4,000 feet north of Route WW; authorizing a performance contract.

B41-13  Approving the Final Plat of Westover Subdivision Plat 3, a Replat of part of Lot 2 and Lot 1C of Westover Subdivision and a part of Lot 157 of Westwood Addition, located southeast of the intersection of Stewart Road and Greenwood Avenue (802 West Stewart Road); authorizing a performance contract.

B42-13  Authorizing an intergovernmental cooperation agreement with The Curators of the University of Missouri for transportation services on campus.

B43-13  Accepting conveyances for temporary construction, sewer and drainage purposes.

B44-13  Accepting conveyances for utility purposes.

B45-13  Authorizing the installation of fire sprinkler systems in Fire Station Nos. 4, 5 and 6; calling for bids through the Purchasing Division.

B46-13  Appropriating tax credit revenues for future improvements to the Avenue of the Columns streetscape project along Eighth Street.

B47-13  Accepting a donation from United Healthcare for wellness programs and programs for City employees; appropriating funds.

REPORTS AND PETITIONS

REP16-13  Sidewalk Project on Primrose Drive.

Mayor McDavid asked if staff was recommending this be placed on the CIP. Mr. Glascock replied the Bicycle/Pedestrian Commission had reviewed it and preferred the sidewalk on the north. It could be placed on the CIP, but it would be a low priority.

Mr. Schmidt thought certain people that had spoken earlier would want it to be below Clark Lane on the CIP, and he assumed the Bicycle/Pedestrian Commission would feel the same way.

Mr. Trapp stated this was an important connection because it connected the Valley View neighborhood with Stadium in terms of trails, but in the scope of the entire City, it was not Clark Lane or Providence Road. He commented that he had mixed feelings in terms of adding it to the CIP. Mayor McDavid commented that there was no harm in putting it on the CIP with the understanding it would always be a low priority item. If the facts changed, it would be easier if the project was already on the CIP list. Mr. Glascock agreed and noted there were several projects on the CIP that were 10+ years out.

Mr. Trapp made a motion directing staff to add a sidewalk on the north side of Primrose Drive as a future CIP project.

Mr. Schmidt stated the CIP list mattered and provided the City with a handle on future unfunded needs. Ms. Hoppe agreed and pointed out ten years tended to go faster than anticipated.

The motion made by Mr. Trapp directing staff to add a sidewalk on the north side of Primrose Drive as a future CIP project was seconded by Mr. Dudley and approved unanimously by voice vote.
REP17-13  Missing Crosswalk at Providence and Blue Ridge.

Mr. Glascock provided a staff report.

Mr. Schmidt made a motion directing staff to install an ADA ramp and the pavement markings needed for a crosswalk on the west leg of Blue Ridge Road at Providence Road. The motion was seconded by Mr. Trapp and approved unanimously by voice vote.

Mr. Schmidt stated he believed there was a need to install a fourth crosswalk on streets in general and stated he would discuss that with staff at a later date.

REP18-13  Purchase of Single-Space Credit Card Capable Parking Meters.

Mayor McDavid commented that he believed the recommendation from the Downtown Parking Task Force in terms of allowing credit card payments at parking meters was prudent since that system appeared to pay for itself and because many people did not keep coins and the EZ-Park card was inconvenient to purchase. Mr. Glascock explained the City had budgeted the money to allow for this if Council felt this was the right way to proceed.

Mayor McDavid made a motion directing staff to purchase 117 single-space credit card capable parking meters, and to install the new meters on Ninth Street between Broadway and University Avenue and on Broadway between 900 and 1000 East. The motion was seconded by Ms. Hoppe.

Mr. Trapp asked if the parking meters would still accept coins. Mayor McDavid replied yes. Mr. Glascock pointed out the EZ-Park card would not work in these meters.

Ms. Hoppe understood the cost would be recovered in two years and noted she believed this would result in greater usage in terms of people paying the parking meters and long term revenue. Mayor McDavid agreed and stated he believed it would be the start of a change in the way the City dealt with parking. Mr. Glascock explained the goal was to continue installing new meters annually.

Mr. Dudley asked if the EZ-Park card could be changed so it would work in the new meters. Mr. Glascock replied staff was looking into it and explained the problem was that the new meters involved a magnetic strip while the EZ-Park cards had a chip in them.

The motion made by Mayor McDavid and seconded by Ms. Hoppe directing staff to purchase 117 single-space credit card capable parking meters, and to install the new meters on Ninth Street between Broadway and University Avenue and on Broadway between 900 and 1000 East, was approved unanimously by voice vote.

REP19-13  Partnership with Columbia Public School District on Elementary School Gyms.

Mayor McDavid commented that he believed it was prudent for the City to assist with the construction of the gyms for more public utility as sports teams and youth had the option to use the gyms. It was an extension of the Parks and Recreation Department without them having to build a gym. Mr. Hood stated that was correct, and noted they viewed this as a possible win-win for both the City and the School District.
Ms. Hoppe stated she agreed this was a great idea and it was an extension of what the City had been doing in terms of playgrounds with the School District. Many communities were partnering with the schools for after school activity centers.

Ms. Hoppe made a motion directing staff to continue working with the Columbia Public School District to develop a formal agreement for the proposed partnership for enhanced gyms at the two new elementary schools. The motion was seconded by Mr. Trapp and approved unanimously by voice vote.

REP20-13 Analysis from the Public Transportation Advisory Commission - Baseline Situation, FY 2011 and Recommendations for Increasing Ridership.

Mayor McDavid commented that Carlos Alvarado had the use of some MBA students that had put together this report for the Public Transportation Advisory Commission (PTAC), and noted Mr. Alvarado had served on the Transit System Task Force in addition to the PTAC.

Mr. Trapp stated he noticed the material costs for Columbia were higher than all of the comparison cities, and asked if there were savings to be had. Mr. Alvarado explained they referred to the National Transit database for that information and understood the material costs were higher, but they did not get into the details in terms of why they were higher. He commented that the purpose of this report was to provide a template for staff to look deeper into items found. He and some students from the University of Missouri Business School had volunteered their time in providing this analysis. The first report was the financial baseline and showed the operating deficit of $1.4 million in FY 2011 in terms of fixed and variable revenues and costs. It showed the cost to provide a mile of revenue service was higher than the City received in revenue, so more service would result in a higher deficit. He suggested the City look at the Black and Gold routes and the Tiger Line route because the City was not recovering the cost to provide that service. He thought they should recover the cost of service for those lines. He understood that might have been done by now since these were 2011 numbers.

Mayor McDavid stated he believed the City faced three fundamental problems in terms of transit. One was the City's internal organization as he felt resources had not been managed as well as they should have been managed. He had seen changes, but thought the organization needed to function at a higher level. Another obstacle was the culture as Columbia had a commuter culture. Students liked to drive their cars and the City and University had made it easy for them to drive their cars. He noted Dr. Diane Lynch had signed up 500 students at Stephens College to ride FastCAT as she understood the potential, and commented that they needed to challenge the other colleges and the University. The third item was the fact the University of Missouri had an economic model that favored commuter students. Thirty years ago, communities like Ames, Iowa and Champaign-Urbana, Illinois made the decision to create bus lines for their students while the University of Missouri made the decision to build parking garages, and the University of Missouri received $7.8 million in parking revenue, so the economic incentives were not aligned. This made it difficult to ask students to pay $50 a semester for transit. He commented that he believed there were five different legs of the transit system, and those included FastCAT, the Black
and Gold routes, the University shuttle, which was the Tiger Line, para-transit and the core group. In terms of FastCAT, they had commitments from Brookside and Stephens College. They were below the market rate, but there was some momentum. He felt there was $1 million in revenue available on FastCAT. There were 4,600 beds in the periphery, and the City had contracts for about half of those for service through the Black and Gold routes. The goal was for all of them to be served at the market rate, and this could result in the elimination of the losses from the Black and Gold routes. He stated he planned to ask staff to provide a list to the Missouri Student Association indicating which complexes participated in transit and which ones did not, as he believed students needed to know when making the decision as to where to live. In addition, he planned to ask staff to formulate a plan to serve the additional beds created by new developments, such as Aspen Heights.

Mr. Alvarado pointed out the second report focused on marketing and how the segments could be captured, and they felt 28,000 students could be captured. Those that lived on campus or were close enough to walk would not be the biggest target for transit. Those that lived off-campus and were too far to walk would need transportation, so they felt about 10,000 students did not have any transportation solution. If the City charged $100 per pass, $2 million in revenue could be produced by those 10,000 students. Mayor McDavid noted the market rate for other cities was about $75-$80 per semester.

Mayor McDavid explained the City incorporated those that used the University shuttle into the City’s transit system, and he did not believe they were a part of the Columbia Transit as they had driven their cars to a parking lot on campus and were getting on a bus ride to another location on campus. He felt Columbia’s ridership was closer to one million, and was under ten rides per capita. He understood the City had to have para-transit, but the cost was $44.00 per rider. He suggested the City find a way to serve para-transit riders more efficiently as a big part of the pie was going to para-transit. The core group included people that did not have cars and needed transit service to get to the hospital, work, grocery stores, etc. Every dollar that was saved via the other groups was a dollar that could be used for the core group. He commented that the students in Ames, Iowa paid $80 per semester, which equaled $0.67 per day, and he did not feel this was an unreasonable goal for Columbia.

Ms. Hoppe stated she believed there was a sixth leg, which was connected to the core group, and involved those that wanted to and would use transit if the transit system was more efficient in terms of timing and routes. Mr. Schmidt agreed and noted a lot of those were commuters that were willing to pay. He pointed out one of the simplest ways to solve the revenue problem was to put more paying people on the buses that were already running or to ensure the buses ran where it would service the most people.

Mr. Trapp asked why faculty and staff were left out of the targeted group. Mr. Alvarado replied they made the assumption they had cars and did not live in a concentrated apartment complex where transit service might be more utilized. He pointed out they were trying to provide a template for staff to follow up, and these were not the ultimate recommendations. He suggested the City hire a professional consultant for more detail. Mr. Alvarado explained the University had hired a consultant, but that consultant only looked at the Tiger Line. It did not look at Columbia Transit as a whole. He understood students were willing to pay $25 per semester instead of $16 per semester for that route.
Mayor McDavid commented that students were paying $220.00 for parking and transportation at the University of Missouri. Mr. Alvarado agreed and noted the total cost of ownership of having a car was around $500 per year, so there were savings to be had for people to ride the bus. He stated he did not understand why service was not being provided to the apartment buildings on Grindstone and Old Highway 63. Mayor McDavid explained the City was providing bus service to many of those complexes. Mr. Alvarado noted those and any new developments were potential customers that could then help build the foundation for an overall transit system.

Ms. Hoppe asked Mr. Alvarado if he thought it would be beneficial for the City to hire a consultant in terms of helping with routes to serve the needs of people and including a review of employment centers, the health impact assessment, health centers, student areas, etc. She thought they might want to hire someone who could design efficient routes as it seemed as though the City was trying various things and the transit staff was busy with day to day activities, so it could be ten years before transit service was at the level they wanted. Mr. Alvarado stated he believed a professional consultant could complete a comprehensive study to address the questions of Council. The study would cost more if the City wanted more in terms of an analysis. He thought a professional study that would answer many of the questions of Council would cost $150,000-$200,000 and it would provide a road map to create a strategy.

Mr. Alvarado noted FastCAT served students near Stephens College and many of those students were able to walk or bike to campus. He thought this was reflective of the ridership on that route. Mayor McDavid pointed out those students purchased tickets. Ms. Hoppe stated she thought a consultant could tell them how other routes could be integrated with FastCAT for maximum use of FastCAT. Mr. Alvarado understood the FastCAT tickets came with rent and were not purchased directly by the students. Mayor McDavid stated that was correct. Mr. Alvarado commented that he believed that type of arrangement would be more effective at the new development at Stadium. Mayor McDavid explained the problem was that the City could not compel anyone to participate. They could only approach and try to sell it to them. A challenge for the City was to provide a service students wanted so they would purchase passes.

Mr. Alvarado stated the City cared, which was important, and the City could hire a consultant or allocate internal resources for a detailed analysis. He noted MBA students could be used as well, but they were an ad hoc group, and he had not found any interest in conducting this type of study this year.

Ms. Hoppe commented that she wanted the City Manager to look into the possibility of hiring a consultant for further analysis in an effort to jumpstart the system.

Mr. Schmidt thought students in public health or public policy might be more interested in this type of study. It might provide for a stop gap until a consultant was hired.

Mayor McDavid commented that he believed the City needed a marketing consultant as he believed the model was Ames, Iowa, which had 95 rides per capita. He noted there was a standing offer on the table to the University for consolidating the transit system.

Ms. Hoppe stated she did not believe this was only a marketing issue. She felt the City needed a consultant because she believed they could save money in the long term if
they knew what was currently being spent. She thought it would be a wise investment to see how Columbia transit really operated. They needed something that served the people well to market.

Mr. Matthes explained staff was fully tasked so if the Council really wanted to get started on an analysis, a consultant would need to be hired. He noted there were ways to borrow money from other funds on a one time basis, or it could be funded from the general fund or the transportation sales tax in the following year.

Mr. Schmidt stated Ms. Hoppe made a compelling argument that this could potentially save the City money in the long run.

Mr. Matthes commented that the transit system was better that it was two years ago, but it was not healthy. In addition, FastCAT was now fully functional and there was a lot more ridership than there was the first month. Stephens College students were able to ride by showing their ID badges instead of having a special pass. He pointed out the City had hired a marketing expert and was doing a great job. He felt they were on the right path and was hopeful for the future, but note it would not be turned around overnight, so a strategy was needed for the next 3-5 years. He stated he would come back to Council with a scenario for hiring a consultant.

Mr. Alvarado stated the Public Transportation Advisory Commission could help with the scope of work for the RFP for the consultant. He noted they had worked with the City’s marketing specialist so she was aware of this report. Mayor McDavid thanked Mr. Alvarado for his work.

REP21-13 North 763 Community Improvement District - Report on Services, Revenues, Expenditures.
REP22-13 Downtown Community Improvement District Board of Directors - Membership.

Mr. Matthes provided a staff report.

Mayor McDavid understood REP22-13 had the recommendations of the Downtown Community Improvement District (CID) with regard to three year memberships with terms beginning on February 1, 2013 for Michael Wagner, Tom Mendenhall, Ben Wade, Adam Dushoff and Marti Waigandt.

Mr. Dudley made a motion to appoint Michael Wagner, Tom Mendenhall, Ben Wade, Adam Dushoff and Marti Waigandt to the Downtown CID for three year terms beginning February 1, 2013. The motion was seconded by Ms. Hoppe and approved unanimously by voice vote.

REP24-13 Intra-Departmental Transfer of Funds Request.

Mayor McDavid understood this report had been provided for informational purposes.

COMMENTS BY PUBLIC, COUNCIL AND STAFF

Mayor McDavid understood Robert Tucker, the Vice Chair of the Historic Preservation Commission (HPC), had obtained e-mails from City staff and the Council under the Freedom of Information Act, and based on these e-mails, Brian Treece, Chair of the HPC, was
reported by the Columbia Daily Tribune to have made allegations of improprieties by City staff. The Columbia Daily Tribune reported “at the beginning of the meeting Brian Treece, Chairman of the Commission and a Grasslands resident, said the Commission had City e-mails that indicated officials made a deliberate effort to keep opposing stakeholders from talking to each other during the formulation of the plans by encouraging Council Members to engage stakeholder groups separately rather than at once.” He considered the allegations by the HPC to be serious and a serious breach of integrity on the part of City staff and possibly City Council Members. He asked the HPC to provide a formal report on these allegations, and for that report to state the improprieties that had occurred, for the HPC to release any and all evidence in their possession, including all e-mails, which showed any and all impropriety by any member of City staff and any City Council Member, and for the report to be submitted to Council at its February 18, 2013 Council Meeting.

Mayor McDavid commented that the Providence Road issue had become an election issue in the Fifth Ward race, and there remained a great deal of contention and confusion about what the City Council had done. He understood the widening of Providence Road had been a long standing City-initiated project as the need had been perceived to be there for some time. In addition, Providence Road was under the jurisdiction of MoDOT. He understood the City wanted an additional right turn lane on southbound Providence at Stadium to move traffic, but if that was done, MoDOT would not allow left turns in and out of the Grasslands at Bingham and Brandon because they did not want cars going across three lanes, and MoDOT would either place flexible yellow delineators or a concrete barrier down the middle of Providence Road to prevent left turns or Brandon and Bingham would become right-in and right-out intersections to prevent left turns. He understood the Providence Road improvement was contingent upon signalizing Burnam and prohibiting left turns out of Bingham and Brandon. The problem was that there was limited connectivity between the south part of the Grasslands and Burnam Road. He noted Council had approved Phase 1 on November 19, 2012, and it included a direct connector between Bingham and Burnam, which involved the demolition of two houses. Another option, which had been mentioned by Bruce Beckett at that meeting, was to re-route traffic from the southern part of the Grasslands to Burnam through Birch Street. It was a small one block street and the City already had the necessary easements. He noted he had been told this option was not favorable to those residing in the Grasslands. He reiterated the Council had approved Phase 1 funding on November 19, 2012, and this would remove two houses, build a connector and signalize Burnam, created right-in/right-out intersections and improve the Turner/Providence and Rollins/Providence intersections. He understood this had been a multi-year process, and thought it had been a highly public process as well since it had been covered in the media. He commented that he had been told that at a recent meeting held by the Historic Preservation Commission, a number of Grasslands residents had stood in opposition to the plan Council approved on November 19, 2012. Ms. Hoppe stated she understood it was a mix of Grasslands residents and other area residents, so it was hard to tell how many were actually in the Grasslands neighborhood. Mayor McDavid noted a public hearing had been held and listed the people that had spoken in favor of the project at the November 19 Council
Meeting. He stated only two people spoke in opposition and listed those people as well. In addition, the minutes indicated approximately 60 people stood in support when asked by John Ott to stand. There was now contention by some who did not participate in the process on November 19. He explained he had been contacted by the owner of one of the two homes in jeopardy, who had indicated he had not been aware of this, and he told that person the burden fell on him and others that felt similarly since Council had acted on this after holding a public hearing. He noted he was willing to change his mind if the facts changed and if they showed an acceptable alternative to Phase 1 that had support from the Grasslands residents. He pointed out this would need to be done quickly.

Mayor McDavid commented that Council had approved R28-13, which was part of the consent agenda, and it provided $3,000 from the council contingency account to reactivate the Neighborhood Watch program. He understood it had been suggested by Mr. Dudley and noted it was part of the City’s commitment to public safety.

Mr. Schmidt stated the recent rainstorm illustrated some of the stormwater problems those in the First Ward faced. He asked that staff follow up on Justin Thomas’ comments with all of the agencies that would be involved in the redevelopment of the area he described in the First Ward, which included Ash Street. He was hopeful all of the agencies could work together to mitigate the problems. He asked staff to provide a report regarding the problems, to include the history of resident comments, and a history of what the City had done for the Ash, Worley and Sexton corridors since those were the areas with a lot of stormwater issues.

Mr. Schmidt understood there had been discussion regarding the banning of alcohol in Douglass Park as it had been banned in some of the other downtown parks, and noted he was interested in knowing if it was workable and if it would improve the situation at Douglass Park.

Mr. Schmidt commented that he did not believe Scott Bitterman deserved the treatment he received at the recent Historic Preservation Commission meeting as he understood Mr. Bitterman had been treated rudely. He pointed out City staff worked hard to serve the community and deserved to be treated with respect.

Mr. Matthes thanked Mr. Schmidt and Mayor McDavid for their comments with respect to the situation. He noted it was hard not to get hostile in return when being told they had not been communicating and stated he was proud of staff for their comportment in the meeting.

Mr. Dudley understood a picnic/dinner had been held for eighty-one full time employees from the Public Works Department with 300 days without a loss time accident and noted that was impressive. He thanked staff for their hard work.

Mr. Dudley thanked staff for installing the turn lane on Worley between the two Fairviews as it was working very well. He noted it had worked so well that he was now being approached by a few individuals for a crosswalk between the sidewalks on the south leg of Fairview, and asked staff to determine its possibility.
Mr. Dudley commented that he had been asked if a lift could be provided to help handicapped individuals board the Dinner Train. He understood Amtrak had something similar at its station in Jefferson City.

Ms. Hoppe stated she had attended the Historic Preservation Commission (HPC) meeting regarding the Providence Road project and it was more adversarial and accusatory than informational for her as she had been interested in input from the Public Works Department staff with regard to the alternative plan developed by the HPC. She explained the HPC had provided the cost estimates for Phase 1 and Phase 2, and noted she wanted a breakdown of the costs of the two homes and the empty property. She understood the cost was currently estimated to be $400,000, but there were a lot of contingencies. Mr. Glascock explained the City normally had appraisals conducted before purchasing property. He understood a house in Phase 2 was currently for sale at $279,000 and the lot would probably appraise in the $30,000-$40,000 range. He pointed out the City normally paid the appraised price or something near that price. Ms. Hoppe understood the empty lot would likely not cost $400,000.

Ms. Hoppe understood there was an opportunity to follow up on the Health Impact Assessment (HIA) through September.

Ms. Hoppe made a motion directing staff to do a HIA follow up with regard to a funding mechanism for transit and specifically a utility fee, and to show what the health impact would be on general and diverse populations. The motion was seconded by Mr. Dudley and approved unanimously by voice vote.

Ms. Hoppe stated Earth Hour would be celebrated in March and usually involved a kick-off celebration, and Ms. Buffaloe, who was heading this effort had suggested doing the kick-off on the bus so transit service, energy efficiency and sustainability would all be promoted. As part of this effort, they had hoped bus service could be free on the Thursday of the kick-off and on Saturday, Earth Hour Day.

Ms. Hoppe made a motion for bus service to be free on the Thursday of the kick-off and on Saturday, Earth Hour Day. The motion was seconded by Mr. Dudley and approved unanimously by voice vote.

Ms. Hoppe commented that people were still parking at the corner of College and Ash, and she did not see any “no parking” signs at that location. This was a dangerous situation as people had to go around the vehicle even when vehicles were coming from the other direction. She asked when signs would be installed. Mr. Glascock replied he would check into it.

Ms. Hoppe stated the Health Impact Assessment (HIA) had recommended the Public Transportation Advisory Commission include a business community member as one of its members due to the employment and business connection to transit. Ms. Hoppe explained she wanted preference given to having at least one business community member on the Commission.
Mayor McDavid understood staff was working on proposed changes to the Public Transportation Advisory Commission. Mr. Matthes stated that was correct. He explained it was follow up to the Council’s work on the boards and commissions and noted staff would provide something to Council based on previous discussions to reinvent the Commission to include students and administration.

Mr. Kespolh understood no homes in the Grasslands would be purchased for the Providence Road project until they voluntarily came up for sale. Mr. Glascock asked if he was talking about Phase 2. Mr. Kespolh replied he was talking about Phase 1. Mr. Glascock stated that was not correct. He explained staff had asked for permission to condemn the homes necessary for Phase 1. Mr. Kespolh asked if the voluntary sale discussion had been for only Phase 2. Mayor McDavid understood Council approval would be needed to purchase anything in Phase 2. Mr. Glascock stated that was correct. He pointed out there had not been an ordinance to acquire anything at this point in terms of either phase.

Mr. Kespolh commented that he had received an e-mail from an individual who was concerned with entering and exiting Walmart, Lowe’s and HyVee via Conley Road. The cars on Conley Road were traveling at a rate of speed that made it difficult to make left turns on to Conley Road and the situation would likely get worse when the Business Loop tied into Conley Road. He asked for the speed limit on Conley Road. Mr. Glascock replied he thought was 40 mph. He also explained it would be realigned so Business Loop would be the through-street. In addition, there would be a stop light where Conley Road came under Highway 63. Mr. Kespolh stated his constituent was suggesting stop lights at the north end of Conley Road in front of Walmart and HyVee. Mr. Glascock stated he thought it was too close in spacing for two stop lights, but would check.

Mr. Trapp asked staff to take a look at the timing of the stop light at the Providence and Vandiver/Leslie intersection as its timing was odd at times. In addition, there was a left turn lane that was not often used and a right turn lane might be more helpful with traffic flow. There seemed to be a lot backup traffic on Vandiver between Range Line and Providence.

Mr. Trapp stated he wanted to re-echo Ms. Hoppe’s call to look at the renewable mandate to determine if it could be raised. He noted he had been alarmed when it was recently 77 degrees as the high temperature for that day had been broken by 10 degrees. He pointed out the world average temperature record had been broken by one degree last year, and these temperatures were usually broken by a tenth of a degree instead of an entire degree. He believed the issue was accelerating and thought the City needed to do its part to assist. He agreed the individual carbon growth level was lower, but noted growth tended to increase the levels. He stated the standard to reduce carbon was not by what was convenient or feasible. It was by what could be done to maintain a livable climate. He commented that if the State of Missouri had caught up with Columbia, Columbia needed to improve as he felt they wanted to be a leader in this kind of issue.

The meeting adjourned at 9:23 p.m.
Respectfully submitted,

Sheela Amin
City Clerk