

TERM OF COMMISSION: January Session of the November Adjourned Term

PLACE OF MEETING: Boone County Government Center Commission Chambers

PRESENT WERE: Presiding Commissioner Don Stamper
District I Commissioner Karen M. Miller
District II Commissioner Linda Vogt
Deputy County Clerk Michelle Malaby
County Counselor John Patton
Director of Planning and Building Inspection Stan Shawver

The regular meeting of the County Commission was called to order at 7:02 p.m.

SUBJECT: Petition to vacate and replat Lots 61 and 62 of Trails West Plat 6 in accordance with Section 1.8 of the Boone County Subdivision Regulations.

Commissioner Stamper stated the discussion this evening is about a request to replat land. It is not a discussion about the applicant's rezoning request previously considered by the commission.

Mr. Shawver reported a copy of the petition, executed by John Payne, President of Rhodes-Payne Properties, Inc., was distributed to the commission previously. Recently revised regulations provide that before a lot or part of a plat can be vacated, the County Commission will hold a public hearing to weigh factors in determining whether a plat should be vacated. The County Commission must find the vacation will not adversely affect the character of the neighborhood; traffic conditions; circulation; proper location, alignment and improvement of streets and roads within, and adjacent to the subdivision; property values within the subdivision; public utility facilities and services; and will not generally adversely affect the health, welfare or safety of persons owning or possessing real estate within the subdivision to be vacated or surrounding real estate. If the County Commission decides to grant the vacation, they are required to hold a public hearing to determine if the land can be replatted. Mr. Shawver presented a copy of the proposed replat to the commission. The replat calls for a street connecting Southeast Trails Drive with the area to be platted as Brennen's Ridge subdivision. The Planning and Zoning Commission approved the Brennen's Ridge subdivision preliminary plat in April, 1995 with the stipulation that the final plat not be developed unless there was access through Trails West subdivision.

In response to a question from Commissioner Miller, Mr. Shawver confirmed the stipulation specifically said Trails West. Mr. Shawver read the pertinent section of the April, 1995 Planning and Zoning Commission meeting minutes.

David Rogers, attorney with offices at 813 E. Walnut, representing Rhodes Payne Properties, Inc., also distributed a copy of the proposed replat. Mr. Rogers stated the issue before the commission tonight is limited to the vacation of lot 61 and 62. When the preliminary plat was approved by the Planning and Zoning Commission last Spring, one condition imposed upon the developer was that lots 61 and 62 be vacated and a street be platted through to Trails West subdivision. At that time the county ordinance required unanimous approval from neighboring property owners in order to vacate lots. That would have been impossible to achieve. The revised subdivision ordinance, which took effect in June, 1995 reduced the approval requirement from one hundred percent to fifty percent. Since that time, the fifty percent requirement has been eliminated and replaced with section 1.8.1.3, which lists five factors to consider in vacating lots in an existing subdivision. Mr. Rogers stated he was less than enamored with language contained in section 1.8.1.3. However, he believes this request meets and exceeds each requirement. Vacating the lots will not change character of neighborhood, which is residential. The proposal is to connect it with a residential subdivision. In regard to traffic circulation and the proper alignment and improvement of streets, he believes Acting Public Works Director Frank Abart or Mr. Shawver would tell the commission if Trails West subdivision were platted today, the extension of Southeast Trails Drive to the boundary line of the property would be required or strongly recommended. The county is trying to establish an integrated road system in areas which are being developed with residential subdivisions. The county does not want isolated peninsulas of property with one access to and from the main road. What the commission requires in one case, it should allow in another. Public utility facilities and services would not be impacted by the vacation of the lots. Mr. Rogers stated he does not know what the fifth requirement--will not generally adversely

affect the health, welfare, or safety--means, but he does not believe vacation of the lots will do that. The commission cannot allow everyone to live on a cul-de-sac or allow subdivisions to be isolated from adjacent land. Emergency vehicles need interconnected streets. He realizes people who live in Trails West subdivision want to isolate and insulate themselves, but this is a case where the public interest has to prevail over the private interest.

Commissioner Stamper requested Mr. Abart and Leo Hake of the Public Works Department present a traffic analysis they prepared.

Mr. Abart stated the Department prepared the study, titled Brennen's Ridge Traffic Analysis, over the past couple of weeks. Copies were distributed to the commission last week. Mr. Abart presented a copy to Mr. Rogers. The analysis was prepared using a variety of engineering manuals on traffic analysis. The concept of levels of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. The level of service on Trails West Avenue, the primary outlet, was established as category B. Completion of Brennen's Ridge Subdivision lowers the level of service to category C. Level of service C is a range that establishes a stable flow, but marks the beginning of a range of flow at which operations could become significantly affected. It is not necessarily unreasonable. At the current level of service B on Trails West Avenue, the existing load is 163 vehicles per peak hour. With the establishment of the first phase of Brennen's Ridge Subdivision, it would increase to 203 vehicles per peak hour. With the development of the entire subdivision, it would increase to 284 vehicles per peak hour, which is still a level of service C. The Highway Capacity Manual says a level of service C is simply the beginning of the range of flow at which the operation of individual users becomes significantly affected. The Columbia Area Transit Study Technical Committee has tentatively adopted a level of service C as a goal for traffic movement in communities. It is a commonly accepted goal in most communities according to their research. Pedestrian facilities should be considered on Trails West Avenue. There is a school on Highway 40. Increased pedestrian and vehicular traffic will probably create more of a problem on Trails West Avenue. Increased traffic on a street will increase maintenance activities and costs for the street.

Commissioner Stamper asked Mr. Abart to provide a recommendation in lay terms.

Mr. Abart replied he is not sure he has a specific recommendation. The potential level of service is acceptable according to the Highway Capacity Manual and the Columbia Area Transit Study organization.

Commissioner Miller asked if the analysis included East Trails Drive and South Trails Drive? They are the streets which would primarily be affected.

Mr. Abart stated the roads were reviewed, but the study does not address them specifically. They feed into the collector street, Trails West Avenue.

Mr. Hake stated the department does not have the resources to evaluate residential streets for capacity.

Commissioner Miller asked would East Trails Drive and South Trails Drive be treated the same as Trails West Avenue? Will they be able to handle the collector traffic created if Brennen's Ridge Subdivision is developed?

Mr. Hake replied they did not have the means to evaluate the capacity of 28 foot curb and gutter streets which exist in Trails West Subdivision.

Commissioner Vogt stated vehicles currently park on both sides of the streets. Would the change to level of service C trigger enactment of traffic regulations?

Mr. Abart replied no, but it would certainly be a cause for review a year or two after the development was complete, to determine if there was congestion which warrants restricting parking to one side of the street.

In response to a question from Commissioner Stamper, Mr. Shawver read the five criteria to be considered in plat vacation.

Commissioner Stamper opened the public hearing.

Tim Koske, 8300 W. Southeast Court, Trails West Homeowners Association, stated based on the criteria, the developers must prove the proposed development of 325 homes will not have an adverse affect on Trails West subdivision. If they cannot provide such proof tonight, the County Commission cannot decide to vacate the two lots. Trails West subdivision residents are bearing the burden of the lack of planning when Trails West subdivision was platted years ago. Mr. Koske stated he attended a meeting of the Boone County Regional Sewer District (BCRSD) a few weeks ago. Director Bob Alderson stated there is no proposal or agreement to provide sewage disposal for Brennen's Ridge subdivision. Mr. Alderson indicated they have a letter of intent to allow an upgrade of the Trails West subdivision sewage lagoon by a sewer line tie in for eighteen homes located in Brennen's Woods. The Boone County Planning and Zoning Commission asked BCRSD to provide an opinion on whether the Trails West lagoon could handle an additional 40 homes as proposed in phase one of the Brennen's Ridge development. BCRSD responded there is currently no treatment capacity available to handle the lots. The lagoon is operating at 95 percent of treatment capacity. Public Water District No. 1 commissioned a study of the possibility of providing water service. To achieve required flows approximately 7,000 feet of eight inch water lines would have to be installed. Public Water District No. 1 indicated there are no ongoing negotiations for water service to Brennen's Ridge. They said Trails West subdivision has problems with water pressure. Trails West subdivision was designed to be a secluded development, evidenced by one point of access, six cul-de-sac streets, and the curving nature of streets. Residents are middle class workers with small children who can take walks and ride bikes at night in general safety. That will not be the case if South Trails Drive becomes a thoroughfare. There are no sidewalks. Subdivision property values have climbed steadily during the past five years. Brennen's Ridge subdivision would usurp the character of Trails West subdivision as a quiet and safe subdivision by making it a thoroughfare for Brennen's Ridge--decreasing its interest on the real estate market. If 325 homes are constructed in Brennen's Ridge, assuming nine trips per household per day, trips into the subdivision would increase by almost 3,000 per day. Even if Boothe Lane were paved with concrete to Brennen's Ridge, people would still use Trails West Avenue, South Trails and Southeast Trails to access Brennen's Ridge because it is the shortest route. Roads in Trails West subdivision do not meet the County's standards for roads. They are too narrow. With cars parked on both sides, streets are essentially one lane. Many homes on South Trails Drive have only one garage. To provide safe passage, parking would have to be banned on one side of the street. This would be a great inconvenience to homeowners. Mr. Koske submitted pictures of Trails West subdivision streets. Trails West subdivision streets would likely be used for construction access and could be severely damaged. The proposed development adversely affects the safety and welfare of residents in Trails West subdivision.

Chris Heston, 1902 N. Southeast Trails Drive, stated he is studying civil engineering at the University of Missouri. He is disappointed with comments made by the Public Works Department. He would receive a poor grade if he submitted their study in a class. It does not address additional traffic on South Trails Drive and other subsidiary roads off Trails West Avenue. Trails West Avenue is not the problem. Mr. Heston stated he is not qualified to give the commission the facts they need. What is level of service D? What is the range of level of service C? It sounds like the projection is on the edge of level of service C. Residents are mainly concerned with safety. All Mr. Payne wants is to build a subdivision. Mr. Heston stated he works in the construction industry and is for development of the Midway area, but it needs to be done responsibly.

Commissioner Stamper submitted a letter from Dawn Marie Heston for the record.

Paul Brugmann, 2052 N. Northwest Court, stated having children changes your perspective. When he was single and wanted to buy a car he considered its performance and how he would like driving it. Now, with a wife and two small children, he considers whether the car has at least five doors and seatbelts to protect the passengers. The same applies to purchasing a house. He considers whether he can picture children playing and traveling on the streets. The answer to that question when he moved to Trails West a year and a half ago was yes. It is still yes. When he comes home from work in the evening, the first thing he sees upon entering the subdivision is the sign warning motorists children are playing or children. He proceeds carefully. If this proposal is approved, the roads will become a throughway to someone else's community. They may not be paying attention to children in Trails West subdivision. If the lots are vacated, it will be like

putting a crack in a dam. He does not think Trails West residents are anti-growth, they just do not want to denigrate the health and character of the community. Mr. Rogers stated he does not know what criteria number five means. Trails West subdivision residents do.

Pamela Thomas, 8302 South Trails Drive, stated she and her husband have three children. Their home is located on what would be the main drag for Brennen's Ridge traffic. Trails West subdivision is a wonderful place to live. A lot of children live in the subdivision. She is concerned with their safety should the proposed subdivision be developed. Restricting parking to one side of the street will cause problems for residents. She is not opposed to growth, but routing traffic generated by 324 homes through Trails West because it is cheaper than building a separate access road is irresponsible.

John Meyer, 8008 W. Rollingwood Blvd., read a prepared statement in opposition to the request. Mr. Meyer added in regard to the comment that the public interest should prevail over the private interest, all of the public should be considered. Existing residents moved there because the neighborhood exists as it does.

Ron Clark, 8309 W. South Trails, stated he has lived in Trails West for eleven years. As a college professor, one of his greatest concerns is the effect the subdivision could have on the school system. Each household has, on average, 2.2 children. Increasing the number of children in a classroom changes the way you teach. It changes your rapport with the children and changes their self esteem. If he wanted to live in an area with the proposed level of traffic, he would live in town. If this request is approved, he will put his house on the market next month. Crime in the neighborhood will increase because there will be more people. Children will not be able to play in the street. He is offended by the way this request has been crammed down their throats. He is for growth. If this would raise the value of his home, he would be all for it.

Jan Tremblay, 2008 Southwest Ct., stated she moved to Trails West one year ago this February. She looked for a house for a long time. She wanted a safe place for her child to live. Adding this development will make a difference in the safety of the children in the subdivision.

Donna Billingsley, 8502 South Trails Drive, stated she lives around the corner from the proposed development. She is all for it. It needs two routes of access. It is a gross imposition to access the development through Trails West subdivision. Children will no longer be safe. She moved to Trails West eleven years ago to get away from Columbia. She has four daughters. If they get hurt because the proposed subdivision is allowed to develop, it will be on the County Commission's shoulders. Residents are paying to upgrade the roads. She does not think it is right for others to freeload. They will increase wear and tear on the roads. Crime will increase. Teenagers will loiter in the neighborhood. The infrastructure for Trails West subdivision is clearly inadequate. If this is approved, people in Trails West will think John Payne was successful in greasing palms.

Scott Murphy, 7804 Rollingwood West, stated Mr. Abart testified current traffic on Trails West Avenue is a level of service B at 163 cars per hour at peak flow. If the entire proposed subdivision were developed, it would raise the peak flow per hour to 284 cars--a 75 percent increase. If the entire proposed subdivision is developed, it will increase the number of homes in the area by 400 percent. The numbers projected in the traffic analysis prepared by the Public Works Department are dubious. Even so, degrading the road capacity from a level of service B to a level of service C is a detriment to Trails West subdivision.

Jim Wharton, 1900 S. Trails Terrace, stated he does not have children, but he understands the concerns of people who do. Anyone who does not think the proposed subdivision development will affect the character of neighborhood, should be willing to live there with small children and believe it will be the ideal place to raise them. If the County Commission approves the request, it should provide additional funding for the Sheriff, so he can provide adequate traffic control.

Michael Bollinger, 8401 S. Trails Drive, stated he has lived in Trails West for ten years. He purchased the property because it was affordable and he liked the location. Using Mr. Koske's statistics of nine trips per household per day, if 325 homes are added to the area, there will be 1,095,000 trips per year. Assuming half of them go through Trails West subdivision that is 500,000 cars per year driving in his front yard. Assuming two cars per home making one trip per day, would amount to an additional 474,000 trips per year. He heard the reason for the hearing

was public interest. He does not see 325 homeowners saying they want to build homes in the proposed subdivision. The issue is more about a private interest. It is about capitalism and gain for Mr. Payne and his associates. That is okay. Development is great, but not at the cost of Trails West homeowners. The developers should figure out how to add a second entrance to the development. This development will likely have a negative effect on property values and it will change the character of the neighborhood.

Marsha Rewerts, 8709 W. Trails West, stated she lives very near the lots to be vacated. Southeast Court is a cul-de-sac further down the road. All the children in the neighborhood gather on corners to catch the bus. Children living on Southeast Court and the children on her street gather at the corner of Southeast Court. She is concerned about their safety if the proposed road is built.

Paul Brooks, 8507 S. Trails Drive, stated he does not agree with the numbers presented by Mr. Abart. He thinks the number of trips per hour would be closer to 500. Mr. Abart did not mention Trails West Avenue is about 21 feet wide. Streets are of inadequate width. As Mr. Koske stated, infrastructure in the area is inadequate to handle the proposed development. Infrastructure should be addressed before the request to vacate the lots is approved. People park on both sides of the streets. Where will they park if parking is restricted to one side? All streets, except Trails West Avenue, are curvy. There are no sidewalks. Increased traffic will likely result in increased vehicular and pedestrian accidents. Concrete trucks using streets to access Brennen's Ridge subdivision will destroy Trails West subdivision streets. The shortest route to Columbia would be through Trails West subdivision so people would use that route.

Timothy Moriarty, 1908 N. Southeast Trails Drive, stated he is a Columbia law enforcement officer. He selected this neighborhood because it is affordable, has good schools, and his street is quiet. He does not oppose the development, he just opposes using Trails West subdivision to access the development. Increasing the number of people living in the area will increase crime.

Ray O'Brien, 1900 N. Southeast Trails Drive, spoke in opposition to the request.

Sheriff Ted Boehm stated he agrees with many of the comments made by Trails West residents this evening. He receives information from the bike patrol. Numerous children play in the area. In good weather, kids hike down Trails West Avenue--a hazardous street--to the school. The proposed development will change traffic conditions. Parking will have to be restricted. There are no sidewalks. Currently two cars cannot pass safely. The main issue is safety of the people, especially the children, in the subdivision. The streets were not built to handle the proposed level of traffic.

Deborah Shore, 8403 South Trails Drive, stated both of her children know their address. She does not want them to have to learn a new one. Their safety is utmost in her mind. They are not allowed to play in the street without her. **She** does not want to be in the street if traffic increases as proposed. Residents are paying for improvements to the roads. They are voters. They are not insignificant. The commissioners will be heroes if they listen to their constituents, who will vote again.

Mona Rehmert, 8702 West Trails West, stated she is vice-president of Trails West Homeowners Association. Residents do not want the development. Residents do not oppose development in general. It would increase their property values if he developed a nice small subdivision with adequate infrastructure. Residents do not want to be isolated. They work hard for the health, welfare and safety of the community.

Karla Broadus, 8307 N. Southeast Trails Drive, stated she has not owned her house a month. She was not aware of the proposed development when she purchased her home. She does not have kids, but she has a dog which she walks. There is not a left turn lane off Highway 40 onto Trails West Avenue. With increased traffic, there will be more a lot more accidents there.

Mr. Rogers stated the purpose of the hearing was to discuss vacation of two lots. The question of the adequacy of infrastructure has to be considered as part of the subdivision process, but really does not relate to vacation of the lots. He heard people say they are not opposed to development. They said it would be all right if a smaller number of nicer homes were proposed. That is part of the "I've got mine, you can't have yours" philosophy. They are not opposed to growth as long as

it is not too close to them. Mr. Rogers stated he would like to be blunt with the person who described herself as being blunt. He has appeared at approximately 1000 public hearings in this county since 1968. Not once during that time does he know of anything that even suggested someone's palm was being greased--either for or against him. That is the single most offensive comment he has heard during that time.

Commissioner Stamper asked Mr. Shawver to clarify the issue concerning public utilities and the impact vacation of the two lots would have on the availability of utilities.

Mr. Shawver replied vacation of the two lots would not have an impact on the infrastructure. It will take two lots out of circulation, which otherwise could be built on and add pressure to the wastewater system or exacerbate the water pressure problem. There are easements across the lots. If the lots are vacated, the easements would also be vacated. Theoretically, water or sewer lines in the easements would not be accessible. If the County Commission chooses to vacate the lots, procedurally the vacation should not take place until the replat is before the County Commission for final approval. The replat will provide access to 93 acres of ground with potential development of 325 lots. Before the final plat is approved, infrastructure improvements would have to be made or the improvements would have to be secured by bond to the county.

Mr. Abart stated he would like to provide a copy of the traffic study to the engineering student and asked the individual to speak with him after the meeting. Residents brought valid testimony and concern. He has worked with many of the residents and the Trails West Homeowners Association in the past. The Public Works Department welcomes an opportunity to provide a more detailed traffic analysis of local streets. The Department simply did not have enough time or resources to do so.

Commissioner Stamper stated there were many comments about whether the traffic flow projections in the analysis are valid.

Mr. Abart replied much of the confusion probably stems from the idea that every single house proposed to be built will use Trails West for access. The analysis assumes a portion of the traffic will use Boothe Lane.

Commissioner Vogt stated streets were recently improved through the neighborhood improvement district program. The County Commission accepted the streets for maintenance. They are now public streets. Commissioner Vogt asked Mr. Abart if he is concerned with the increased traffic flow given the amount of funding available for maintenance?

Mr. Abart stated increased traffic flow necessitates increased maintenance and will cost more. Increased traffic on Boothe Lane also concerns him. However, that is true for any place in the county where development occurs.

John Payne requested recognition. Commissioner Stamper advised him the public hearing is closed.

Commissioner Vogt stated she understands the resident's desire for the neighborhood to remain the same. The Planning and Zoning Commission made the proposed access through Trails West Subdivision a requirement for development. Streets are not built for children to play in. She is concerned for their safety in crossing the street to catch the bus. She does take offense at the suggestion that the commission's palms were greased. No one has ever paid her a cent for a decision she has made. The Sheriff's comments concern her. People who live in Brennen's Ridge would be neighbors to Trails West residents. Do Trails West residents really want to be shut off from them? How will you feel if emergency vehicles cannot access either area because their primary entrances are blocked for some reason? There are many arguments on both sides.

Commissioner Stamper advised Mr. Payne he will allow his testimony if it is to change their application or its intent.

Mr. Payne replied it is not. He wants to clarify four points he believes have been misrepresented.

Commissioner Miller stated Mr. Rogers suggested if Trails West subdivision were developed today, the County Commission would require the road be extended. She agrees. However, the subdivision is not being built today. She is a little disappointed that she does not have clearer information on interior streets. However, she understands traffic analysis is a new area for the Public Works Department. Under the subdivision regulations, developments with more than 100 lots must have a traffic analysis prepared by a private traffic engineer. She lives in a house with a one car garage with a one lane driveway. There are two drivers in her house. You can both park in the driveway, but it is very inconvenient. It is unreasonable to prohibit parking on one side of the street. This is a prime example of where the Stamper Rule came from. She does not think it is reasonable to change the entire complexion of the neighborhood with the vacation of two lots. She cannot support the request.

Commissioner Stamper expressed appreciation to the Homeowners Association for coordinating the neighborhood improvement district, but reminded them the streets are now public. The Trails West subdivision layout did not anticipate this level of growth. When he first heard of the proposed Brennen's Ridge subdivision, he did not anticipate access through Trails West subdivision would be proposed. He cannot overcome the concern that vacation of the lots will change the character of neighborhood. It will have a negative affect. The streets were not constructed to handle the projected level of traffic. He is concerned for the public safety, health and well being of the people in the neighborhood should Brennen's Ridge be accessed through Trails West. This request should be denied.

A letter in opposition from Claude Pauley of Austin, Texas was submitted for the record.

Commissioner Stamper moved that the County Commission of the County of Boone deny a petition to vacate and replat Lots 61 and 62 of Trails West Plat 6 in accordance with Section 1.8 of the Boone County Subdivision Regulations, based upon the negative change in the character of the neighborhood, traffic flow and circulation and its impact on the health, welfare, and safety of citizens who reside in the neighborhood.

Commissioner Miller seconded the motion. Commissioner Stamper and Commissioner Miller voted in favor of the motion. Commissioner Vogt voted in opposition to the motion. **Order 1-96.**

SUBJECT: Request by Pete Kemper for Henry Ray to approve a Final Development Plan for a Planned Commercial Development (C-GP) on 3.66 acres, located at 9201 E. I-70 Drive NE (Review Plan Approved October, 1995.)

Commissioner Vogt moved that the County Commission of the County of Boone receive and accept a final development plan and enact C-GP zoning for a planned commercial development on 3.66 acres located at 9201 E. I-70 Drive NE, submitted by Pete Kemper for Henry Ray.

Commissioner Miller seconded the motion. Motion passed unanimously. **Order 2-96.**

SUBJECT: Michael Crane's Nine Acres. Located in S27-T49N-R13W. Zoned A-R. Michael and Sheryl Crane, owners. Timothy D. Capehart, surveyor.

Commissioner Vogt moved that the County Commission of the County of Boone receive, accept, and authorize the Presiding Commissioner to sign, the minor plat of Michael Crane's Nine Acres, located in S27-T49N-R13W, zoned A-R. Michael and Sheryl Crane are the owners. Timothy D. Capehart is the surveyor.

Commissioner Miller seconded the motion. Motion passed unanimously. **Order 3-96.**

SUBJECT: Abernathy Planned Residential Development, Final Development Plan. Located in S1-T48N-R12W. Zoned R-S.

Commissioner Vogt moved that the County Commission of the County of Boone accept, and authorize the Presiding Commissioner to sign, the final development plan for Abernathy planned residential development, located in S1-T48N-R12W.

Commissioner Miller seconded the motion. Motion passed unanimously. **Order 4-96.**

SUBJECT: Missouri River City South Park, Final Development Plan. Tract 2 of Muntzel Subdivision, Recorded in Plat Book 17, Page 5 of Boone County Records. Zoned C-GP.

Commissioner Miller moved that the County Commission of the County of Boone receive, accept, and authorize the Presiding Commissioner to sign, the final development plan for Missouri River City South Park (Tract 2 of Muntzel Subdivision, Recorded in Plat Book 17, Page 5 of Boone County Records.)

Commissioner Vogt seconded the motion. Motion passed unanimously. **Order 5-96.**

SUBJECT: Award Bid 120-05DEC95, Recycling Containers

Solid Waste Coordinator Don Abell reviewed his bid summary dated January 2, 1995.

Commissioner Vogt moved that the County Commission of the County of Boone award bid 120-05DEC95, Recycling Containers, to Gunter's Services, Inc., DBA Armor Equipment, for three 20-foot recycling containers, in the amount of \$15,582.56.

Commissioner Miller seconded the motion. Motion passed unanimously. **Order 6-96.**

SUBJECT: Set 1996 Holidays, Payroll Requisition Due Dates and Pay Dates

Commissioner Stamper moved that the County Commission of the County of Boone set the following days as holidays:

New Year's Day	Monday	January 1, 1996
Martin Luther King, Jr. Day	Monday	January 15, 1996
Lincoln Day	Monday	February 12, 1996
Washington's Birthday (Observed)	Monday	February 19, 1996
Truman Day	Wednesday	May 8, 1996
Memorial Day	Monday	May 27, 1996
Independence Day	Thursday	July 4, 1996
Labor Day	Monday	September 2, 1996
Columbus Day	Monday	October 14, 1996
Veteran's Day	Monday	November 11, 1996
Thanksgiving Day	Thursday	November 28, 1996
Christmas Day	Wednesday	December 25, 1996

The County Commission shall automatically adopt any additional holiday declared by the Governor of the State of Missouri.

Commissioner Miller seconded the motion. Motion passed unanimously. **Order 7-96.**

Commissioner Stamper moved that the County Commission of the County of Boone set the following payroll requisition due dates and pay dates:

<u>PAYROLL REQUISITION DUE</u>	<u>PAYDAY</u>
January 8, 1996	January 12, 1996
January 22, 1996	January 26, 1996
February 5, 1996	February 9, 1996
February 20, 1996	February 23, 1996
March 4, 1996	March 8, 1996
March 18, 1996	March 22, 1996
April 1, 1996	April 5, 1996
April 15, 1996	April 19, 1996
April 29, 1996	May 3, 1996
May 13, 1996	May 17, 1996
May 28, 1996	May 31, 1996
June 10, 1996	June 14, 1996
June 24, 1996	June 28, 1996
July 8, 1996	July 12, 1996
July 22, 1996	July 26, 1996
August 5, 1996	August 9, 1996
August 19, 1996	August 23, 1996
September 3, 1996	September 6, 1996
September 16, 1996	September 20, 1996
September 30, 1996	October 4, 1996
October 15, 1996	October 18, 1996
October 28, 1996	November 1, 1996
November 12, 1996	November 15, 1996
November 25, 1996	November 27, 1996
December 9, 1996	December 13, 1996
December 23, 1996	December 27, 1996

Commissioner Miller seconded the motion. Motion passed unanimously. **Order 8-96.**

SUBJECT: Intergovernmental Building Lease Cooperative Agreement

Mr. Patton presented the agreement between the county and Columbia Public Schools for lease of the old Juvenile Justice Center. He suggested the term of the lease begin January 1, 1996.

Commissioner Miller moved that the County Commission of the County of Boone approve, and authorize the Presiding Commissioner to sign, the attached year to year intergovernmental building lease cooperative agreement between Boone County and Columbia Public Schools.

Commissioner Vogt seconded the motion. Motion passed unanimously. **Order 9-96.**

SUBJECT: Refinishing Pews

Commissioner Vogt stated the vendor to whom the bid was awarded, Missouri Vocational Enterprises, determined there are more problems with refinishing the pews than had been identified. Purchasing Director Beckie Jackson said the pews look like they had been standing in water. Some ends need replaced. The additional work will increase the price of refinishing several pews from \$60 to \$92.50. The County Commission requested fifteen pews be refinished. Ms. Jackson recommends that number be lowered to thirteen, the number which match. The total cost will be \$1,249. The vendor is still the low bidder.

Commissioner Vogt moved that the County Commission of the County of Boone accept the recommendation of Purchasing Director Beckie Jackson, outlined in her memorandum to the County Commission dated December 26, 1995, regarding repair and refinishing of pews, and authorize the increase in the cost of the work to \$1,249.50.

Commissioner Miller seconded the motion. Motion passed unanimously. **Order 10-96.**

SUBJECT: Reports from Commissioners

Commissioner Vogt reported Nannette Ward, Director of Services for Independent Living, toured the Government Center and stated signs on women’s restrooms do not meet Americans with Disabilities Act (ADA) standards. She advised Ms. Ward the contract for design of the building included the provision that it be designed to meet standards. She advised her representatives from the ADA Project also toured the building and made suggestions.

Mr. Patton requested a closed meeting be held on Thursday.

Commissioner Miller moved that the County Commission of the County of Boone authorize a closed meeting immediately following the regular meeting of the County Commission on January 4, 1996, as authorized by 610.021 (9) RSMo. to discuss preparation, including any discussions or work product, on behalf of the public governmental body or its representatives for negotiations with employee groups.

Commissioner Vogt seconded the motion. Motion passed unanimously. **Order 11-96.**

The meeting adjourned at 9:07 p.m.

Attest:

Don Stamper
Presiding Commissioner

Wendy S. Noren
Clerk of the County Commission

Karen M. Miller
District I Commissioner

Linda Vogt
District II Commissioner