



**MINUTES
REGULAR CITY COUNCIL MEETING
GLADSTONE, MISSOURI
MONDAY, DECEMBER 14, 2020**

PRESENT: Mayor Jean Moore
Mayor Pro Tem R.D. Mallams
Councilman Bill Garnos
Councilman Tom Frisby
Councilmember Tina Spallo

City Manager Scott Wingerson
Assistant City Manager Bob Baer
City Clerk Ruth Bocchino
City Attorney Chris Williams

Item No. 1. On the Agenda. Meeting Called to Order.

Mayor Moore opened the Regular City Council Meeting Monday, December 14, 2020, at 7:33 pm.

Item No. 2. On the Agenda. ROLL CALL.

City Clerk Ruth Bocchino called Roll. All Councilmembers were present.

Item No. 3. On the Agenda. Pledge of Allegiance to the Flag of the United States of America.

Mayor Moore asked all to join in the Pledge of Allegiance to the Flag of the United States of America.

Item No. 4. On the Agenda. Approval of Agenda.

The Agenda was approved as published.

Item No. 5. On the Agenda. Approval of the November 9, 2020, Closed City Council Meeting Minutes.

Mayor Pro Tem Mallams moved to approve the minutes of the November 9, 2020, Closed City Council meeting as presented. **Councilman Frisby** seconded. The Vote: "aye", Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Item No. 6. On the Agenda. Approval of the November 9, 2020, Regular City Council Meeting Minutes.

Mayor Pro Tem Mallams moved to approve the minutes of the November 9, 2020, Regular City Council meeting as presented. **Councilman Frisby** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Item No. 7. On the Agenda. Approval of the November 23, 2020, Closed City Council Meeting Minutes.

Mayor Pro Tem Mallams moved to approve the minutes of the November 23, 2020, Closed City Council meeting as presented. **Councilman Frisby** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Item No. 8. On the Agenda. **CONSENT AGENDA.**

Following the Clerk’s reading:

Councilmember Spallo moved to approve the Consent Agenda as published. **Mayor Pro Tem Mallams** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Councilmember Spallo moved to approve **RESOLUTION R-20-54** A Resolution authorizing acceptance of work under contract with Blue Nile Contractors, Incorporated, for the 2019 and 2020 Water and Sewer Main Replacement Projects, and authorizing final payment in the amount of \$172,194.04 for Project WP1986. **Mayor Pro Tem Mallams** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Councilmember Spallo moved to approve **RESOLUTION R-20-55** A Resolution authorizing Change Order No. 7 in the amount of \$53,841.98 to the contract with Metro Asphalt Incorporated, for the 2019 Mill and Overlay Program Project TP2006. **Mayor Pro Tem Mallams** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Councilmember Spallo moved to approve **RESOLUTION R-20-56** A Resolution accepting easements from certain property owners in conjunction with the Northeast 76th Street Improvements Project from North Oak Trafficway to North Brooklyn, Project TP1818. **Mayor Pro Tem Mallams** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Councilmember Spallo moved to approve **RESOLUTION R-20-57** A Resolution authorizing the City Manager to execute a professional engineering services agreement with Lamp

Rynearson, Incorporated, in an amount not to exceed \$99,988.00 for the completion of a Water Treatment Master Plan, Project WP2187. **Mayor Pro Tem Mallams** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Councilmember Spallo moved to approve **RESOLUTION R-20-58** A Resolution authorizing the City Manager to execute the First Amendment to the Memorandum of Understanding between the Northland Assistance Center and the City of Gladstone. **Mayor Pro Tem Mallams** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Councilmember Spallo moved to approve **RESOLUTION R-20-59** A Resolution declaring certain city property surplus and authorizing the sale and/or disposal of such property held by the city to the highest bidder via online auction, sealed bid, and/or otherwise disposed of as approved by the City Manager. **Mayor Pro Tem Mallams** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Councilmember Spallo moved to approve **RESOLUTION R-20-60** A Resolution vacating a temporary construction easement across property located at 6850 North Oak Trafficway. **Mayor Pro Tem Mallams** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Councilmember Spallo moved to approve **FINANCIAL REPORT FOR ONE MONTH ENDING OCTOBER 31, 2020**. **Mayor Pro Tem Mallams** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

REGULAR AGENDA.

Item No. 9. On the Agenda. Communications from the audience.

There were none.

Item No. 10. On the Agenda. Communications from the City Council.

Councilmember Spallo stated: *“Thank you, Mayor. I would just like to thank you personally for coming in and volunteering at the Northland Christmas Store. We completed that project a week ago. It was very successful. We assisted several members of our Gladstone community through the Northland Christmas Store and again thank you. Also, I encourage folks to support the Mayor’s Christmas Tree effort, which the recipients are the Northland Christmas Store and Feed Northland Kids.”*

Councilman Frisby stated: *“Mayor Moore, I would also like to encourage everyone to support the Mayor’s Christmas Tree fund this year. Everything is virtual, so you have to go online to make that support, but please make the effort to do that.”*

Item No. 11. On the Agenda. BOARD AND COMMISSION APPOINTMENTS.

Mayor Moore stated: *"I will go to #11 and that is Board and Commission appointments. Each year, the Council interviews individuals who would like to participate in our Boards and Commissions. This is an extremely important part of our city government, we really place a lot of validity and a lot of hope and a lot of experience in our Boards and Commission members. We appreciate the advice they give to the city and all the hard work they do. The interesting thing is, as many, many, times, we have more people apply than positions; we give all of our Boards and Commission members who are currently serving the opportunity to re-up if their appointment is expiring, and so, this year we did have more people apply than we had spots for so we always try to put people in spots that they best fit and we hope they will stay with us and they will hang with us and look for other opportunities for them to serve."*

Mayor Moore read the appointments. (See attached Roster.)

Councilman Garnos moved to approve the Board and Commission recommendations as posted. **Mayor Pro Tem Mallams** seconded. The Vote: "aye", Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Item No. 12. On the Agenda. Communications from the City Manager.

City Manager Scott Wingerson stated: *"Mayor, thank you. Just a lot of KUDOS today. First is a thank you to the Community Center, the Finance Department, and General Administration for the setup for the meeting tonight. This is not our normal location. We hope you find the conditions acceptable. There was a lot of hard work behind the scenes to get us to this meeting tonight, so I thank everybody involved in that. I'd also like to thank the Finance Department and all the Departments for the Unqualified Audit presentation that we got just a minute ago. It truly is something that has to be paid attention to every day, every week, every month in order to get an unqualified opinion at the end of the day. Congrats to the Finance Department and thank you for all the hard work at the department level. Third, I'd like to introduce our Interim Captains for our Law Enforcement Division: first is Andy Warner, behind to your right. Andy Warner has been with us a good long time now and is stepping up to be an interim Captain and still hold his Sergeant responsibilities until we can figure out the future there, so we appreciate that, Andy. On the other side of the room is Eli Dorsey who has been with us a good long time, too, same situation, stepping up to be an interim Captain and accept those responsibilities while doing their Sergeant roles as well, too, so they have taken on a lot of extra responsibility and we thank them for their service and looking forward to their leadership moving forward. The last thing I have is that this is the last regularly scheduled City Council meeting of the year. So I would just like to wish the Mayor and City Council and everybody in Gladstone Happy Holidays, Merry Christmas, and Happy New Year. Let's be safe, have a different 2021, and 'go vaccine' right? That's all, Mayor. Thank you."*

Item No. 13. On the Agenda. RESOLUTION R-20-61 A Resolution authorizing the City Manager to enter into a Memorandum of Understanding with the Mattie Rhodes Center, a Missouri Non-Profit Corporation, for the distribution of CARES Act funds to Gladstone residents who have been directly impacted by the COVID-19 Pandemic and qualify for financial assistance.

Mayor Pro Tem Mallams moved to approve **RESOLUTION R-20-61** A Resolution authorizing the City Manager to enter into a Memorandum of Understanding with the Mattie Rhodes Center, a Missouri Non-Profit Corporation, for the distribution of CARES Act funds to Gladstone residents who have been directly impacted by the COVID-19 Pandemic and qualify for financial assistance. **Councilman Garnos** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Item No. 14. On the Agenda. PUBLIC HEARING: Public Hearing regarding a Special Use Permit at 7406 North Main. The applicant is Trudy Taylor.

Mayor Moore opened the Public Hearing at 7:48 pm.

Austin Greer approached Council and stated: *“Trudy Taylor has had a special use permit for operating an in-home childcare facility dating back to 1992. Mrs. Taylor is requesting another renewal of her existing special use permit located at 7406 North Main. Mrs. Taylor has operated this childcare business from her home without any incident requiring city involvement. City staff recommends that the following conditions be considered if the City Council chooses to approve this project request:*

- 1. This Special Use Permit is issued to Trudy Taylor to be used at this address only. This Special Use Permit shall be non-transferable to any other person or company, or to any other location. Any change in operation of the business by Trudy Taylor or change in ownership shall render this Special Use Permit null and void.*
- 2. Trudy Taylor shall maintain a Child Care License as required by the State of Missouri, Division of Family Services. If, for any reason, the State of Missouri revokes or suspends the Child Care License, this Special Use Permit shall also be revoked or suspended.*
- 3. No person other than Trudy Taylor shall be employed at this location or any other address in association with the childcare operated by Trudy Taylor, except in emergency situations as required by State Day Care Licensing.*
- 4. The maximum number of children in care on the premises at any one time shall be limited to ten (10) full-time.*
- 5. Hours of operation shall be limited to 6:30 AM to 5:30 PM, Monday through Friday.*
- 6. Trudy Taylor must reside at this address for this permit to be valid.*

7. *Trudy Taylor shall apply for and maintain all applicable State and City business and occupational licenses.*

8. *Trudy Taylor shall comply with all fire safety requirements made by the City of Gladstone Fire Inspector in addition to all fire safety requirements for any State license.*

9. *No structural changes shall be made to the house or property for the purpose of operating the child care other than those structural changes required by the State of Missouri or the City of Gladstone pursuant to the City Code.*

10. *A 42" tall fence is to be maintained in good condition around the child play area as long as this operation exists.*

11. *Any false statements in the application or violation of these conditions or other City Code requirements may result in the cancellation of this Special Use Permit.*

City Staff recommends that the request be approved contingent upon the conditions listed above for a period of 10 years."

Mayor Moore asked if the applicant was present.

Mr. Greer stated: *"Due to COVID she decided to pass tonight, so she is not here."*

Mayor Moore asked if there was anyone in the audience that wished to speak in favor of the Special Use Permit.

There was none.

Mayor Moore asked if there was anyone opposed to the Special Use Permit.

There was none.

Mayor Moore closed the Public Hearing at 7:51 pm.

Item No. 15. On the Agenda. **FIRST READING BILL NO. 20-36** An Ordinance granting a Special Use Permit subject to certain conditions to Trudy Taylor for operation of a childcare facility on property at 7406 North Main. **Councilman Frisby** moved **Bill No. 20-36** be placed on its First Reading. **Councilman Garnos** seconded. The Vote: "aye", Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0). The Clerk read the Bill.

Councilman Frisby moved to accept the First Reading of **Bill No. 20-36**, waive the rule, and place the Bill on its Second and Final Reading. **Councilman Garnos** seconded. The Vote: "aye", Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0). The Clerk read the Bill.

Councilman Frisby moved to accept the Second and Final Reading of **Bill No. 20-36**, and enact the Bill as **Ordinance 4.536**. **Councilman Garnos** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Item No. 16. On the Agenda. PUBLIC HEARING: Public hearing regarding a Zoning Change and Final Development Plan for property commonly known as Gladstone Dodge located at 5610 North Oak Trafficway.

Mayor Moore opened the Public Hearing at 7:54 pm.

Austin Greer approached Council and stated: *“The applicant is proposing to construct a brand new Jeep Showroom between the two existing dealership buildings. The applicant is proposing to re-plat multiple properties into one plat and re-zone the various commercial properties into CP-3, Planned District, Commercial. With an increase in impervious surface on the southwest and northwest areas of the property, there will be Stormwater infrastructure upgrades. In order to improve traffic flow within the dealership and North Oak Trafficway, the entryway and exit located on the southeast side of the property, adjacent to the intersection of North Oak Trafficway and Northeast Englewood road will be permanently closed and infilled with curb and gutter.*

Two (2) featured manicured areas will be irrigated and maintained in perpetuity.

- *NE corner of the property adjacent to NE 57th Street and N. Oak Trafficway*
- *SW corner of the property adjacent to NE Englewood Road*

The team representing this project held a community meeting with the adjacent residential homeowners at the Gladstone Dodge dealership. From that discussion, City Staff understands that two primary concerns were raised:

- *The unloading of vehicles on 57th Street using an auto transport trailer (semi-trailer).*
- *The demolition of two homes located on one parcel currently owned by the applicant (Autosmart LLC) in order to expand the parking lot adjacent to NE 57th Street. These two rental properties are located at 203 and 205 NE 57th Street.*

From this neighborhood meeting, a larger buffer zone of approximately sixty (60) feet of green space, a new six (6) foot vinyl fence, earth tone in color, and landscaping on the north side of the property will be installed. In addition, the applicant is installing an eight (8) foot vinyl privacy fence, earthtone in color, to separate the residential properties and the Gladstone Dodge property along the entire west side of the property.

City Staff recommends that the following conditions be considered if the City Council chooses to approve this project request:

1. *Keep an active business license in perpetuity.*
2. *All exterior lighting shall be LED*
3. *Trash service, deliveries, and distribution will be scheduled between the hours of 7:00 a.m. to 10:00 p.m.*

4. Any and all disturbed areas shall be sodded.
5. Featured manicured and landscaped areas shall be irrigated and maintained in perpetuity. These two (2) featured areas are the following:
 - NE corner of the property adjacent to NE 57th Street and N. Oak Trafficway
 - SW corner of the property adjacent to NE Englewood Road
6. All mechanical equipment on the roof(s) shall be screened from public view by a parapet similar in design to the rest of the structure.
7. Tractor Trailers and storage containers shall not be parked or stored overnight in the parking lots directly adjacent to North Oak Trafficway, NE 57th Street, and NE Englewood Road.

The applicant of this project has agreed to all conditions.

City Staff recommends that the request be approved contingent upon the conditions listed above.

Also, the architect and the applicant have a presentation for the City Council tonight and will be able to answer any questions you may have regarding the project."

Mark Spurgeon approached Council and stated: "Good evening. My name is Mark Spurgeon and I'm the architect working with Gladstone Dodge, Chrysler, Ram, and now it is called plus Jeep. So I've got a few slides to run through and touch on a lot of things that are approached differently. So, this is just an aerial view of the facility. What started this whole project, I think, a couple years ago, the owner, Tim Doherty, and I should say he apologized for not being here, but he has COVID and he is on his fourth test after he has been out for three weeks and still hasn't got clear (Unintelligible) not spreading it around. So, the property is actually zoned right now three different, C-3, CP-2 and a C-1. Up until June of last year, the south building was a rented facility, the dealership did not own it. They were able to purchase that property and all of the parking areas that go with it basically that are back in this area here, and that kind of instigated them 1) to take the next step in that Jeep has come out with what they call a stand alone facility so you can either have a stand alone facility or in most cases they're adding on to the Chrysler, Dodge, Ram facility so that is where they are at. 2007 is when we did the renovation for this. We added this little piece of building here so that the next step, I'll show you as we go through, so, what this property is, the owners have acquired several different properties and you can kind of see, so they have acquired this property here, these two properties, and there is a myriad of little properties in this area that they acquired and now have consolidated all. Talking to staff, it felt best to re-zone this all as a CP-3 District so we are looking at tonight (Unintelligible) that's going to where we are at that we've already touched on. So the plat itself, you can kind of see, this whole area is to be re-platted into one facility. There is two houses that sit here that we talked about that are going to be demolished. There is two houses that the owner owns on these two lots here, those are staying residential R-1. He still is going to lease those; they are not part of the project as far as Commercial CP-3 District. On September 9, we had a meeting with the neighborhood and this is the plan that we presented to them. At that point, we were looking at a larger parking lot up here with an access off of 57th Street and we also proposed a little bit narrower...in that area. The concern was to; the main concern we talked about was 57th Street and that piece of property there, and how to minimize it. The owner's intent was, and they always have unloaded transports on 57th Street since the facility has been built,

and they are looking at being able to unload transports and then use this as a storage area for the new vehicles before they are brought into the service part. We compromised at that meeting and we eliminated that entrance and then the circle there, we increased all those buffers so that essentially there will be a 30-foot buffer from the residential area on the west to the parking facilities. We also looked at saying that transports would not go past this existing driveway as they unload so they would stay mostly to the east side, closer to the parking lot as part of...across the street from this is also a Commercial District also. This is the final Site Plan that we set at and (Unintelligible) we created a large buffer here and the fence that separates this area from the road, we are landscaping it and then the buffer that goes all the way around the rest of the property is 30 feet with an eight-foot high fence. The building that is going to be built between these two buildings, we reconfigured parking in this area here, the dark grey in these areas is the only additional parking that we are putting on site, the rest of it is all existing asphalt. This kind of shows the different fencing, this light blue is an eight-foot high fence with graded fencing between these two residential lots and the existing other lots that the owner does not have, this is a six-foot fence and we are going clear up to the edge of this asphalt (Unintelligible) The other thing we pointed out is that we are closing two entrances here, there is a curb cut right in here that comes out (Unintelligible) curb cut that is right in front of the building (Unintelligible) at that point we are taking out because it is useless if you try to get out of there to get onto North Oak, reconfiguring the parking on the front of the building. We're adding a feature area here; if you remember, that area kind of dips down, we are raising that up to make a raised display path platform. On this corner here, we are also creating a raised platform for display purposes. Signage, we have kind of worked through, of course, everybody has their standard signage package. Jeep has two things that they have to have and one is what they call a Jeep (Unintelligible) and a Jeep Mountain. We are going to put a mountain down here (Unintelligible) the rest of it is just pretty much reconfiguring. We are going to get rid of the big painted signs on the building that are sitting there now and just go with the standard logo so it will clean up the area along that existing building that faces Englewood. This is rendering of what the facility would look like. So this is the existing Chrysler, Dodge, Jeep showroom that is on the south side. That building will essentially stay as is. Jeep has their own showroom here. We are adding a third surface bay here and then the two existing surface bays fits in with the new product that you see on the finish board right here. The front is basically, even though it is wood tone, it's aluminum. They like aluminum panels. Again, this is kind of a duplication of what you have. That's pretty much what I, we kind of went through, when we had the meeting with the neighbors, we did try to work out the main concerns that we did as far as the parking areas. There is still noise, it is a dealership, of course dealerships make noise from the standpoint of maintenance and finding cars and just driving around. They're a very busy organization, as you know, and I think they have been pretty good neighbors for the city and they try to do what they can to keep accommodations and take care of their facilities."

Mayor Moore asked if there were questions for Mr. Spurgeon.

Mayor Moore stated: "Would you mind going back a couple of slides and just go slowly with your marker with the fences, point those out for me again? Blue or purple? I'm confused."

Mr. Spurgeon stated: "OK, so, there are several different...the purple right here, well I'll start back; so this is the existing parking lot that is on the north side of the service building. So this is chain link; we are going to take the chain link out here and we are going to put in six-foot high

vinyl fence and all the vinyl fences are solid and earth tone in color. So we are creating that because the residents pretty much start right across this area; so across this area here will be six-foot fencing."

Mayor Moore stated: *"And that is where the two mountains are supposed to be raised?"*

Mr. Spurgeon stated: *"They are in this area right here, yes. Then when we start going down this side, blue is all eight-foot high vinyl fence and it's at the top of the buffer zone and these buffers, because this side of the lot is basically sloping down. These are going to be steeper areas as they go down but they are fully landscaped and they are also being used for some of our BMP's so they are going to be native grass and they will take care of the infiltration bases that we need just for the new parking area that we are taking care of. Then on these two lots, which are still owned by Tim Doherty, Autosmart, will have six-foot high fences that separate the rental properties from the owned properties on this site right here and then we've also done here, more as a backdrop for the display cars there will be in that corner to try to clean that."*

Mayor Moore stated: *"So the purple is the six-foot and the blue is the eight-foot."*

Mr. Spurgeon stated: *"That is correct; and then the green is just the low pipe rail fence to prevent people from driving or stealing cars and driving them off the lot."*

Mayor Moore asked if there were questions for Mr. Spurgeon.

Mayor Pro Tem Mallams stated: *"Mark, I'm curious. The vehicle deliveries on 57th, at any time are the cars unloaded during the hours of darkness?"*

Mr. Spurgeon stated: *"Generally no, they are unloaded during the operations; well this time of year they might be at 5:00; but they have to be unloaded when someone is there, while the dealership is actually open. You know, as far as numbers, they get up to six a day sometimes or six a week; it just depends on the sales; and right now I know Chryslers are behind in some of their deliveries, so you don't see a lot of cars that sit on the lots, it depends, they are at a slow time right now."*

Mayor Pro Tem Mallams stated: *"Just to get a better grasp of this; do those semi's come in off of Englewood, and then go up and turn east, or right, on 57th so the nose of the truck is pointing out towards North Oak?"*

Mr. Spurgeon stated: *"My understanding is that they come off of North Oak, unload, and then head, west, on 57th, turn on Walnut, and exit to Englewood."*

Mayor Pro Tem Mallams stated: *"So the semis are parked on the north side of 57th?"*

Mr. Spurgeon stated: *"No, actually, they are on the south side."*

Mayor Pro Tem Mallams stated: *"They park on the south side."*

Councilman Frisby stated: *"A couple of questions. How much consideration was given, or the possibility, to get the transports off the streets to unload?"*

Mr. Spurgeon stated: *"We've looked at several scenarios on how to do that and the main purpose that they were trying to do to solve, because they have had issues in the past of parking vehicles in the grass in the buffer zones; was to be able to maximize the parking. With the Jeep expansion they're looking at, when things get back to maybe what you could call normal and people go to the sales room and stuff like that; that Jeep is going to expand. They have come out, Jeep is coming out with some new vehicles that are higher-end vehicles, I guess, which is supposed to drive sales with it, if it will or not is hard to tell, but they are trying to expand that. Because of the limited amount, as I said, the darker grey areas is really what is new. All their existing asphalt is really not set up for transport or for trucks like that so they cost; #1, they didn't want to lose the parking space and #2, the cost to be able to maneuver those vehicles because of the way of their configuration is, would entail a lot of additional paving and, right or wrong, this is the way they have always had their deliveries done. I do, or have done in the past, probably over 50 car dealerships, and at least half of them deliver on roads, or the city streets as they pull in. It just seems like most places are put on properties that just aren't set up for that type of vehicle to be able to move in."*

Mayor Moore stated: *"To continue that discussion, when this transport comes in off of North Oak and turns to the west to unload, it's closer to North Oak than it is farther down 57th Street?"*

Mr. Spurgeon stated: *"Right. They unload, I kind of put an indication here, that's kind of, they've agreed to not go past this driveway in the future; if they've been doing it now, I don't know; so they can unload vehicles here and then they would pull them in here, and they would go down and still park them in the back lot."*

Mayor Moore stated: *"So the truck is technically on the wrong side of the street, on 57th Street, so it's on the south side. OK. All right."*

Mayor Moore stated: *"Other questions for Mr. Spurgeon?"*

Councilmember Spallo stated: *"Mayor, in regard to that parking plan on 57th, what you are saying is they are going to load right there but they still need to proceed down 57th to Walnut to exit?"*

Mr. Spurgeon stated: *"The trucks do, yes. They do not back out onto North Oak, that would be practically impossible during the day."*

Mayor Moore stated: *"Thank you, Mr. Spurgeon. We will now hear from anyone in the audience who is here to speak in favor of this zoning change."*

There were none.

Mayor Moore stated: *"Anyone who wishes to speak in opposition to this zoning change? Please come to the podium, state your name and address."*

(Unintelligible) I'm not speaking only for myself. I own property at 103 NE 57th Street (Unintelligible)

Mayor Moore stated: *"Can you give me your name, please."*

Dennis Clevenger approached Council and stated: *"I am speaking for several of the other neighbors and residents who could not be here"* (Unintelligible)

Mr. Clevenger left a petition with the City Clerk.

Mr. Clevenger stated: *"Let's talk about (Unintelligible) the neighbors have two main complaints in the expansion they want to do. The first complaint is the unloading of vehicles. They do come off of North Oak and they get on 57th and they get to Walnut and there is not room for them to get around; they're running through yards and over sidewalks. It's a residential street. As per Gladstone's Codes and Ordinances, No. 7.180.080 'loading spaces required for businesses and industries; Ordinance No. 4.414 states 'that businesses will provide loading and unloading on their property' and we want that enforced. Second problem is the noise level. During the day when they want to locate a car, they use the alarm on the car; not the horn, the alarm. The dealers use the alarm system to locate the cars on the large parking lot of Gladstone Dodge. These are not short blasts of noise, continuous alarm blasts until the employee finds that vehicle. A Car alarm is 125 decibels. Five decibels louder than a jet engine and only five decibels below the threshold of pain. One lady I talked to yesterday that lives across the street, she says she has coffee on the porch and she comes out and says it's not just that one goes off, it's four or five that go off at the same time. She says it's rather annoying. That's a very bad practice. These Ordinances should have been brought up by the Planning and Zoning. I'm going to read you the Ordinance. This Ordinance was put into effect in 2018: 'Any business or industrial building, hospital, institution or hotel hereafter erected, constructed, reconstructed or altered in any district shall provide adequate off-street facilities for the loading and unloading of merchandise and goods within or adjacent to the building, in such a manner as not to obstruct freedom of traffic movement on the public streets, alleys or sidewalks.' We want that upheld. That's all I have to say."*

Ola Thabit approached Council and stated: *"Hi, I'm Ola Thabit, a resident of 201 NE 57th Street. I had a couple of points that were discussed earlier and that haven't been brought up that I would like to shed some light on. First, I wanted to address the fence that was discussed, the six-foot and the eight-foot. At the neighborhood little meetings that we had, we have discussed the whole, we want to build a buffer to keep the commercial area in the commercial area and the residential area to the residential area. We had also discussed trees that were never mentioned in that presentation. I heard them only mention the six and eight foot fences but we had discussed trees just because it's honestly not appealing looking outside our windows and just seeing cars and buildings, and you know, if anything I urge everyone here to put yourself in our shoes and what we see and what we have to deal with every single day; but that's just to the point of the trees. Regarding the fences themselves, there is a fence right now in between us because it runs from our backyard at 201 and the other two houses along that Northeast 57th Street. Those fences are falling apart and I'm sure whenever there was an agreement to build that fence that it*

would be maintained, that there would be an agreement, you know, because right now it's a wooden fence and I understand we agreed to vinyl, but I'm almost positive, and I guarantee, it will not be maintained because there has been in the past, agreements that had been made, between them and us that there would be maintenance they would uphold with what they have said in regard to what being a good neighbor is and it just hasn't been upheld. Like, for example, I went out there a few days ago to touch that fence to make sure that what I'm saying today is accurate; that fence is falling apart. Touch it and it turns into dust. So whenever they say we have the fences and we want to make all these plans, I'm not sure they are going to uphold with that two years from now, five years from now, and so on, and that is my problem. These are all of our homes so we want to make sure that, you know, down the line, we can be assured that that's going to be upheld; whatever it said in regard to them and us. Something else I would like to address is the trucks like unloading and stuff like that, sorry, if I'm not using the appropriate language, but our roads are ruined; like residential roads are ruined. We try to avoid the many potholes, many cracks on the road just because; like, we want to take care of our cars and it's not easy, you know, driving around, trying to get inside your house; there is cracks and there is like, you know, pot holes and stuff like that; and that comes from, as the house that is right next to the two houses that are going to be demolished, we see most of what goes in and out from the trucks. Most of the time, and I have pictures I wish I could show you but I can't, but like I have proof that they come in through Walnut, like Englewood/Walnut and then onto where the nose of the truck is facing North Oak and there is a dent there right now. Not only do they make a lot of sound, but like I said the roads are completely destroyed even though, I'm sure, if you look at any other neighborhood that doesn't have commercial parking there or a commercial business there that, you know, it's upheld, you know, not pot holes or anything like that. There is a no truck parking sign there. I understand that the trucks park past it, but there are times that there are two trucks even that park right behind each other which it is in front of our house. So we see that from our window; you can see that it's visible from our house. I think that is all I have to cover, but like I said, with everything into consideration, I understand that there have been plans made, that there have been things that we agreed on but I just want to make sure that, like I said, two years from now, five years from now, ten years from now, all of this is upheld and all of this isn't just going to go to waste and even though it's written down in paper and signed an everything, I want to make sure that whatever we agree on is still being upheld. Thank you."

Doug Poole approached Council and stated: "Doug Poole, 5609 North Walnut. I own the property just north of the two residences that they just currently bought so it looks like I'm going to have, I have a stockade now because I'm going to have an eight-foot fence for the bottom half and a partial; then I'm going to have a six-foot fence that is going to come up between the two houses so that will be interesting to see how my property value drops. If you go back to the slide that has the building, I don't know if you can see it or not, but anyway with them doing the changes they are making on this Jeep building, they have limited their source of access around that building. Right now when they go around that north building, they honk their horn. They honk it when they go one direction; they honk it when they go around the other way because they need to let everybody know, it's a blind corner. You know how annoying that is to hear that horn honk for the years that I have been there, it is so, it just grinds at you. I mean the fact that we have all the lighting, my house is lit up like a Christmas tree now; and now they are wanting to put more concrete next to me; pavement, and yeah, it's not a good move. It's not a good move for the residents; it's a good move for them. I'm very unhappy with the situation and I know that you

guys would be unhappy if you had to live next door to them. So, that's all I wanted to say. And as far as the trucks go, they go both directions. I grew up in that neighborhood, I know how they work. It's convenience. If it's more convenient for them to come around and drop in, they'll do it. It's all of the convenience for the truck driver. Don't let them fool you on they only go one direction. That's not true. Thank you."

Karen Poole approached Council and stated: "Karen Poole, I'm Doug Poole's wife. I'm also one of the owners of that house since 1950 and I want to show you something. I want to show you what a good neighbor looks like. I want to show you what the buffer zone looks like. I want to show you what the fence looks like that is right beside our house. This is after promises, and promises, and promises, we won't park there. This is not commercial zoned at this time (Unintelligible) our daughter (Unintelligible) lived there four years. She attended several of these meetings (Unintelligible) this is your buffer zone. This is right...our house on a residential (Unintelligible) if you need to see more pictures, let me know. They are correct on the trucks coming both directions, test driving at the same time. I don't know if you know but there is a steep uphill coming off of North Oak going onto 57th to Walnut and when you come up the hill and you come down it's blind. You have a (Unintelligible) and maybe a neighbor parked so not only do you have that, and the potholes that she was describing, you drive there tonight, tomorrow, you'll see the indentations where the wheels are, they are there that much. Also, he was indicating that there was going to be an expanded showroom. More cars. How many trucks are we expected to have. They also found an Ordinance that he had brought up, that there is to be no loading or unloading on the street. So, I'm not (Unintelligible) blatantly they park right in front of the sign that says no trucks. I could go on, and on, and on; but I'll stop now, but I did want to just bring that to your attention. These are our good neighbors and I have no beef to pick; I just want a good neighbor. Thank you."

(Unintelligible chatter.)

Jessica Poole approached Council and stated: "Hi. My name is Jessica Poole and I own property at 5609 North Walnut. So my parents alluded to it, my family has a history specifically with the dealership. My grandfather attended City Council meetings 50 years ago, also talking about the buffer zones, trying to protect his investment, trying to protect the neighborhood, and here we are, more than 50 years later, having a similar conversation with even graver concerns and ramifications to come from it. Personally, I was there for four years. During that time, I actually did pay a visit to City Council unprompted. There was nothing on the agenda. I remember seeing a few faces in the room. I was (Unintelligible) frustrated, I was upset, I had worked with Mr. Bob Baer, I had worked with Mr. Scott Wingerson to no avail. Nothing changed. I knew it was residential zoned; I knew what was commercial zoned; I know they weren't supposed to be parking on the grass. They did not care. They were asked, the city, brought up to your attention, saying they were violating zoning, why aren't we doing something about this; please, for the residents. It's an eyesore, it's not fun to look at, I mean, frankly, it violates zoning. It is as simple as that. Cut dried. Unfortunately, we never saw compliance in the time that I lived there; even after trying to bring it up to this Council, so we did let it go for a while. And then we got a little nervous because suddenly, they were complying; and we thought, hmmm, in the last three to four months, suddenly they are complying, somethings on the hook that they stand to lose. There is something up, and we were right. We got the letter inviting us to the meeting and we knew that

we have a lot to lose now. So I just want to bring to your attention real quick. I did go on to the website and printed out the current zoning and I want to make sure that everybody does see visually that they are proposing re-zoning 56.01, right here, to be commercial so the entrance to our neighborhood street will be deemed commercial. They are wanting to split this property so that it will now be half commercial and half residential. My family property will now share two fence lines with them and we have already experienced the preview of what it will look like. We showed photos of it. So we have this that will be (Unintelligible) into residential, the entrance to our neighborhood, these (Unintelligible) our family stands a lot to lose just where our location is right now. And then, don't forget about 203, where there are two houses on that property; one of which still has a tenant. During the meeting last week, we asked, well what is going to happen with the tenant? And the lawyer carefully side-stepped that question. We don't know what is going to happen to them. It's concerning, and I think it is a clear encroachment onto our neighborhood. I don't care what they do with the land they own and it's zoned appropriately, but I certainly don't want someone encroaching into our neighborhood when there is clear commercial intent and not a good neighborly history. So I understand kind of the background. I went ahead and did a little bit of research and I pulled up your, the city's, Comprehensive Plan document because I thought it was important. I wanted to make sure that it's in line with what you all are building up there. There is two bullets in the key planning issue for future land use and I wanted to read to you if that's OK. One: new development and re-development should be compatible with the character of existing neighborhoods. Unfortunately, I don't think that is true. I don't think this is compatible with the character of our neighborhood. And then, again, another bullet: support development efforts by the private sector to revitalize and/or redevelop older residential and commercial property that includes citizen involvement process to guide development design ensuring compatibility with adjoining neighborhoods. That is quite literally in your (Unintelligible) problems and tonight I think we have made it quite clear this is not aligning with what you are putting on your Comprehensive Plan. So, with that, I wanted to bring up a couple more points then I promise I'm done (Unintelligible) that they continue during the presentation to talk about how the neighborhood has had a chance to express their opinions and talk through problems, right? So in this Request for Council Action, there is two bullets that were two main issues that we brought up as a neighborhood to the dealership. One reads: 'the unloading of vehicles on 57th Street', that was problem No. 1 (Unintelligible) it's summarized in this report. Problem No. 2. 'The demolition of two homes, etc. etc., in this entire document, neither are addressed. They said we had a meeting, these were the problems, anyway, back to our plan. There is no recognition of problems, solutions, anything. It was just a check box to say we did it. We played the public, we checked that box, we don't have to fulfill that anymore because we heard the opinion. There is just no solve and I have to disagree with that. That is simply not true. So, with that, I wanted to bring up, I think it was brought up but I wanted to hit it again. There is Section 7.180.080, 'any new development is required to be to deal with their parking on their property. That is in the Code. So any updates that we are talking about, significant construction, the city says you need to deal with it on your property and if you can't, you need to redesign. We should not pay for your desire to expand. If you don't have the spot, I'm sure there are other places you can gladly develop along the North Oak corridor or you can solve your problems elsewhere; but the neighborhood shouldn't be to solve for that. And then finally, I wanted to bring up the buffers. So, on this plan, I am seeing the zig-zag frame. My big concern is the buffer zone by properties 5605, 5607, buffer zone, I don't, from the plans it looks much thinner than the buffer zone in the rest of the area and from what I read about Code, my

understanding is that C2 Districts and different type there needs to be a buffer zone and it needs to be recognized and it needs to be consistent. I want to make sure I'm not interpreting that incorrectly but my concern is that our property will suffer the most, especially with this buffer zone being so thin in that area. So if we could address that, that would be great, to be clear, this area here. So finally, on behalf of the neighborhood, I'm asking you please, please, consider not allowing them to expand into our neighborhood. They have their property, they can do what they want, but I'm asking that there is not a re-zone from residential to commercial. Secondly, I'm asking that you ask them to solve their problems of loading. That should not be on us to deal with. It does not belong on a public street, it is not something that we should have to solve for them, they have the budget, they have the capabilities to solve their problem if they want to grow and expand. With that, I think I'm done."

Husam A. Elgousi, approached Council and stated: *"My name is Husam Elgousi, 201 NE 57th Street and I just, you know, I'm sorry first about my accent, I'll try to make it clear enough to understand what I'm going to say. The house that they talk about that they are going to broke down, I'm next door to that two houses. (Unintelligible) when I wake up, I'll wake up to that noise that come from the shop, they come from the (Unintelligible) most of that because of the siren, the alarm that come from the parking lot of the cars, you know, (Unintelligible) happens every day I wake up by the car alarm, beep, beep, beep, until somebody they come to reset it on the alarm. (Unintelligible) I want to imagine how is it going to be one day when they broke those two houses? They beep more close to my area. (Unintelligible) by the way, (Unintelligible) just try to retain my family, (Unintelligible) in the comfort of my bed, I want to sleep like you, I don't need nobody to bother me by waking up, you know, (Unintelligible) every day I have to wake up like two or three times by something, you know, when the first truck they come (Unintelligible) when the alarm, they coming up they bother me too, you know. (Unintelligible) I believe this is a bad idea when they tear this house, it's going to be a bad idea for my life and for my family. Thank you very much."*

Ola Thabit approached Council and stated: *"I recorded this December 7th, this is just one of many days and this is only, I think it's like 15 seconds. This is also right from my living room."*

Mayor Moore stated: *"What time of day was this?"*

Ms. Thabit stated: *"um, 12:00."*

(Recording was showed to Council and staff. Unintelligible chatter.)

Ms. Thabit stated: *"This is 15 seconds and it is recorded literally I was standing in my living room. I have another picture if you guys would like to see it, of the truck being parked on NE 57th Street, if you would like to see it. Um, I took this picture from my bedroom window."*

(Unintelligible chatter).

Mayor Moore closed the Public Hearing at 8:38 pm.

Item No. 17. On the Agenda. FIRST READING BILL NO. 20-37 An Ordinance and Final Development Plan relating to Autosmart, LLC. (commonly known as Gladstone Dodge, Chrysler, Jeep and Ram) regarding Zoning Ordinance Regulations and the establishment of use districts within the City of Gladstone, Missouri. **Mayor Pro Tem Mallams** moved **Bill No. 20-37** be placed on its First Reading. **Councilmember Spallo** seconded. The Vote: "aye", Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0). The Clerk read the Bill.

Mayor Pro Tem Mallams moved to accept the First Reading of **Bill No. 20-37**, waive the rule, and place the Bill on its Second and Final Reading. **Councilmember Spallo** seconded. The Vote: "aye", Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0). The Clerk read the Bill.

Mayor Pro Tem Mallams moved to accept the Second and Final Reading of **Bill No. 20-36**, and enact the Bill as **Ordinance 4.537**. **Councilmember Spallo** seconded.

Councilman Garnos stated: *"I have some comments and questions. I'm not sure whether it is appropriate to have this split into two Bills; so if I have comments that spill over into the other one would you grant me some leeway. I've appreciated what Gladstone Dodge has done with their efforts to try to (Unintelligible) try to establish a buffer zone, try to improve the fence. I think that is all to their credit. When I reviewed this, I had no problem with the Site Plan revision as presented. I had no problem with the re-platting of the land that takes several pieces to put it together into one piece. I've got no problem with that. The re-zoning, I have a little bit of heartburn with but not bad since I understand what the property is and I understand the (Unintelligible) and I don't have a major problem with that. I do have a big problem with this issue of unloading vehicles on 57th Street. Unfortunately, it doesn't look like that is tied in with the two Bills that we are looking at this evening. We are looking at a re-platting, we are looking at re-zoning, and we are looking at a revised Site Plan. None of this has anything to do with unloading vehicles on 57th which I do have a big problem. I was not aware that this, this situation as its been presented to us has been ongoing for some time. There were some other comments that were raised. I know that the plans have, there is a landscape plan, I saw it in my package, and there is trees and other amenities besides just the final fence so I'm satisfied there. I am concerned about this comment of the City Code requiring loading on property and why that was not brought up at Planning Commission or before this. Maybe it's grandfathered in, maybe it doesn't apply since this is sort of an infill building; I'm not sure; but that was not an issue that I saw addressed in the packet this evening. And I know the site has some serious challenges on it but once we put all those sites together, you're looking at a space of around 9, 9.5 acres; and I have a hard time believing that with 9 to 9.5 acres, we can't get a semi on there to unload. I know that there are challenges to that but with a 9 acre lot that should not be an insurmountable problem to figure out a way to get a semi on there to unload instead of doing it on a city street and to the detriment of all the surrounding residents. Those are my concerns, Mayor."*

Councilman Frisby stated: *"I would echo a lot of what Councilman Garnos said. My concern is the parking; also the parking on 57th Street. I like that an effort was made to accommodate that part of the plan and I, too, sit confused as to when we could actually address that based on the two Bills before us tonight."*

Mayor Moore stated: *"Yes, can we get some clarification on that?"*

Mr. Greer approached Council and stated: *"Thank you. Ms. Poole and Mr. Clevenger, they are correct about the Ordinance 4.414 passed in 2018; however, the plan portion of the CP3 proposed zoning allows for flexibility in a matter of categories, not to be alluded to set back, parking, and loading and unloading. So the plan portion of the proposed district allows for flexibility and that is what staff has permitted at this point in time. I hope that helps, but if not..."*

Mayor Moore stated: *"Does that answer your questions?"*

Councilmember Spallo stated: *"Mayor, to go back to the semi parking on 57th Street, if I remember correctly in Mr. Spurgeon's talk, he said that one of the reasons why they didn't want to bring the semi onto their asphalt parking lot was because their parking lots weren't constructed correctly for that to hold the load. I think that needs to be addressed as a part of the problem. I know it's more expensive to add that infrastructure, but obviously it's important to the neighborhood so I think that needs to be addressed to make sure that is a part of the project."*

Mayor Moore stated: *"We are at a stage not to hear further public comments at this point in time, Mr. Clevenger."*

Mayor Moore stated: *"Mr. City Manager, do you want to weigh in here?"*

City Manager Wingerson stated: *"What Mr. Greer said is appropriate. Gladstone Dodge has been at that location for quite some time, in excess of 30 years as have the residents. The loading and unloading of vehicles at car dealerships in Gladstone and every other town is a difficult proposition. I look at this more as a little bit of a non-conforming use in that Gladstone Dodge, at this point, cannot comply with off street parking. It's because of grade and parking and the needs of the dealership, it would be extraordinarily difficult for Gladstone Dodge to comply. I think Gladstone Dodge is trying to make the best of a poor situation by moving that transport truck further to the east and I think there may be a little bit more that can be done that we would be glad to work with them on outside of the Public Hearing process; but I think Gladstone Dodge has done what Gladstone Dodge can do to get those transports trucks as far away as possible from the houses. Now the trick is going to be moving forward, obviously, this conversation being applied in reality for the next 10 or 15 years is as one of the residents said about maintenance of the fence and you know that is just one of the things we constantly struggle with, not Gladstone Dodge, but in all commercial developments where they buffer or adjoin residential properties. I understand what all of the residents are saying. I see what they are saying, I agree with what they are saying, I just don't know that there is a better solution to improve the situation than what has been presented to you tonight by Gladstone Dodge."*

Mayor Moore asked if there were other comments or questions.
There were none.

The Vote: "aye", Councilmember Tina Spallo, Councilman Tom Frisby, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. Councilman Bill Garnos, "nay."(4-1)

Item No. 18. On the Agenda. FIRST READING BILL NO. 20-38 An Ordinance approving the Final Plat of Autosmart, LLC, part of Lots 11, 12, 13, 14, 15, and 16, West Oakwood, a Subdivision of land in Gladstone, Clay County Missouri and also a part of Southwest Quarter of Section 26, Township 51, Range 33, Gladstone, Clay County Missouri (commonly known as Gladstone Dodge, Chrysler, Jeep & Ram), and directing the appropriate officials to affix their signatures to said Plat for recording. **Mayor Pro Tem Mallams** moved **Bill No. 20-38** be placed on its First Reading. **Councilmember Spallo** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0). The Clerk read the Bill.

Mayor Pro Tem Mallams moved to accept the First Reading of **Bill No. 20-38**, waive the rule, and place the Bill on its Second and Final Reading. **Councilmember Spallo** seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0). The Clerk read the Bill.

Mayor Pro Tem Mallams moved to accept the Second and Final Reading of **Bill No. 20-38**, and enact the Bill as **Ordinance 4.538**. **Councilmember Spallo** seconded.

Councilman Garnos stated: *“I’m going to support this because I (Unintelligible) it’s putting together smaller pieces of land that I don’t know that it causes some of our concerns here, but we have got to proceed with this, we have got to figure out a solution to the 57th Street unloading and (Unintelligible) because we wouldn’t want to live within a block of that; let alone right next to it. That sounds like the things that could be fixed. This is not the first time we have had issues regarding this property and surrounding residents. I don’t think there is anything wrong with putting pieces of land together but there are other things we’ve got to figure out some solution even if it is just operational. That’s all I have.”*

Mayor Moore stated: *“I, too, would encourage continued discussion on these matters. These are serious issues that the neighborhood has raised and there has to be a solution someplace here.”*

The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Item No. 19. On the Agenda. Other Business.

There was none.

Item No. 20. On the Agenda. Adjournment.

Mayor Moore adjourned the December 14, 2020, Regular City Council meeting at 8:53 pm.

Mayor Pro Tem Mallams moved to adjourn back to Closed Session:

The Closed Executive Session was closed pursuant to RSMo. Open Meeting Act Exemption 610.021(1) for Litigation and Confidential or Privileged Communications with Legal Counsel, 610.021(2) Real Estate, 610.021(3) Personnel, 610.021(13) Personnel Records.

Councilmember Spallo seconded. The Vote: “aye”, Councilmember Tina Spallo, Councilman Tom Frisby, Councilman Bill Garnos, Mayor Pro Tem R.D. Mallams, and Mayor Jean Moore. (5-0)

Mayor Moore adjourned the Closed Session at 9:55 pm.

Respectfully submitted:

Ruth E. Bocchino
Ruth E. Bocchino, City Clerk

Approved as presented: ✓

Approved as modified:

Jean B. Moore
Jean B. Moore, Mayor

AGENDA ITEM #11
BOARD & COMMISSION APPOINTMENT RECOMMENDATIONS
FOR CITY COUNCIL ACTION DECEMBER 14, 2020

BOARD/COMMISSION

TERM EXPIRATION

ARTS COMMISSION

Reappointment	Anne Alexander	December 2023
Reappointment	Robyn Downing	December 2023
Reappointment	Ceresa Jackson	December 2023

BOARD OF ZONING ADJUSTMENT

Reappointment	Larry Newport	December 2025
Reappointment	Robert Settich	December 2025
New Appointment	Craig Welsh	December 2025

CAPITAL IMPROVEMENTS PROGRAM

Reappointment	Pete Hall	December 2023
Reappointment	Beverly Johnson	December 2023
New Appointment	Cameron Nave	December 2023

CODE BOARD OF APPEALS

Reappointment	Kathy Timmerman	December 2023
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ENVIRONMENTAL MANAGEMENT ADVISORY COMMITTEE

Reappointment	Dallas Ascencio	December 2023
Reappointment	Jim Butler, Jr.	December 2023
Reappointment	Jared Cole	December 2023

INDUSTRIAL DEVELOPMENT AUTHORITY

Reappointment	Richard Conn	December 2026
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NEIGHBORHOOD COMMISSION

Reappointment	Charles Dobbs	December 2023
Reappointment	Carolyn Meyer	December 2023
Reappointment	Chris Spurgeon	December 2023
New Appointment	Jackie Bradbury	December 2022

PARKS AND RECREATION ADVISORY BOARD

Reappointment	Tammy McFerran	December 2023
Reappointment	Jocelyn Rivard	December 2023
New Appointment	Scott Hanover	December 2023

PLANNING COMMISSION

Reappointment	Bill Turnage	December 2024
Reappointment	Brenda Lowe	December 2024

TAX INCREMENT FINANCING COMMISSION

Reappointment	Brian Bock	December 2024
Reappointment	A. Marie Young	December 2024

COMPREHENSIVE PLAN TASK FORCE

New Appointment	Cameron Nave (At-large)
New Appointment	Maitland Mehlhaff (At-large)