

KIRKSVILLE CITY COUNCIL

NEWSLETTER . . .

Mari E. Macomber, City Manager
October 15, 2010

SUBJECTS:

**DATES TO REMEMBER
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COUNCIL PARTNERSHIP MEETINGS
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KDIC ANNUAL MEETING
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SMOKE LOUNGE
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DATES TO REMEMBER

10/18 – Council Study Session @ 4:30 pm
10/18 - City Council Meeting @ 6 pm
10/18 – Public Meeting Vicious Animal Ordinance @ 7:00 pm Adair County Annex
10/19 – City/County Meeting @ 4:30 pm Adair County Courthouse
10/19 – Candidate Forum @ 6:30 pm Shrine Club
10/20 – NEMO RPC Meeting in Memphis @ 7:00 pm
10/21 – Press Conference – Earnings Tax Council Chambers @ 4:00 pm
10/21 – Business After Hours from 5:00 to 7:00 pm @ Health and Fitness Center
10/26 – Council on the Radio @ 9:00 am
10/26 – City/School District Meeting @ 5:00 pm Board of Education Building

VICIOUS ANIMAL PUBLIC MEETING

The City Council will be hosting a public meeting on Monday, October 18 at 7:00 pm to obtain public input from individuals on the proposed vicious animal ordinance. The meeting will take place at the Adair County Annex. Mayor Kuhns will give a brief introduction on why the Council is considering the ordinance followed by instructions to the attendees on how to address the City Council. Each person interested in addressing the City Council will have 2 minutes to make their comment. Questions regarding how the ordinance will work or specific criteria found within the draft ordinance will be addressed at the meeting. All other questions will be written down by City staff and discussed by the Council prior to the Council's consideration of the ordinance. City staff would be present to assist with responding to the implementation of the ordinance. We will have note cards available for individuals who do not wish to come forward with

comments or questions, as we did with several of our other public meetings. Several press releases have been sent out and posted to the website. From the release, which can be found on the front page, there is an option to view the ordinance. The ordinance can be found at http://www.kirksvillemunicipal.com/filestorage/68/Dangerous_Animal_Ordinance_Draft.pdf. A copy of the ordinance can also be picked up at City Hall.

COUNCIL PARTNERSHIP MEETINGS

The County Commission has cancelled the meeting for this coming week and do not plan to reschedule. The next meeting with the Kirksville RIII School Board will be Tuesday, October 26 from 5:00 pm to 6:00 pm at the School District Board of Education Building.

JAMISON STREET

The final phase of construction on Jamison Street from Hamilton to Hwy 11 will begin on Monday, October 18. The City's contractor will be working to complete the pavement portion of the project during the week of October 18th through the 22nd. Cold milling and asphalt overlay will begin on Monday, October 18, and will continue through the week ending on Friday, October 22. Jamison Street will be open to local traffic only, and the traveling public should expect some delays and use caution when traveling Jamison Street from Hamilton Street to Hwy 11. All scheduled work is contingent upon weather. Additional project updates will be posted to the City's web site.

KDIC ANNUAL MEETING

The City is invited and encouraged to attend the annual downtown meeting on November 9 at the Kirksville Arts Association. The meeting will begin at 5:30 p.m. There will be a business meeting followed by presentation by Dr. Cole Woodcox, professor of English at Truman State University. He will be talking about the importance of historic preservation.

DOWNTOWN WATER TOWER

With the completion of the painting of the downtown water tower and the upcoming installation of lights on the downtown tower, President Magruder would like to hold a water tower lighting celebration under the water tower, and invite the town of Kirksville and have KTVO there to film the official lighting. The tentative date for this is Monday, November 8, at 7:00 or 7:30 p.m.

APPLIANCE PICKUP

Perfect Metals USA will do the fall appliance pickup again for the City of Kirksville. We have selected the week of November 8-12 to do all the pickups. There will be no separate zones established for the pickup. This year, the company will pick up all appliances, even ones with Freon, for no fee. There will be no stickers to sell. Perfect Metals is asking any citizen with an appliance to be picked up, to call their business at 660-665-8000, or 660-651-0290 to schedule a pickup of their appliance during the November 8-12 week. There will be no street-by-street canvas of the town this year. Perfect Metals will come to the citizen's house on the scheduled time and date and make the pickup. This is a great service for the citizens of Kirksville. The pickup is for metal appliances such as washers, dryers, freezers, refrigerators, air conditioners, dishwashers, and stoves.

FOREST LLEWELLYN CEMETERY

The markers for the Sholley graves were set on Monday. Included with this Newsletter are a few pictures of the process and the markers. The Sons of Union Veterans of the Civil War plan to hold a ceremony next spring at the grave site.

AIRPORT TERMINAL PAINTED

The airport terminal building was given a recent facelift. The exterior of the building was in need of painting and was painted Cape Air blue. The building looks wonderful. Pictures of the finished product are included, but realize that the hard copies of the Newsletter are not in color. To get the full effect of the work, check out the website or better yet, visit the airport. Remember to encourage everyone you know to use the air service. In other airport news, Cape Air is operating from their new St. Louis gate, C7, in the American Airlines concourse. Cape Air's first full month is coming along nicely. As you know the DOT's passenger threshold is 19.5 per day, yet so far in October Cape Air has averaged 21.9 passengers per day, a 46% load factor. Advance bookings continue to be strong, now totaling 675.

NONCOMPLIANCE BUSINESSES

For years, the City has worked with local business in the business license process with good success. This year, after making numerous contacts and patiently waiting for compliance for several months, the City chose to file charges against several businesses for noncompliance. These businesses included Ambrosia Plumbing, Good Time Rentals, Lewis Lawn Service, La Te Da, Johnson Pinson, House of Jesus, Drew Rentschler, Il Spazio, Washington Street Java, Sun Tec and Collins Mini Storage. All but the last five businesses have gone to court and/or resolved their business license matter. The business of Washington Street Java is in noncompliance for failing to renew the City and County business licenses that had expired February 28, 2010. The business licenses for Il Spazio had not been renewed either but they ended up closing their doors in July. The sales tax license that covered both Washington Street Java and Il Spazio was revoked by the State of Missouri in April due to nonpayment of sales taxes collected. There have been numerous conversations with the owner about his inability to get a business license due to the sales tax revocation. In June, the city sent a letter to all businesses that were still operating without a license giving them through July 2nd to renew or they would be subject to court proceedings. The City then filed court documents for both Washington Street Java and Il Spazio in July. Steve Collins has since engaged an attorney, Seth Shumaker, who appeared in municipal court on September 30 and pled not guilty to the charge of operating without a business license. This case is set to go to trial on December 2nd. In the meantime, another business owner, who has a valid license, has been in to City Hall on several occasions asking why the City is allowing Washington Street Java to remain open with a revoked sales tax license. This business owner has been in contact with the State and on October 14th, with the State's Criminal Investigation Bureau (CIB). Per the CIB, the City's allowing this business to remain operating with a cash register is illegal and this matter is under investigation. I have been told that the media is to be contacted over the City's failure to act to close the business. Under the City's current business license ordinance, it is a misdemeanor for a business to operate without a business license. There are no provisions to impose any additional penalties on those businesses in violation and the City has no other enforcement alternatives. Once a business is prosecuted and found guilty but continues to operate in noncompliance, then an injunction can be filed to stop their operations. At the November 15th Council study session, staff will discuss revisions to the business license process to reduce noncompliance.

STATE SEWER CONNECTION FEE

In 2000, legislation was passed that requires all public sewer systems to pay an annual fee to the State of Missouri based on water service connections. The City has paid this fee since that time without passing it on to the customers of the utility fund. The amount of the payment for this year was \$7,089 and the fee last year was \$6,683. The City also pays an annual primacy fee to the State of Missouri for our water service. This fee is passed on to the utility customers. If there

are no objections, we would like to pursue including this fee that is solely a function of providing sewer service to customers as part of the sewer utility fee. The following language is how we are assessed for this fee.

(7) Three dollars per water service connection for all other customers with water service connections of less than or equal to one inch excluding taps for fire suppression and irrigation systems;

(8) Ten dollars per water service connection for all other customers with water service connections of more than one inch but less than or equal to four inches, excluding taps for fire suppression and irrigation systems;

(9) Twenty-five dollars per water service connection for all other customers with water service connections of more than four inches, excluding taps for fire suppression and irrigation systems.

NAVIGATION RALLY

The Adair County Historical Society is hosting its first Navigation Rally to area historic places. The Rally will start from downtown Kirksville on Saturday, October 9 and can accommodate up to 40 cars. A "navigation rally" is like a treasure hunt. Participants are given directions to follow to an historic site where the participants are then required to find answers to several questions. Along the way the participants are given sets of directions that take you to other sites. Interested individuals can find the application forms at www.adairchs.org, the Historical Society's website. Or, you can come to the Historical Society Museum at 211 South Elson Street at 1:30 p.m. to fill out the application and waiver forms just before the event. The first car will be start at 2:00 p.m. This is a creative way to promote our historical sites and to raise a small amount of funds for the organization; however, they are going to use the entry fee in essence as a membership fee, which is also clever.

SMOKE LOUNGE

There was a question concerning the Green Door, their liquor license and a smoking lounge. The City Council adopted an ordinance that prohibited smoking in certain places. The definition of *bar in this ordinance is as follows*: "means an establishment that serves alcoholic beverages for consumption by guests on the premises, and all indoor and outdoor areas thereof, including but not limited to, taverns, nightclubs, cocktail lounges and cabarets." The owner of the Green Door requested a change in their liquor license in April of this year from sale of malt liquor and wine by the drink to the sale of intoxicating liquor and beer (original package) effective July 1, 2010. The owner was interested in establishing a smoking lounge for customers. She noted that customers were requesting a place to set down and smoke. This was reviewed by the Chief of Police and discussed with the City Attorney, who agreed it was legal to open this type of smoke shop.

CROSSWALK REQUEST

Truman State is requesting the installation of a crosswalk. Laurie Shook, Asst. Campus Planner met with City staff to discuss the addition of a crosswalk on Franklin at the south entrance to Pershing Hall. This had been discussed in the past, but was not pursued after the pedestrian path from Barnett hall to the campus was reopened. Truman administration has received numerous complaints about the lack of a safe crossing from the parking areas recently constructed west of Franklin to the south entrance of Pershing Hall. The front entrance to

Pershing is closed, and will remain so for some time. The area proposed for a cross walk is 400 feet north of the Barnett Hall cross walk, and 600 feet south of Patterson. There is no sidewalk to Pershing east of Franklin. The crosswalk would not connect to an ADA compliant walk. Ms. Shook said that all ADA parking had been relocated to the lot immediately behind Pershing. There is a street light at the proposed site, and there is good lighting in the parking area west of Franklin. The cross walk would have to be painted at a slight angle. There would be some confusion because the warning sign for the Bartlett Hall crosswalk would be just before the proposed crosswalk, however adjustment might be possible. It is a mid block crossing, however the posted speed limit is 20 mph. Even though the conditions are not ideal, based on the number of pedestrians reported by TSU at Pershing events, the cross walk is probably warranted at this time.

ALTERNATE ROUTE PROJECT

We recently had a complaint from a resident who lives on Lincoln concerning the closing of Lincoln Street. The resident has complained in the past about the proposed Alternate Route and is now asking the City to keep Lincoln open. It was explained that the emergency service providers were aware of this change and were prepared to respond to emergency calls. The resident then requested an overpass be constructed by the City. The resident is new to this area, building the home in about 2007 / 2008 after the plans for the route were known. The resident requested that work be done elsewhere and leave to leave Lincoln alone until the spring. The resident has demanded that the snow be removed from in front of this residence quickly stating that the city would receive telephone calls hourly until it was done.

BUSINESS UPDATE

Jacob's Vineyard & Winery received notice this week that they have received a \$90,000 low interest small business loan from the state. In fact, the business owner actually received the announcement from Treasurer Clint Zweifel. The following link will provide you the complete story. The winery is doing well. They have noted that they direct visitors to their winery to Kirksville businesses and restaurants. The development of this winery is a great tourism attraction for our area.

<http://www.treasurer.missouri.gov/PressRoom/201010/PressRelease20101001.aspx>

Attachments

- Budget Calendar
- Pictures of the Sholley Markers Setting
- Painted Terminal Building Pictures
- Economic Development Article
- Humane Society Report

Enclosures

- September Financials

BUDGET CALENDAR FOR FY 2011

(REV 8/18/2010)

August 31	Budget templates distributed to departments.
September 10	Upcoming year revenue projections and items for Council retreat due: <ul style="list-style-type: none">• Status of FY 2010 budget goals• General Fund revenue projections• Utility Fund revenue projections• Multi-year capital plans: streets; utilities; rolling stock; CIST-building maintenance, computers, radios, Airport, parks, etc.• City Council goals for FY 2011• Financial policies and practices
September 20	City Council retreat (4 p.m.-8 p.m. and September 21 if necessary)
September 22	Review results of Council retreat and performance measurements with department heads.
September 24	Central Garage budget proposal* due to City Manager.
September 27	City Manager budget review meeting with Central Garage.
October 4	All other Fund/departmental budget proposals* due to City Manager.
October 11-19	City Manager budget review meetings with departments and follow-up meetings as necessary.
November 8-9	Preliminary budget submittal to City Council and City Council review of budget.
November 24- December 20	Preliminary budget available on website and in Administration for public inspection.
December 6	Public hearing on FY 2011 budget and first reading. Adoption of FY 2010 amendment ordinance.
December 20	City Council adoption of FY 2011 budget.
January 1	New year begins.
January 31	FY 2011 budget document distributed.









ADAIR COUNTY HUMANE SOCIETY

P.O. Box 481

Kirksville, Missouri 63501

September 5, 2010

TO: Kirksville City Manager

FROM: Adair County Humane Society

RE: September Shelter Report

Brought to Shelter	Dogs	15
	Cats	12
	Puppies	5
	Kittens	7
Reclaimed by Owner	Dogs	2
	Cats	0
	Puppies	0
	Kittens	0
Euthanized from City	Dogs	7
	Cats	8
	Puppies	3
	Kittens	2
Brought to Shelter Dead	Dogs	0
	Cats	2
	Puppies	0
	Kittens	0
	Other	17



Jackie Eaton, Treasurer



By William Fulton

Position Filled

Can you have economic development without job growth?

So where are the jobs? And if they're nowhere to be found, how are economic developers supposed to do their jobs?

There's much evidence these days that the economy is recovering from the big crash in 2008. The stock market is much stronger than it was back then, and the housing market seems to have bottomed out. Retail sales are still sluggish, but appear to be creeping upward.

Jobs, however, are another story. From a peak of 146 million jobs in 2007, employment in the United States has dropped to around 139.8 million, according to the Bureau of Labor Statistics—and has stubbornly remained at that level for the last 18 months, despite aggressive efforts by the Barack Obama administration to keep the economy afloat. In every previous recession over the past 50 years, job growth has slowed to a halt, but it has never really gone down.

Even in the last big recession (1991 to 1993), virtually all of the 20 million jobs

created in the 1980s were retained. By contrast, it could be many years before the U.S. returns to the job level the country enjoyed in 2007.

The big and persistent job loss poses a problem for economic development professionals. Especially at the state level, success in economic development is often characterized in terms of jobs. How many jobs did you create? How many jobs did you save? In the last couple years, some economic development agencies have boasted about how they've minimized job losses—no mean feat in this economy—but that's not something politicians can get very excited about. After all, voters are people, and people are happier when they have jobs.

So here's a radical idea: Maybe it's time to begin measuring success in economic development differently. Maybe the sheer number of jobs isn't really the metric we should use.

After all, communities—as well as regions and states—base their prosperity

on a wide variety of factors. These factors include: their success in the business and industrial sectors that are growing; the extent to which the business-generated

“ Maybe it's time to begin measuring success in economic development differently. Maybe the sheer number of jobs isn't really the metric we should use.

wealth stays in the community; whether there is a good match between labor skills and labor demands; and the quality of the jobs themselves. Having a job is generally better than not having one, but as Manuel Pastor, professor of American studies and ethnicity at the University of Southern California is fond of saying about Los Angeles: “There are plenty of jobs; they're just crappy jobs.”

So in a profession—indeed, in a society—that is so job oriented, how do you reinvent the definition of success so that it's useful and helps economic development agencies make progress in a world without jobs?

It's not easy. But here are a few ideas that are emerging across the country.

Focus on the economy's emerging sectors that are a good match for your community or state. This doesn't mean that everybody should go after biotech companies—or any other panacea. But it does mean that even in this down econ-



By Tod Newcombe



omy, some startups and small companies are getting funded, breaking into new markets and gradually adding employees. Understanding this ecosystem of entrepreneurs and financiers, however, requires hard work to acquire deep knowledge—and knowing which companies are best suited for your community and which are not.

Focus on the “high value added” sectors of the economy that will add true wealth to the local economy. Jobs are fine. But they probably won’t last forever. If the jobs are controlled by corporate leaders in a distant location, you’re little more than just a colony of that corporate board. So look for independent companies—especially those that engage in activities that add a lot of value in the economic chain. Instead of simply chasing factory assembly jobs, for example, try to go “upstream” in the manufacturing process to the point where local companies can convert ideas into products or products into prototypes.

Match businesses to local labor skills. Sure, you want that sexy plant or research and development park. But can the people in your town actually do the work? Or will the result simply be that out-of-towners commute in to work at the plant, while the locals are relegated to low-wage service jobs? Your economy will be better off if you find opportunities that will provide not just jobs, but jobs the locals are qualified for.

If the business you’re luring in departs, what’s left behind? Businesses usually don’t last forever. So plan for the end from the beginning. If the big company leaves, are you left with a trained labor force? A marketable facility? A cluster of suppliers? The more of these, the better.

In the end, obviously economic development really is all about jobs. But the strategy you adopt might not be about luring jobs—by which I mean any job at any cost, right now. Good jobs, long-term jobs, and a labor force that can make a shift when the company leaves. Economic development is always about jobs—but the strategy is often about something else. ☐

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Urban Cover Up

Through the center of Dallas runs the Woodall Rodgers Freeway—a gash of below-grade, multilane concrete that divides this Southwestern metropolis. It’s a situation found in most American cities where, for decades now, highways have hung like nooses around urban centers, choking off one part of a city from another and disrupting community life.

But that’s about to change. In November 2009, Dallas began constructing a deck over the freeway that will support a 5.2-acre park. Upon completion in 2012, the yet-to-be-named deck park will reconnect uptown and downtown for the first time in decades, and provide a majestic green centerpiece for the city’s burgeoning art district. With noisy traffic disappearing under the park’s cover, Dallas will take a big step toward becoming a more walkable, pedestrian-friendly city.

Building a park over a city highway is not a new phenomenon. In 1935, Robert Moses, the urban planner who helped shape modern New York City, reconstructed the 14-acre Carl Schurz Park and placed it on top of the Franklin D. Roosevelt Expressway along Manhattan’s East River. Moses did it again in 1950, this time in response to public backlash against his plans for an expressway through the heart of Brooklyn Heights. To appease residents, above the highway he built the Brooklyn Promenade, a leafy park overlooking lower Manhattan.

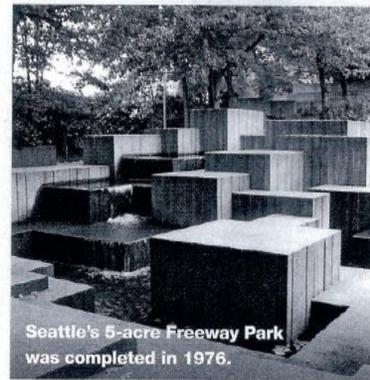
More recently, parks over highways have appeared in Boston, Phoenix, Seattle, Trenton, N.J., and Duluth, Minn., to name a few places. Peter Harnik, director of the Center for City Park Excellence at the Trust for Public Land, called Margaret T. Hance Park in Phoenix a model of a successful urban deck park, one that knits together a once divided section of the city and muffles the noise of cars and trucks below. “They built a library and Japanese park on top,” Harnik says, “with the result that it attracted development of 10-story condos.”

Despite the bad economy, interest in deck parks has only grown stronger, according to Harnik. Cincinnati, Los Angeles, St. Louis and Santa Monica, Calif., are either proposing or planning to cover up highways with green space. They work best where highways are built below grade, making them easy to deck over to unify a divided city or provide a link to a waterfront as the deck parks in Duluth and Brooklyn do.

Yes, Harnik admits, they are expensive—the Dallas deck park will cost \$100 million in public and private funds—but the land is usually free and the value of having a new downtown park is immeasurable. Plus, the value goes right to the edge of the park, where developers are eager to build housing that overlooks an oasis of green in the middle of the city.

Harnik, who has written extensively about parks over highways, says the key to a successful highway park is the economic impact. “With a deck costing as much as \$500 per square foot to build, it must be carefully justified through its potential as a redevelopment tool for surrounding real estate,” he writes in his book *Urban Green*. “Only then will the rate of return show both public and private funding sources the value of the investment.” ☐

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Seattle's 5-acre Freeway Park was completed in 1976.

JOE WISBEI