



City Of
BOONVILLE

City of Boonville

July 20, 2026

7:00 PM

City Council Chambers

525 E. Spring Street

Boonville MO 65233

Meeting Live streamed <https://www.youtube.com/user/cityofboonvillemo> & Channel 3 with Suddenlink Cable TV

I. Call to order – Pledge and Prayer

A. Evan Melkersman

II. Roll Call

III. Hearing of Citizens' Comments

IV. Approval of Minutes

A. July 6, 2026

V. Consent Items

VI. Presentation of Accounts and Claims

A. Appropriations

VII. Unfinished Business

A. Second Reading of Bill No. 2026-012 Amending Chapter 17 and Approving a Comprehensive Plan

VIII. New Business

A. Homecoming Parade

IX. Reports of Standing Committees

A. Tourism Committee (Hallie Thompson)

B. Police Board Meeting (07/13/2026)

X. Reports of City Officials

A. Mayor

B. City Administrator

C. City Clerk

D. City Counselor

XI. Miscellaneous

A. Public Works Monthly Report June 2026

XII. Closed Session

- Closed Session Pursuant to 610.021 (2) Real Estate

XIII. Adjourn

NOTICE: The City of Boonville will comply with the Americans with Disabilities Act (ADA). Individuals who require an accommodation due to disability to attend this meeting should contact our office at (660) 882-2332 or Relay Missouri, 1-800-735-2966 TTY at least 48 hours in advance.



BOONVILLE

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July 6, 2026

7:00 PM

City Council Chambers

525 E. Spring Street

Boonville MO 65233

I. Call to order – Pledge and Prayer

A. Hallie Thompson

The Boonville City Council met in Regular Session on July 6, 2026, at 7:00 p.m. in the Council Chambers located at 525 East Spring Street, Boonville, Missouri. The following officers were present: Randy Ayers, Sergeant at Arms; Mike Conway, Mayor; Kate Fjell, City Administrator. Amber Davis, City Clerk and Brad Wooldridge, City Attorney were absent. The meeting was called to order. Hallie Thompson led the prayer after the Pledge of Allegiance.

II. Roll Call

The following council representatives were present: Hallie Thompson, Tanner Bechtel, Evan Melkersman, Andrew Cowherd, Sy Harvell, Barry Elbert, Drew Davis, Council Member Whitney Venable was absent.

III. Hearing of Citizens' Comments

None

IV. Approval of Minutes

A. June 15 Council Minutes

The minutes stand as submitted.

V. Consent Items

A. Consider pay app No. 8 to C.L. Richardson Construction in the amount of \$ 134,583.18 for water and sewer improvements 2025.

Mr. Davis moved and Mr. Bechtel seconded a motion to approve the consent item. Roll Call was taken: Ayes: Thompson, Melkersman, Cowherd, Harvell, Elbert, Davis, Bechtel, Opposed: None. Absent: Venable.

VI. Presentation of Accounts and Claims

A. Appropriations

Ms. Fjell read the ordinance appropriating money in its entirety and a second time by title only, since a copy of the ordinance had been made available prior to the meeting. Mr. Cowherd moved and Mr. Bechtel seconded a motion to approve the ordinance appropriating money.

Mr. Bechtel asked about the large sums in several funds. Ms. Fjell stated that included in these appropriations are all the gaming payments to local government agencies and also two COP payments. Mr. Cowherd asked about the payments to local government agencies and if the Council should review these distributions and the process by which they are given. Mr. Cowherd stated that these payments have just been automatically granted without any process, review or evaluation for several years, and perhaps it would be worth the Council reviewing. Mr. Bechtel stated that he supports a work session to discuss these payments prior to the budget sessions beginning in January.

Roll Call was taken: Ayes: Thompson, Melkersman, Cowherd, Harvell, Elbert, Davis, Bechtel, Opposed: None. Absent: Venable.

VII. Unfinished Business

A. Second Reading of Bill No. 2026-011 Approving a Final Site Plan for Foursquare Church at 601 West Ashley Road

Ms. Fjell read, by title only, a copy of the bill. Mr. Cowherd moved and Mr. Davis seconded a motion to approve the ordinance.

Mayor Conway reported that a revised front elevation has been provided for the Council showing the facade with additional architectural brick work and wainscoting along the bottom. However, Mr. Conway noted that during the planning and zoning meeting there was consensus to extend the wainscoting along the entire building front, which was not shown on this plan. Mr. Hage came before the Council and noted that the wainscoting would run the entire facade and would be added to the plans. Mr. Harvell stated that the planning and zoning commission did provide the variance from the corridor standards for the church since some of the building elevations will be shielded from view because of the trees and the orientation of the building on the lot. Mr. Hage also stated that the metal siding is of a darker color, so it will blend in with the lot more than a white or cream building.

With no further discussion, roll Call was taken: Ayes: Thompson, Melkersman, Cowherd, Harvell, Elbert, Davis, Bechtel, Opposed: None. Absent: Venable.

VIII. New Business

A. First Reading of Bill No. 2026-012 Amending Chapter 17 and Approving a Comprehensive Plan

Ms. Fjell read, by title only, a copy of the bill

- B.** Consider Resolution 2026-015 Authorizing and Approving an Agreement with Rhad A Baker Construction with Rhad A Baker Construction for Hail Ridge Course Parking Lot Phase 2

Mr. Davis moved and Mr. Cowherd seconded a motion to approve this resolution. Mr. Harvell stated that he did not support this resolution and that he believed this was not a good use of funds. Ms. Fjell stated that this was discussed during the budget work sessions and approved during the budget. Ms. Fjell stated that the attachment was inadvertently left off the agenda and asked Mr. Vogler to share the bid information with Council. Mr. Vogler stated that we have seven bids received and Rhad A Baker represents the lowest bid. Mr. Vogler also stated that Rhad A Baker did phase 1 of the parking lot.

With no further discussion, roll call was taken: Ayes: Thompson, Melkersman, Cowherd, Davis, Bechtel; Opposed: Harvell and Elbert. Absent: Venable.

IX. Reports of Standing Committees

- A.** Architectural Review Committee

Ms. Fjell directed the Council to the minutes in the packet and stated that there will be infill housing on Commercial Street that was approved at the meeting.

- B.** Local Agency Funding Committee - June 10, 2026 (Drew Davis)

Mr. Davis stated that the Local Agency Committee met and distributed local agency funds to area nonprofits. Mr. Bechtel asked about the process. Mr. Davis stated that the applications are posted on the city website and advertised, then applicants give a presentation at the meeting and the applications are scored by the committee.

X. Reports of City Officials

- A.** Mayor

- Committee Appointment

Mayor Conway stated that he had two committee appointments for approval, Mr. Ed Lang for Historic Preservation Commission and Mr. Kyle Thacher, Industrial Development Authority. Mr. Davis moved and Mr. Melkersman seconded a motion to approve the committee appointments. Roll Call was taken: Ayes: Thompson, Melkersman, Cowherd, Harvell, Elbert, Davis, Bechtel, Opposed: None. Absent: Venable.

- B.** City Administrator

Ms. Fjell reminded the council that if there are any suggestions for the comprehensive plan, they need to be submitted prior to the next council meeting, as it will be voted on at the next meeting. Ms. Fjell also stated that Council members will have received an email regarding a Low Income Housing Tax Credit application for Kemper Apartments. This email is a

requirement of the application and Council can reply with any comments or simply acknowledge receipt of the email.

C. City Clerk

None

D. City Counselor

None

E. Economic Developer

Mr. Gann came before the Council and stated that since his last report there have been several inquiries about the 87/170 properties. Mr. Gann also stated that he asked local hoteliers if there was demand for additional hotels, and they stated that there was. Mr. Gann asked if the Council had any questions, there was none.

XI. Miscellaneous

Mr. Cowherd thanked all City staff and volunteers who helped to make Heritage Days and the Firework show a big succes these past two weekends. Mr. Cowherd stated that there have been positive comments and the City showed well for all the visitors.

Mr. Bechtel thanked Mr. Lang for submitting the list of improvements for the City.

Mr. Harvell stated that the Library is now closed for a month while they move to their new location at the Kemper campus.

XII. Adjourn

With no further discussion, Mr. Cowherd moved, and Mr. Davis seconded the motion to adjourn at 7:33 p.m., and the voice vote was unanimous.

ORDINANCE APPROPRIATING MONEY

Be it Ordained by the Council of the City of Boonville as follows:

Section 1: For the purpose of paying salaries and various accounts against the City of Boonville, which have been allowed by the Council, at the regular meeting thereof on **7.20.2026** the sum of **\$586,099.65**

General Fund	\$187,711.99
Sanitation	\$121,580.77
CIP Tax	\$26,577.69
Water Works	\$50,494.91
Capital Projects	\$0.00
Waste Water	\$83,507.23
Tourism	\$17,156.20
Gaming	\$44,593.56
Parks/Water	\$32,477.30
Kemper Sales Tax	\$22,000.00

Section 2: The Accountant is hereby authorized and instructed to draw checks on the respective City bank accounts, in favor of the persons whose salaries and accounts have been allowed as above, amounting to **\$586,099.65** being the total amount of money above appropriated.

Section 3: This ordinance shall take effect and be in force from and after its passage. First reading on **7.20.2026** read for the second time this **7.20.2026** since a copy was made available prior to the meeting.

Approved **7.20.2026**

Mayor

Endorsed **7.20.2026** : I hereby certify that a sufficient sum of money stands to the credit of the City, unappropriated, in the various funds to meet the requirements of this ordinance.

Accountant

BILL NO: 2026-012

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF BOONVILLE, MISSOURI AMENDING CHAPTER 17 OF THE CODE OF GENERAL ORDINANCES OF THE CITY OF BOONVILLE, MISSOURI BY ADOPTING A NEW COMPREHENSIVE PLAN; PROVIDING AN EFFECTIVE DATE THEREFORE AND REPEALING ALL ORDINANCES IN CONFLICT WITH THIS ORDINANCE.

WHEREAS, The City has adopted a Comprehensive Plan in 1982, Ordinance 2458 and a second comprehensive plan in 2003, Ordinance 3885; and

WHEREAS, City staff, City Council, Planning and Zoning Commission, and the citizens have had opportunities to provide comments on the City's policies and growth during the comprehensive planning process; and

WHEREAS, the Planning and Zoning Commission reviewed and recommended for approval the Comprehensive Plan during the June 9, 2026, Planning and Zoning Commission meeting; and

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOONVILLE, MISSOURI AS FOLLOWS:

SECTION 1: That Section 17-1 be amended as follows:

The comprehensive city plan, prepared by Mid-Missouri Regional Planning Commission, a copy of which is marked Exhibit "A" and is hereto attached be and is hereby adopted as the comprehensive plan of the City of Boonville, superseding all previous comprehensive plans.

SECTION 2: This ordinance shall take effect and be in full force from and after its passage and approval.

SECTION 3: That all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

READ FOR THE FIRST TIME 6TH DAY OF JULY 2026

READ FOR THE FIRST AND SECOND TIME AND PASSED THIS 20TH DAY OF JULY 2026, AFTER A COPY OF THIS ORDINANCE HAVE BEEN MADE AVAILABLE FOR PUBLIC INSPECTION PRIOR TO ITS READING.

PRESIDENT OF THE COUNCIL

APPROVED THIS 20TH DAY OF JULY 2026

Mike Conway, Mayor

ATTEST:

Amber Davis, City Clerk



Boonville Comprehensive Plan 2025

Table of Contents

Introduction.....	1
How to use this document	
The Planning Process	
Community Profile.....	8
History	
Demographics	
City Amenities	
Land Use.....	14
Zoning	
Zoning Components	
Zoning Designations	
Future Growth	
Transportation.....	34
Road and Bridge Network	
Alternative Transportation	
Funding the Future.....	44
Hazard Mitigation	
Recreation	
Economic Development	
Tax Options	
 Appendix A: Community Survey	
 Appendix B: Traffic Count Data	

Introduction

In 2025, the City of Boonville partnered with the Mid-Missouri Regional Planning Commission (Mid-MO RPC) for technical assistance in the update of their previous Comprehensive Plan. The Mid-Missouri Regional Planning Commission provides 6 counties in central Missouri with technical assistance and planning. The Boonville Comprehensive Planning process was largely city staff driven with opportunity for public input and participation along the way.

The intent of the Plan is to convey to the citizens of Boonville a plan for the orderly development and redevelopment of the city and its vicinity. Included in the document are current community conditions, inventories, and recommended actions to help in continued growth and goal achievements for the City over the next 15 to 20 years. Since this is an update of a former plan it will be important to note previous goals that have been met, ones that may not have been achieved, and assess if those goals still align with the needs and wishes of the people. Recognizing opportunities and challenges and choosing appropriate actions based on needs for now and the future, rather than simply reacting to situations as they arise, help communities be efficient with their time and funds.

In accordance with Section 89.040 RSMo of Missouri Statute the plan also serves as a basis for establishing zoning ordinances that will uphold the ultimate vision of the community. Comprehensive plans are essential for promoting orderly, sustainable growth. They help cities manage population changes, economic shifts, and resource demands in a way that balances competing needs. A well-crafted plan ensures that development supports community values, avoids sprawl, preserves natural resources, and encourages economic vitality. These plans also improve coordination between different levels of government and departments, leading to more efficient infrastructure and capital improvement planning.

Moreover, comprehensive plans enhance community engagement. Public input is typically a required component of the planning process, which fosters transparency and gives residents a voice in shaping their city's future. Additionally, comprehensive plans can help secure state and federal funding by demonstrating that a community has a clear, unified vision.

The plan is meant to be a living document and should be updated as goals and needs are met, but also as the vision and needs of the community change. Although a plan such as this can neither predict the community's needs with exactness nor accurately anticipate all the variables which must ultimately enter into specific decisions, its use establishes a reference which can be used to facilitate the decision-making process and assure consistency of direction into the future.

How to Use This Document

The comprehensive plan is meant to serve as a guide for future growth, land use and development, and to establish a vision on which city staff, elected officials, business owners, developers and citizens can build and mold policies in a long range coordinated effort to promote progress toward community goals set forth in the plan.

The following chapters define the vision, goals, and objectives for Boonville. Below is a brief description of each chapter and how each section may be used:

- Community Profile – This section presents demographic and historical information about the community.
- Community Amenities – This section is an inventory of basic amenities and facilities the community has to offer.
- Land Use – Current and Future land use.
- Transportation – An inventory and conversation on the various types of transportation in and near Boonville.
- Funding the Future – An overview of funding sources for various projects that interest the community.

The Planning Process

The creation of the 2025 Boonville Comprehensive Plan took place over 12 months where the Mid-MO RPC staff worked with city staff and citizens to gather information and produce goals for the plan. A survey was distributed digitally by city staff through social media and web notices. The survey asked citizens for input on a variety of topics pertaining to city life and function and was open from March 2025 to December 2025. The Complete survey results can be found in Appendix A.

A kick-off public forum meeting was held March 17, 2025 where Mid-MO staff led a SWOC discussion where the public was invited to give input on the Strengths, Weaknesses, Opportunities, and Challenges that exist in Boonville. Figure 1.1-3 shows the results of that exercise.

Figure 1.1 Strengths

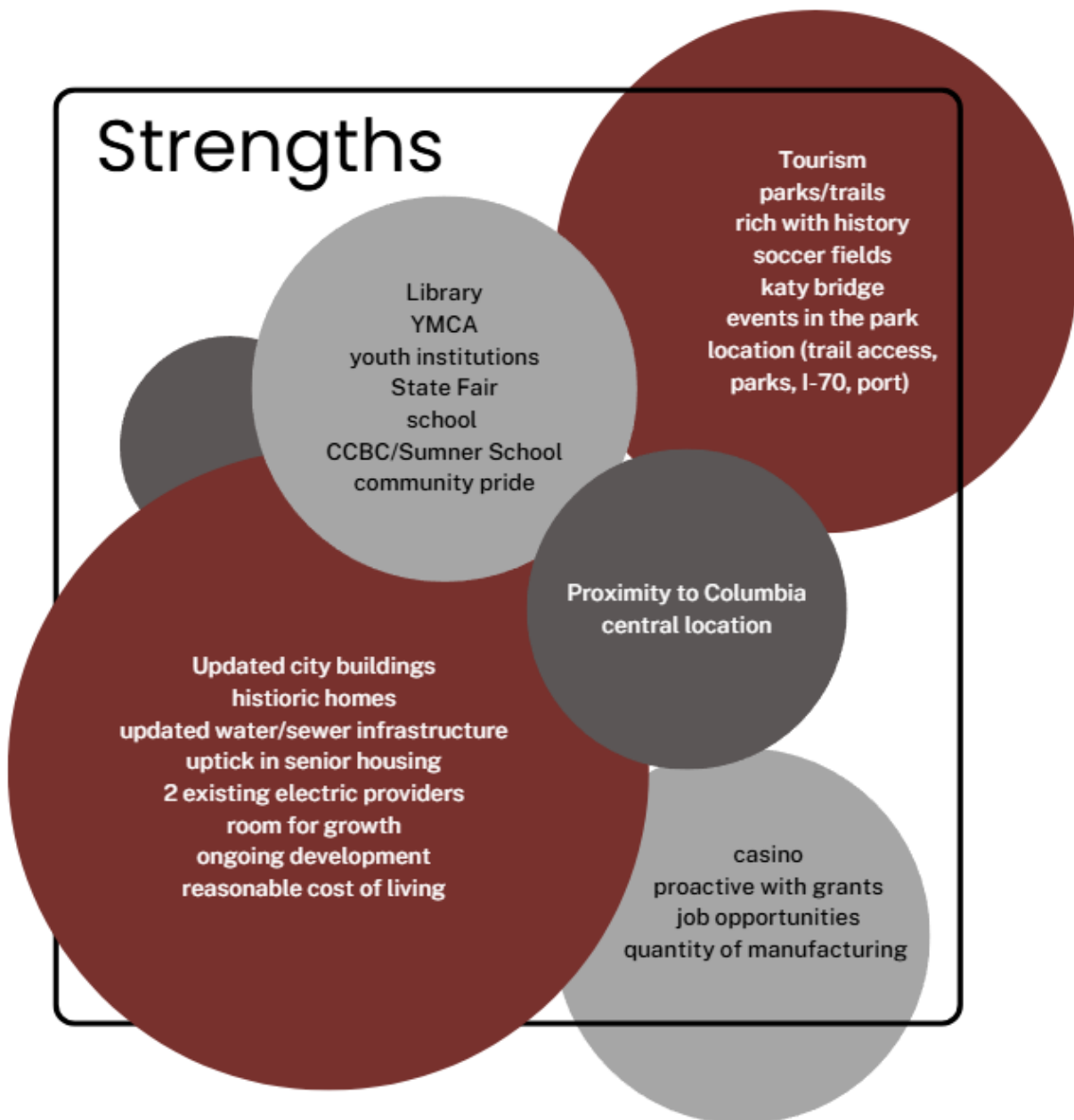


Figure 1.2 Weaknesses

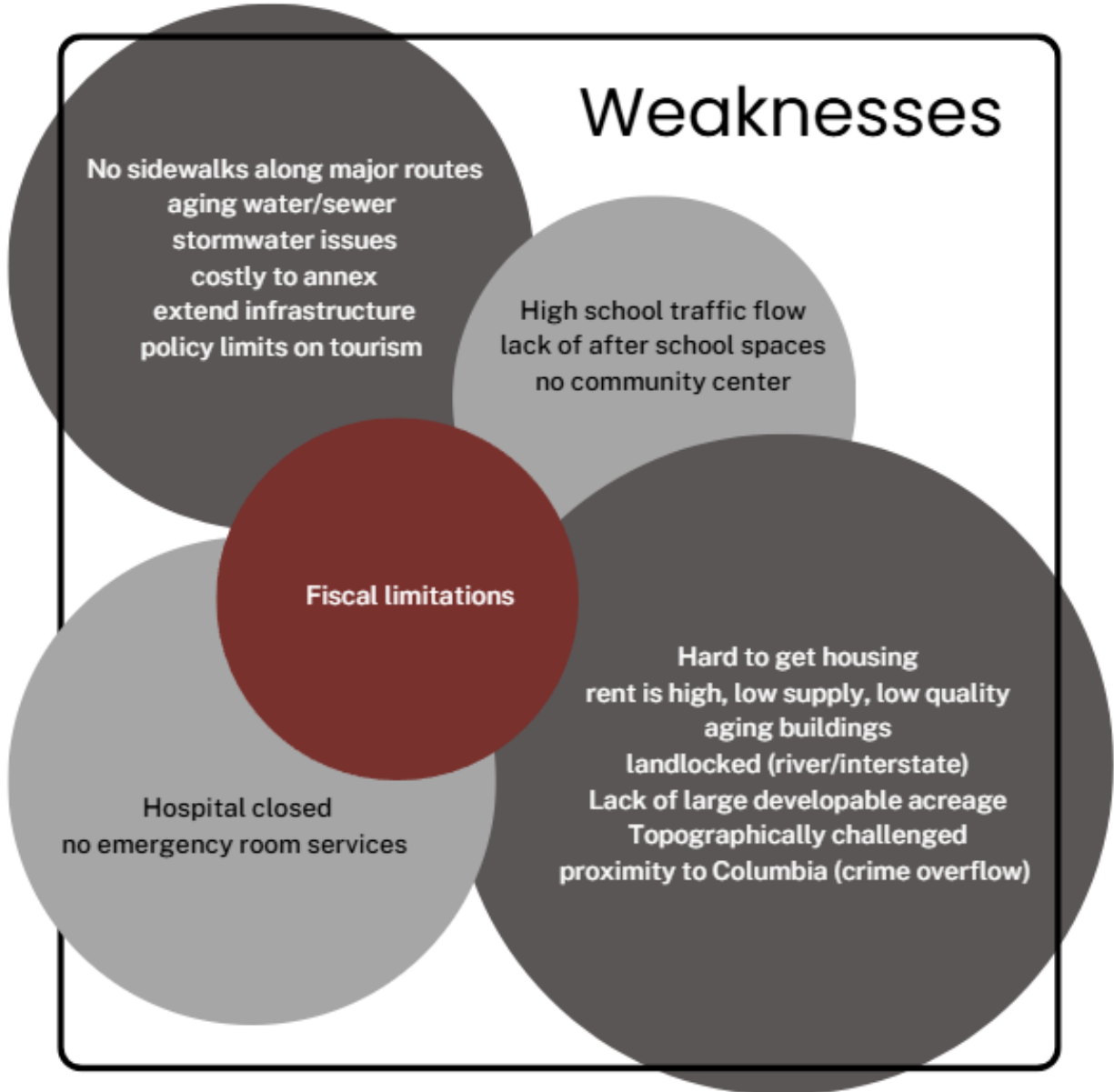
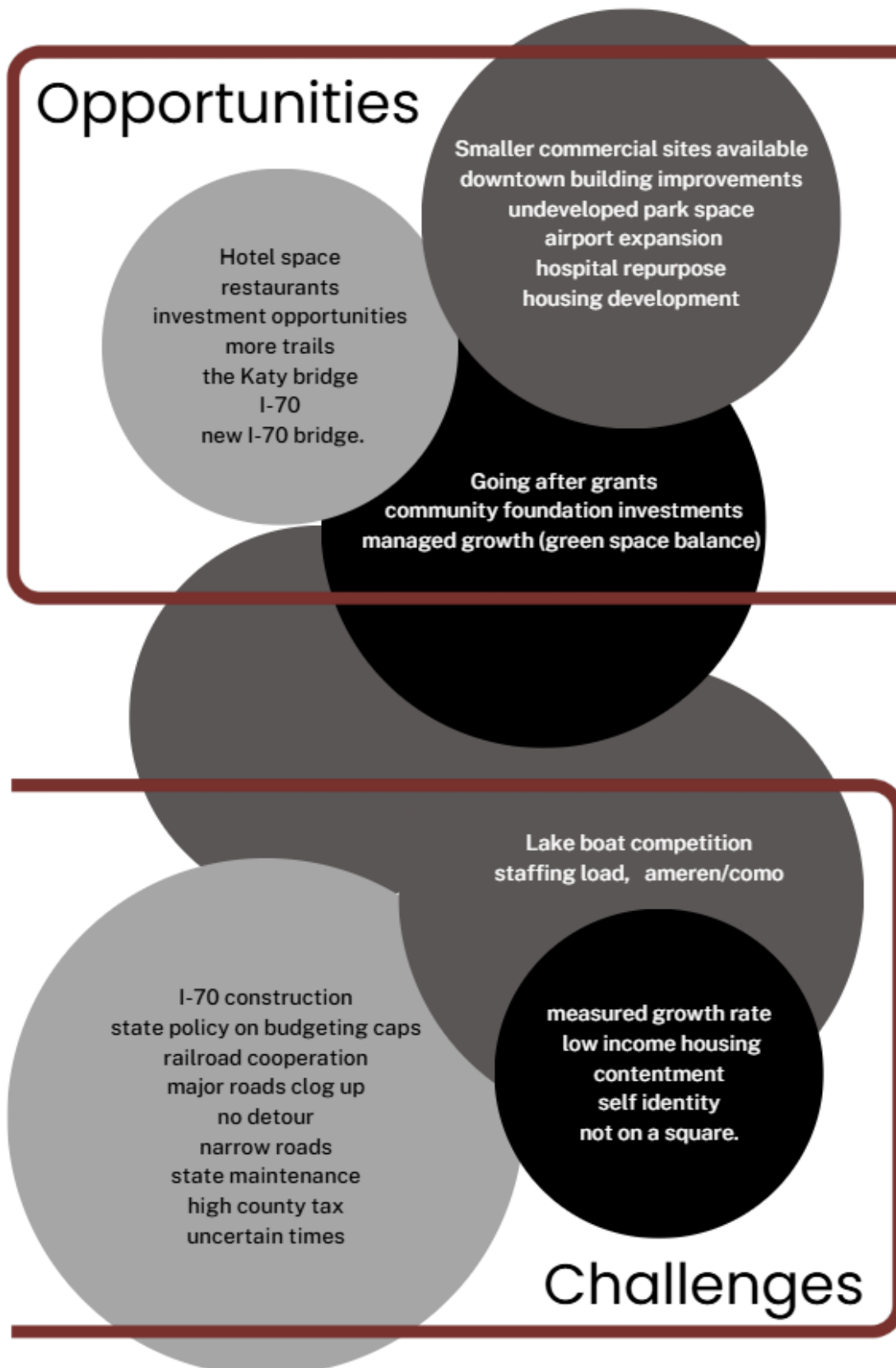


Figure 1.3 Opportunities and Challenges



A work session on future land use was held at the November 10, 2025 Planning and Zoning Board meeting where a number of existing non-conforming areas were discussed as well as future land use within the current city boundary and the possible land use of future annexed property. A deeper dive into that can be found in the Land Use section of this document.

In-person meetings and email exchanges with Boonville staff and leadership filled in technical information and shaped future land use discussions.

A public meeting was held in March 2026 to get public input on the Draft document that was made available for review via the RPC website as well as the City website. The City of Boonville formally adopted the 2025 Boonville Comprehensive Plan XXX 2026. The resolution can be found on the following page.

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Community Profile

History

Boonville is rich with history dating back long before European settlement. Various tribes, including the Osage and Hopewell, lived throughout the area. Located within town at Harley Park are ancient Indian burial mounds.



Boonville's location along the Missouri River made it a pass through for many explorers heading west. The city takes its name from Nathan and Daniel Morgan Boone, sons of Daniel Boone, who established a salt business near the community in the early 1800s. Boonville's first settlers were Hannah Allison Cole and family, a name those in the area may recognize from the Boonville School District's Hannah Cole Elementary, who were located on the Missouri River bluffs in 1810. The town was formally platted in 1817 and prospered through the 1820s as a center of river trade and a jumping-off point for the Santa Fe Trail. It was officially incorporated on February 10, 1839.

Missouri's first State Fair was held in Boonville in 1853. In 1855, Thespian Hall was built. It remains the oldest continuously operating theater west of the Allegheny Mountains. It was used as a hospital and morgue during the Civil War. By the early 1900s, the MKT and Missouri Pacific railroads supplanted river trade as the primary mode of commerce. The Katy Depot, built in 1911–1912 in a Spanish Mission style, is the only one of its kind remaining from the five originally built on the MKT Railroad and is now on the National Register of Historic Places. While the railroad may have vacated the original MKT and spur into Boonville, the Katy Trail network that came after still serves as a vibrant draw for visitors from all over the country.

Table 1.1: Properties on the National Register of Historic Places

Name	Address	Type	Date Listed
Kemper Military School Historic District	Vine, Third, Spruce & Katy Trail	Historic District	7/24/2024
Phoenix American Cob Pipe Factory	Second and Vine streets	Industrial	11/14/2019
Andrews-Wing House	733 Main St.	Residence	3/16/1990
Beckett, William S. and Mary, House	821 Third St.	Residence	3/16/1990
Blakey, Albert Gallatin, House	226 W. Spring St.	Residence	3/16/1990
Cobblestone Street	100 Main St.	Infrastructure	3/16/1990
Dauwalter, John S. House	817 Seventh St.	Residence	3/16/1990
Diggs, Duke and Mary, House	1217 Rural St.	Residence	3/16/1990
Fessler-Secongost House	119 W. Morgan St.	Residence	3/16/1990
Gantner, Andrew, House	1308 Sixth St.	Residence	3/16/1990
Hamilton-Brown Shoe Co. Building	First Street	Commercial	3/16/1990
Johnson, Juliet Trigg, House	1304 Main St.	Residence	3/16/1990
Johnson, Wilbur T. and Rhoda Stephens, House	821 Main St.	Residence	3/16/1990
Meierhoffer House	120 E. High St.	Residence	3/16/1990
Meierhoffer Sand Co. Office Building	201 Second St.	Commercial	3/16/1990
Missouri, Kansas and Texas Railroad Depot	320 First St.	Transportation	3/16/1990
Morton-Myer House	1000 11th St.	Residence	3/16/1990
Nelson, Thomas, House	700 10th St.	Residence	3/16/1990
Pigott, Josephine Trigg, House	1307 Sixth St.	Residence	3/16/1990
St. Matthew's Chapel A.M.E. Church	309 Spruce St.	Religious	3/16/1990
Sumner Public School	321 Spruce St.	Education	3/16/1990
Roeschel-Toennes-Oswald Property	515 W. Spring	Residence	7/7/1983
Historic District B	Fourth and East Spring streets	Historic District	1/24/1983
Historic District C	East High and Fourth streets	Historic District	1/24/1983
Historic District D	High and Main streets	Historic District	1/24/1983
Historic District E	High, Spring and Morgan streets	Historic District	1/24/1983
Historic District F	Sixth and Seventh streets	Historic District	1/24/1983

Historic District H	E. Morgan St. & Reformatory Dr.	Historic District	1/24/1983
Boller House (Demolished)	223 E. Spring St.	Residence	8/2/1977
Harley Park Archaeological Site	Address restricted	Archaeological	10/15/1970
Lyric Theater (Thespian Hall)	Main and Vine streets	Theater	5/21/1969

Demographics

Table 1.2: Population Growth

Year	Population	Population Change (%)
2020	7,964	-4.3%
2010	8,319	1.4%
2000	8,202	15.6%
1990	7,095	1.9%
1980	6,959	-7.4%
1970	7,514	

The population of Boonville has varied over the years with some decades showing large increases and others showing sizable decreases. Between 2010 and 2020 the community showed a decrease in population due to a drop off in prison population, but with changing employment trends and new housing developments under construction growth is expected in the next few years. A conservative 1.4% annual growth was used to project out to 2050. Subdivision plats show there's the possibility of housing options being constructed that could lead to growth beyond this percentage.

Table 1.3: Future Population Growth Estimates

Year	2030	2040	2050
Population (1.4% growth)	9,125	10,455	11,981

City Amenities

Water

The City of Boonville water treatment plant has the capacity to pump over 4 million gallons per day (MGD).

Waste

Sanitary Sewer - Due to the topography of the City, Boonville has multiple lift stations surrounding it. Areas near lift stations have limitations as to how much flow can be increased. Due to these limitations the most cost-effective areas to grow are along Route B and Highway 5.

Trash (Residential/Yard/Recycling) – Trash is picked up via roll cart placed curbside by Waste Management. Yard waste has a special drop off site for properly bagged items. Construction or larger trash pickup options are available. Unlimited Opportunities offers a drop-off recycling location off Ashley Rd for appropriately sorted eligible items.

Storm Water

Storm water is most often expanded during new development. However, there are areas throughout the City in desperate need of improvement. A couple glaring areas known for storm water backups are along Route 5 and Route 87 between Bingham and Walnut where literal feet of water can backup during large rain events preventing the movement of traffic, cutting off access to businesses, and causing major road and sidewalk damage.

Electricity, Natural Gas, Broadband

There are two electricity providers within the City. Ameren and Co-Mo Electric Cooperative. This can pose a challenge as sometimes a house may be on one provider while an outbuilding may sit on the other provider's network resulting in two service bills at one location.

Natural Gas within the city is provided by Ameren.

Broadband is an important utility in the modern household. With work, school, shopping, and entertainment taking place largely online now it's paramount that homes and businesses have fast reliable fixed internet connections. Quality broadband can be seen playing a part in real estate decisions and can be a developmental driver in some areas. The City of Boonville has several providers including, Socket, AT&T and Optimum. All offer highspeed options suitable for a modern household.

GOAL

Plan for green space in growth areas to accomodate families and recreation

Parks and Recreation

There are many parks and recreation options in the City of Boonville. Various parks offer a variety of experiences ranging from open green space, trails, playgrounds for various age groups, court sports, aquatics, memorial spaces, and larger field sport complexes. Parks and recreation sites include:

- The Katy Trail State Park
- Lions Park
 - Aquatic Center
 - Skateboard Park
 - Baseball Field
 - Basketball Court
 - Tennis Courts
 - Adaptive Playground equipment
- Rolling Hills Park
 - Hiking Trails
 - Baseball Field
 - Playground
- Harley Park
 - Historic Burial Mounds
 - Playground equipment
 - Lookout Point
 - Baseball Fields
- Bell's View Park
- Kemper Park
 - Soccer
 - Baseball Field
 - Disc Golf
- Johnston's Park
- Missouri Soccer Park
- Veterans Memorial Park



When asked what survey respondents would like to see added to community parks the majority wanted to see more playground equipment while others liked the park offering as-is. The need for more parking was worth noting. Some smaller parks that offer mostly green space and picnic opportunities had low or no close parking options.

Education

There are four major educational institutions with facilities inside Boonville city limits that lend students a path from elementary education to higher education.

- Boonville R-1 school district boundaries include the City of Boonville and area adjacent to the City. It is a K-12 public school with facilities located off Hwy 5 and Locust St. in Boonville.
- Ss. Peter and Paul Catholic School is a private faith-based institution that offers preschool through 8th grade education.
- Boonslick Technical Education Center hosts multiple area schools where students can begin early training for careers in fields such as Construction, IT, Ag Education, Automotive Technology, Health Sciences, Marketing, and Engineering. It also houses the U.S. Army Junior ROTC for the area.
- State Fair Community College has a campus located near downtown Boonville. It offers associate degrees in Art and Applied Science as well as certificates in Medical Assisting and other classes that can transfer to a four-year college.



Land Use

Land use and zoning are not always aligned. The zoning designation of a parcel may show intent of use but not necessarily the on-the-ground current use of a site.



Plan annexations that keep community amenities in mind and fill gaps in the current city boundary to remove “islands”

Zoning

Zoning is an important tool for managing the growth within a municipality. It can help separate conflicting uses and provide a smooth transition between various uses throughout the city. This growth management is handled through two major means.

Zoning Ordinances – a legislative tool used for implementing the Comprehensive Plan. It delineates the boundaries of land use districts to regulate:

- Use
- Density of population
- Lot coverage
- Bulk of structures

The purpose of the zoning ordinance is to:

- Encourage appropriate uses of land
- Maintain and stabilize the value of property
- Reduce fire hazards and improve public safety and safeguard the public health
- Decrease traffic congestion and its accompanying hazards
- Prevent undue concentration of population
- Create a comprehensive and stable pattern of land uses upon which to plan for transportation
- Protect and promote the public health, safety, convenience, comfort and general welfare

Subdivision Regulations – legislative tool to implement the Comprehensive Plan by guiding the subdivision and development of land. Subdivision regulations provide coordination of otherwise unrelated plans as well as internal design of individual sites. Subdivision regulations should be

continually reviewed for needed amendments to be drafted and adopted in response to policy and development changes.

The general purposes of subdivision regulations are to:

- Protect and promote the public health, safety, convenience, comfort and general welfare
- Guide the future growth and development
- Provide for the proper location and width of streets, roads, building lines, open space and recreation and to avoid congestion of population
- Protect and conserve the value of land, buildings and improvements and to minimize conflicts among the uses of land and buildings
- Establish reasonable standards of design for subdivision in order to further the orderly layout and use of land
- Insure that public facilities, including roads, water, sewer and drainage facilities are adequate to serve the needs of proposed subdivisions



Utilize policy and technology to streamline the zoning permitting and plan review process to encourage development.

There are three governing bodies when it comes to oversight of land use, zoning ordinances, and subdivision regulations. They are the Planning and Zoning Commission, City Council, and the Board of Zoning Adjustment. Their roles are:

Planning and Zoning Commission

- Adopt a plan for the physical development of the incorporated areas of Boonville
- Be an advisory body to the City Council
- Approve and disapprove both preliminary plats and final plats

City Council

- Enact and amend the zoning ordinance and zoning district map after considering the Planning and Zoning Commission's recommendation
- Amend the subdivision regulations after considering the Planning and Zoning Commission's recommendation

- Approve Preliminary and Final Plats
- Accept or reject dedications of easements, right-of-way and public lands
- Approve financial guarantees or financing mechanisms to ensure construction of all public improvements within subdivision plats

Board of Zoning Adjustment – serves to protect the property owner from zoning ordinances that on their face may be valid, but which, when applied to particular facts, may result in an “unnecessary hardship”. Unlike a planning commission, which serves mainly as a recommending body to the City Council, a Board of Adjustment has the “final say” in the few matters it rules on at the local government level and is quasi-judicial rather than advisory or legislative. It does not have involvement in administering subdivision regulations. Its role in Zoning Administration is limited to three types of tasks:

- The appeal of an administrative decision or interpretation where there is an ambiguous provision or alleged error in the administration of the zoning regulations
- The granting of variances for cases of unnecessary hardships; and
- Other matters referred to it by the City zoning ordinance

Planning and Zoning Decisions

As with other “police powers,” the exercise of zoning and subdivision regulations is subject to certain legal limitations. One of the most important of these limitations requires that zoning and subdivision regulations cannot be applied in an “arbitrary or capricious” manner. Decisions regarding zoning and subdivision issues cannot be made on a whim or based on personal preference. Changes should be carefully thought through, taking into account established rules, the specific circumstances involved, and the importance of the matter.



Zoning Components

There are various methods of changing zoning, seeking amendments, adjusting site designs, and working through the zoning and development process.

Rezoning Requests

Before making any recommendation or decision on a zoning request, the Planning Commission must first hold a public hearing. The purpose of the hearing is to allow both sides to express their views on the issue and to discuss all relevant factors. Although the hearing is a valuable mechanism for gauging the community's attitudes toward development and for establishing the facts of each case, it is important that decisions not be based solely on the opinions of the largest or most vocal group of participants. Instead, zoning decisions must be based on the best interests of the entire community and not just the interests of a particular property owner or neighboring property owners. In addition, the Planning Commission should try to distinguish between facts and opinions at a public hearing. Unsubstantiated assertions ("This project would reduce the value of my property by 75 percent") or generalizations ("People who live in apartments always drive fast cars and race up and down the streets") should be analyzed for their validity. Even "expert witnesses" should be pressed to give as factual a basis as possible for their judgments.

Second, zoning decisions should include consideration of long-range community goals as well as short-range needs. The recommendations of the Comprehensive Plan should be the primary source for this information. Because of its importance in the zoning process, the Comprehensive Plan should be reviewed by the Boonville Planning & Zoning Commission on a biennial basis and amended as necessary to ensure that it remains current.

Third, it is important to zone based on land use issues, not the issues affecting the individual applicant. An error frequently made is approval of a rezoning to accommodate an applicant's personal circumstances without consideration of land use conditions and characteristics. Such a rezoning is rarely in the public interest and, if challenged, can be held to be invalid. Instead, decisions should be based on whether the land

is appropriate for the proposed zoning district. Appropriate matters that should be considered for each rezoning application include:

1. The character of the neighborhood;
2. The zoning and uses of properties nearby;
3. The suitability of the subject property for the uses to which it has been restricted;
4. The extent to which removal of the restrictions (or change of zone) will detrimentally affect nearby property.

5. The length of time the property has remained vacant as zoned;
6. The relative gain to the public health, safety and welfare by not rezoning the property as compared to the hardship imposed on the property owner;
7. The adequacy of public utilities and other needed public services;
8. The recommendation of staff; and
9. Compliance with the Comprehensive Plan.

When considering a rezoning application, all of the potential uses which the proposed zoning district permits should be considered. This assessment should be more broad than the applicant's proposal since a change in ownership or in market conditions could easily result in a change of the proposed use.

Text Amendments

Before making any recommendation or decision on a proposed amendment to the text of the zoning or subdivision regulations, the Planning Commission must first hold a public hearing. The purpose of the hearing is to allow both sides to express their views on the proposed amendment. Just as a decision on a rezoning request must be based on the best interests of the entire community and not just the interests of a particular person or group of persons, amendments to the text of the zoning and subdivision regulations must also be based on the best interests of the entire community. The following are factors that are appropriate for consideration of proposed text amendments:

1. Whether the amendment is consistent with the intent and purpose of the zoning regulations and the specific article, section or subsection proposed to be amended.
2. What the impact will be on the areas that are most likely to be directly affected by the amendment.
3. Whether the proposed amendment is made necessary because of changed or changing conditions in the areas and zoning districts affected, or in the area of jurisdiction of such changed or changing conditions.
4. Whether the proposed amendment is consistent with the goals, objectives, policies and recommendations of the adopted Comprehensive Plan.

Special Use Permits

The granting of a special use permit requires a case-by-case approach. The zoning ordinance sets forth conditions that must be met before a special use may be granted. The district regulations also may establish additional conditions. The recommendation to grant a special use permit should be made to the City Council only after the Planning & Zoning Commission has found all the standards as set forth in the zoning regulations have been met. Appropriate factors for consideration of a special use permit application include:

1. The location and size of the proposed use in relation to the site and to adjacent sites and uses of property; and the nature and intensity of operations proposed thereon.
2. Accessibility of the property to police, fire, refuse collection and other municipal services; adequacy of ingress and egress to and within the site; traffic flow and control; and the adequacy of off-street parking and loading areas.
3. Utilities and services, including water, sewer, drainage, gas, and electricity, with particular reference to location, availability, capacity and compatibility.
4. The location, nature, and height of buildings, walls, fences, and other improvements; their relation to adjacent property and uses; and the need for buffering or screening.
5. The adequacy of required yard and open space requirements and sign provisions.
6. The general compatibility with adjacent properties, other properties in the district, and the general safety, health, comfort and general welfare of the community.

In granting a special use permit, the City may impose conditions, safeguards and restrictions upon the premises to reduce or minimize any potential injurious effect of such special uses upon other property in the neighborhood, and to carry out the general purpose and intent of the zoning regulations.

Site Plan Review

Many zoning regulations require that the Planning & Zoning Commission review plans for developments, other than single-family and two-family dwellings, before building permits can be issued. Two stages of review are normally involved; preliminary and final. The preliminary plan is a detailed depiction of the entire project and its relationship to adjoining property.



Upon approval of the preliminary plans, the final plans may be prepared and submitted to the Planning and Zoning Commission for approval. Simultaneous submittal of preliminary and final plans can be allowed at the discretion of the Planning and Zoning Commission. The following review standards are appropriate when considering a site plan application.

1. The extent to which the proposal conforms to the provisions of the City's zoning ordinance.
2. The extent to which the development would be compatible with the surrounding area.
3. The extent to which the proposal conforms to the provisions of the Boonville Subdivision Regulations.
4. The extent to which the proposal conforms to the goals, objectives and policies of the Comprehensive Plan.
5. The extent to which the proposal conforms to customary engineering standards used in the City.
6. The extent to which the location of the streets, paths, walkways, and driveways are located so as to enhance safety and minimize any adverse traffic impact on the surrounding area.
7. The extent to which the buildings, structures, walkways, and driveways, open space (if any), and parking lots have been located to achieve the following objectives:
 - Preserve existing off-site views and create desirable on-site views;
 - Conserve natural resources and amenities including prime agricultural land;
 - Minimize any adverse flood impact;
 - Ensure that proposed structures are located on suitable soils;
 - Minimize any adverse environmental impact, and
 - Minimize any present or future cost to the City and private providers of utilities in order to adequately provide public utility services to the site.

Appeals and Variances

The Board of Adjustment has the important task of interpreting the zoning ordinance in situations where the language of the ordinance is alleged to be ambiguous, if the specifics of the case are unusual enough to warrant special consideration, or an appeal is made. Thus, the decisions made

by the Board of Adjustment must be carefully thought out and clearly stated in order to safeguard the integrity and purpose of the zoning ordinance.

In deciding an appeal, the Board of Adjustment must interpret sections of the zoning ordinance, as well as preserve the intent and consistency of the regulations. The specifics of the applicant's situation are largely irrelevant, since the ruling of the Board of Adjustment will affect not only the case at hand, but will also set precedent, and so will affect each subsequent use of that section of the zoning ordinance.

The granting of a variance requires a very careful examination of the applicant's situation. Although the Board of Adjustment should be careful to avoid setting any unintentional precedents, the variance process requires a case-by-case approach. Before a variance can be granted, facts must be presented supporting the standards set forth in the Boonville zoning ordinance. These conditions require the existence of practical difficulties or unnecessary hardship, and that any variance granted be consistent with the intent of the regulations, the general welfare of the community, and the rights of adjacent property owners. Grounds for a variance are:

1. By reason of exceptional narrowness, shallowness, or shape of the specific piece of property at the time of the enactment of the zoning regulations;
2. By reason of exceptional topographic conditions; or
3. By other extraordinary and exceptional situations or conditions of a piece of property.

In considering each variance application, the Board of Adjustment shall not grant a variance unless it finds that facts conclusively support all of the following findings:

- Uniqueness
- Adjacent Property
- Hardship
- Public Interest
- Spirit and Intent
- Minimum Variance

Subdivision Plats

The decision to approve or disapprove a preliminary or final plat should be based on technical standards that can be set out in written form. Standards for subdivision design are included in the subdivision regulations. Standards for engineering design and construction should also be

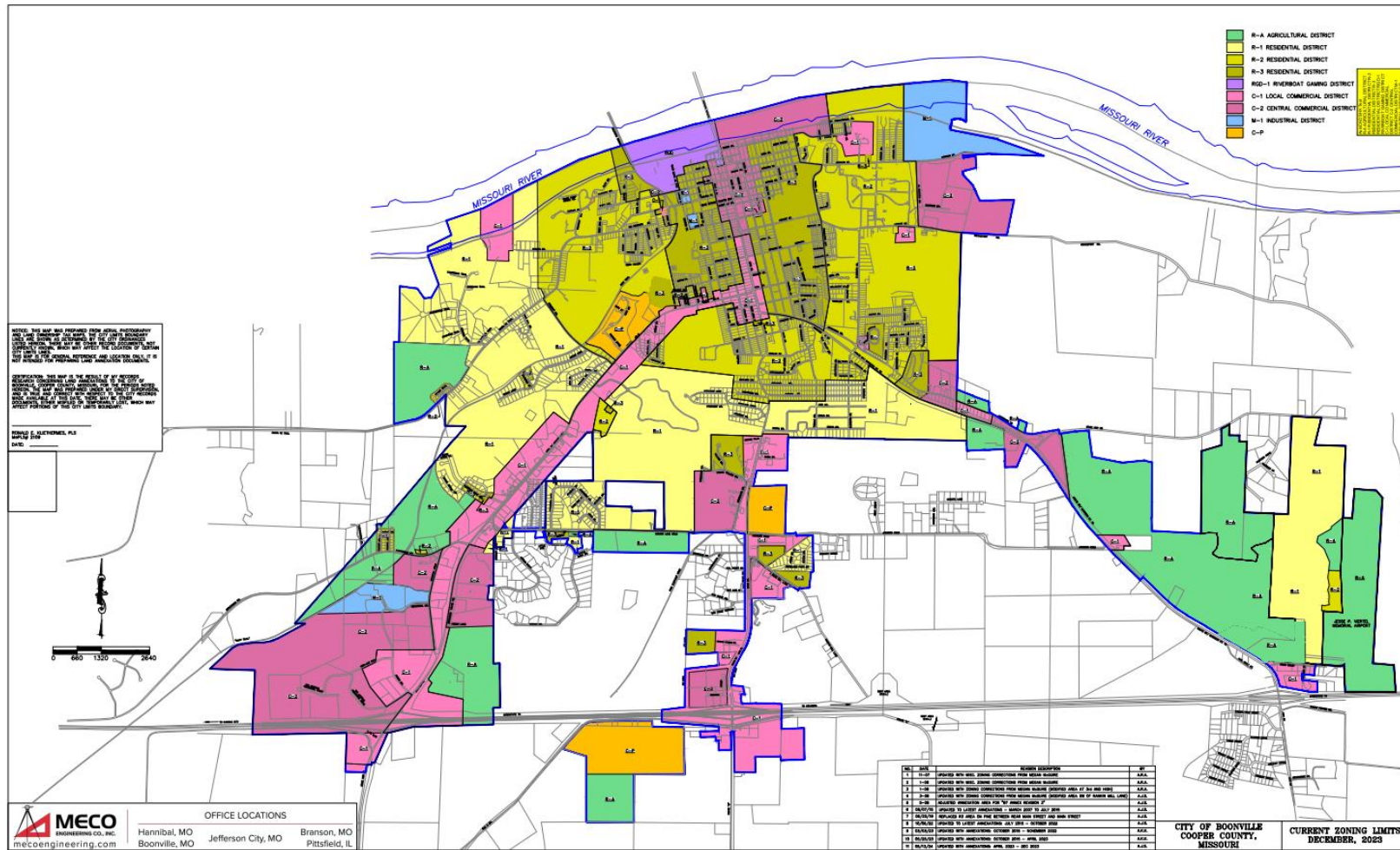
available. There are other elements, of “good subdivision design,” however, they are not easily quantified or expressed in writing such as:

- aesthetics;
- compatibility with adjoining subdivisions;
- Relationship to topographic conditions
- Efficiency of the utility layout; and
- General suitability of the lot and block design to the intended use of the land

In reviewing a subdivision plat, there are two distinct sets of interests to be considered: interests of the property owner or owners, and the City-at large. Initially, the subdivider is the property owner, but eventually lots in the subdivision are likely to be sold to a variety of people. The property owner(s) needs a subdivision design that can be developed easily and economically. This means an efficient street and utility layout, and lots which have the appropriate size, shape and topography, to develop and maintain for their intended use. The broader community needs a subdivision design that blends well with the development pattern of the City, and that will not be a financial drain on local government. This means that the subdivider must adhere to appropriate standards for design and construction, and give adequate financial guarantees to ensure that all public improvements are installed.

These issues will have to be resolved in the best judgment of the Planning and Zoning Commission after consideration of the plans for the subdivider.

Map 1.1: Current Zoning Map



Zoning Designations

There are generally 9 zoning districts or designations. Per the city ordinances any land annexed into the city is included in the R-A district until it can be amended into the proper district. The following is an overview of the types of uses that could be found within each district.

- R-A – Agricultural District – Farms, nurseries and greenhouses, public property, parks and playgrounds, schools and churches with provisions for single-family dwellings.
- R-1 – Residential District – Single-family dwellings, schools, churches, golf courses
- R-2 – Residential District – Two-family dwellings and anything allowable in R-1.
- R-3 – General Residential District – Multi-dwelling, garage apartments, lodges and clubs, hospitals, residential based professions
- C-1 – Local Commercial District – sale of goods and products, animal hospitals, banks, repair services, restaurants, dispensaries, etc.
- C-P – Planned Business District - commercial and recreational activities that warrant special consideration due to their scale or potential impact, or for certain sites due to their location or environmental characteristics
- C-2 – Central Commercial District – Manufacturing uses that are not obnoxious or offensive due to emission of noise, odor, dust, gas or vibration.
- M-1 – Industrial District – Manufacturing uses such as junk yards, rendering facilities, smelting, stockyards,
- RGD-1 – Planned Riverboat Gaming Development District – To encourage the unified and harmonious improvement of land and buildings as an overall development for the operation, service, support and supplementation of an excursion gambling boat.

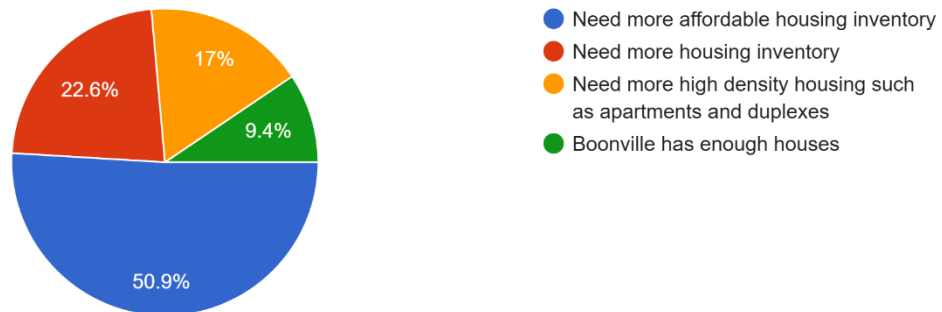
Housing

Housing inventory and their pricing have been a topic of concern and discussion for several years. Many factors have impacted the state of housing. The COVID-19 Pandemic saw a lot of shifting in how people lived in their homes, where people wanted to live, job markets changed, interest rates went up, and housing inventory was at an all-time low due to a lag in construction for several years following the last recession.

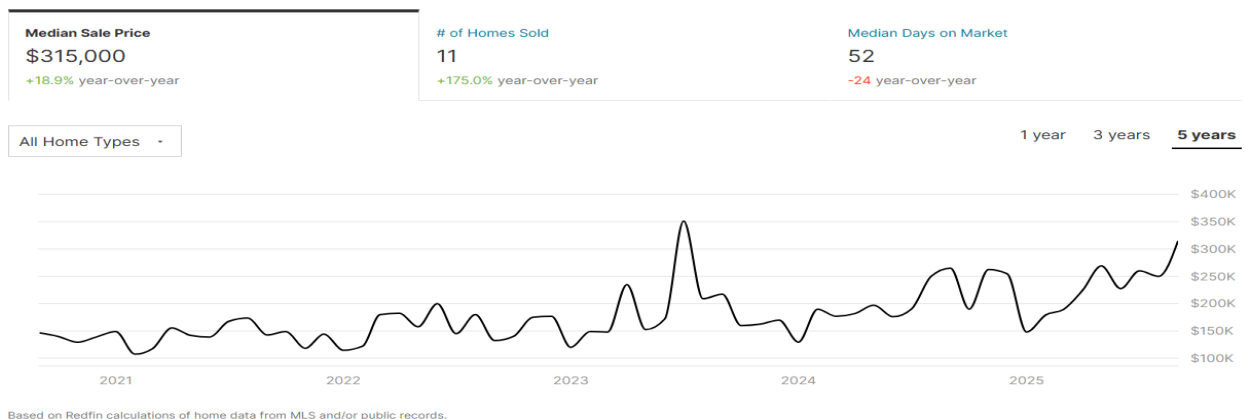
96.2% of respondents to the online survey said that they live in Boonville. When asked what the housing needs in Boonville were 50.9% responded that more affordable housing was needed. It's difficult to define what is considered "affordable" but in general with skyrocketing prices due to a variety of factors everyone looking to relocate are feeling a change in what their money will get them.

What are the housing needs in Boonville?

53 responses



In 2018 HUD estimated the median home price at \$117,000. Prices for 2025 have gone up significantly with average prices estimated around \$265,000 with some months reaching a median of over \$300,000.



Low-Income residents should reach out to the Boonville Housing Authority to explore public housing options that may be available to them based on their individual income and situation.

Future Growth

GOAL

Encourage residential, commercial, and industrial growth when annexing, keeping in mind road access and potential I-70 outer road creation.

Residential

Recent housing growth has been occurring on the east side of town in the subdivisions of Fox Hollow. At the time of this plan, 22 lots for single-family homes have been sold and/or constructed with 20 still available in phase 1. Future phases could make more than 1,900 lots available for sale and construction. Boone Point's more central location still has a mixture of apartment, townhome and single-family lots available for development.



The 2nd and Vine building is currently under construction to be turned into 38 apartments that are a mixture of studio, 1 and 2 bedroom apartments, as well as a commercial space. This is an example of adaptive reuse, where an old site or building is being used for a purpose other than originally intended. Many old manufacturing and business structures in the downtown serve as great examples of breathing new life into something old and outdated. While these buildings would be too expensive to retrofit for some modern day businesses, they can get a new lease on life being transformed into unique housing opportunities and new retail and housing spaces that are filled with historic character that people are drawn to.



Commercial

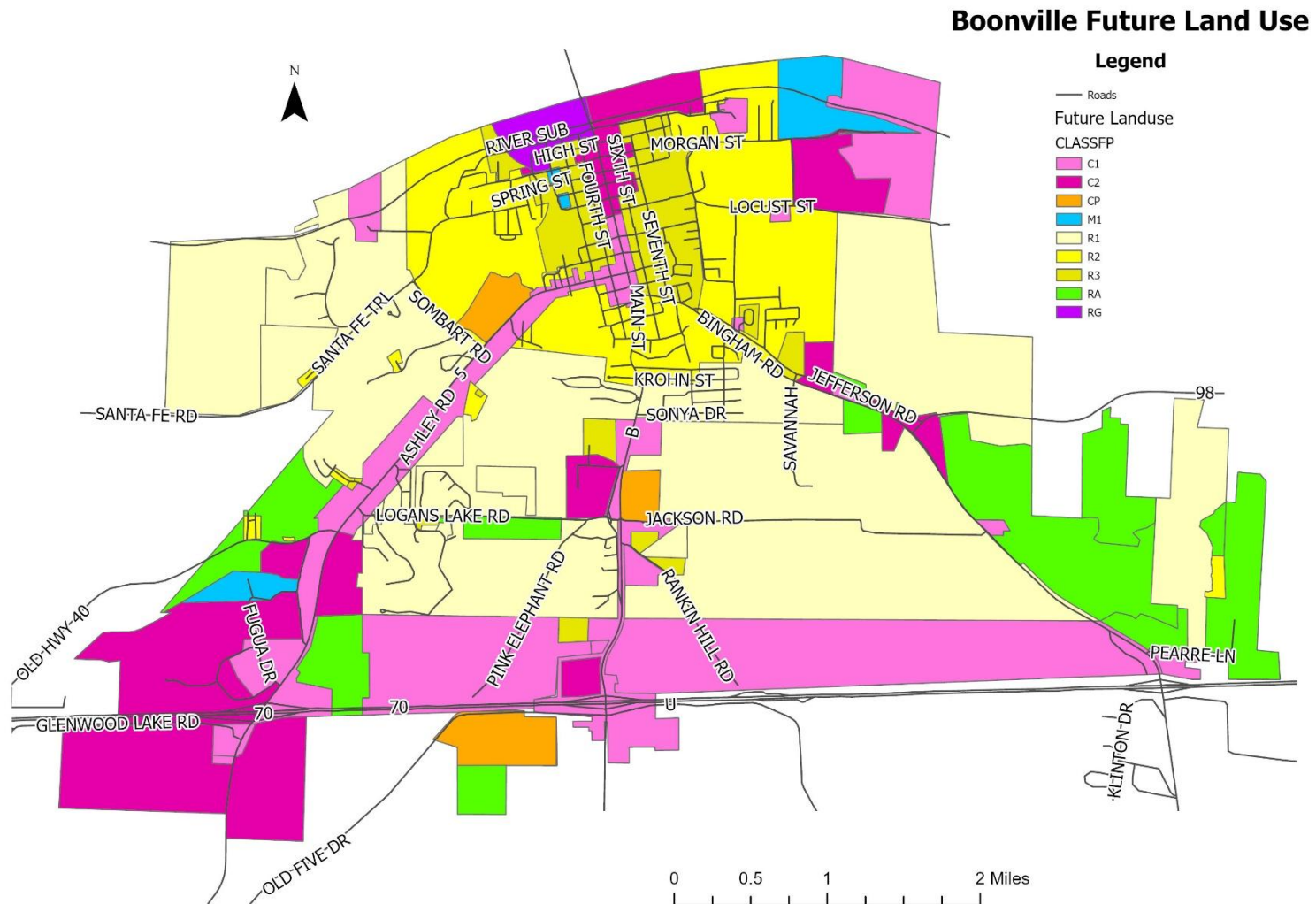
Boonville has a variety of commercial and job opportunities ranging from retail and office positions to manufacturing and higher education. According to the Census Bureau, the sectors employing the most people in Boonville are: Education/Healthcare, retail, entertainment/food, construction, and administrative positions. Respondents to the survey would like to see a larger variety of restaurants brought into town shortly followed by more retail, manufacturing, and office jobs.

A few major employers in Boonville are:

- Kawasaki Motors
- Boonville R-1 School District
- Caterpillar Inc.
- Agrispray
- Isle of Capri Casino
- Walmart
- Unlimited Opportunities

Future Zoning was discussed during a planning and zoning work session November 10, 2025. The following map is a suggested reference for long-term zoning and annexation with consideration for future outer road potential. It in no way suggests intent to force annexation or certain designation on specific plots of land. It merely shows what makes sense considering current needs and infrastructure planning.

Map 1.2: Future Zoning



Economic Development

Boonville has an economic development office and is part of the Boonslick Community Development Corporation (BCDC) region that includes communities, regional authorities, economic development partners, and educational institutions that collaborate to recruit and facilitate economic development opportunities in the mid-Missouri region.



Some incentives used to draw businesses to the area include:

- Chapter 100 tax incentive program
- Chapter 353 Redevelopment Program
- Chapter 68 Port Improvement Districts Program
- Ameren Missouri Economic Development Incentives

Additional State resources for job creation include the Missouri Works Program and financing options through the Missouri Department of Economic Development.

The BCDC can assist interested businesses and corporations find real estate that fits their needs, pair them with local partners, as well as help entrepreneurs interested in starting a small business with business counseling. There is also a revolving loan fund option to further help get qualifying businesses up and running.



Continue to redevelop, repurpose, and revitalize the downtown to boost tourism and commercial interest and overall vitality

The Boonville area has a robust and varied labor force.

Table 1.4: Labor Pool (2023 ACS 5-year estimate)

Cooper	Howard	Pettis	Morgan	Moniteau	Boone	Saline	Total
7,703	4,699	21,089	8,216	7,000	101,196	11,218	161,121

Table 1.5: Unemployment Rate (2023 ACS 5-year estimate)

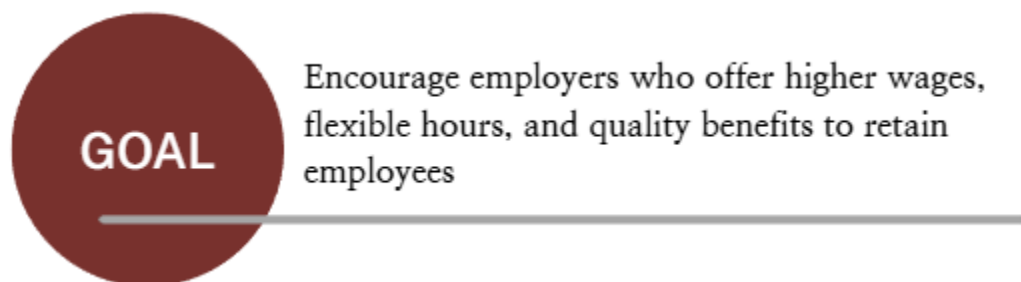
Cooper	Howard	Pettis	Morgan	Moniteau	Boone	Saline
4.5%	4.1%	4%	3.5%	2.5%	3.7%	2.5%

Table 1.6: Women in the Workforce (1980-2020)

Year	Cooper	Howard	Pettis	Morgan	Moniteau	Boone	Saline	Total
2020	3,993	2,358	9,441	3,512	3,417	49,385	5,114	77,220
2010	4,179	2,491	9,616	3,752	3,512	45,055	5,429	74,034
2000	3,850	2,614	9,072	2,915	2,967	39,708	5,380	66,506
1990	2,912	2,018	7,304	2,872	2,637	28,363	4,761	50,867
1980	2,627	1,809	6,460	2,170	1,972	24,173	4,552	43,763

Until the year 2000 the number of women in the workforce was universally trending upward in the mid-Missouri region, after 2000 a decline can be seen for some counties in the estimates. Overall, the region is still showing female growth in the workforce due to Boone County, but all other counties peaked by 2010 and are in decline. Boone County has a higher number of jobs traditionally held by women that offer better pay, making it a more female-friendly labor market.

One factor that is hitting rural areas especially hard is childcare. The cost of childcare has skyrocketed in the last several years and options have shrunk, especially for infant/toddler care, forcing families to make the decision to have one parent remain at home with the kids. This often removes women from the workforce. The lack of after school and summer care for school aged children and the increasing number of school districts going to 4-day school weeks also make finding jobs that will work with a school schedule difficult for parents who would like to return to the workforce as their children enter elementary.



Recruiting employers that offer higher wages along with quality benefits such as in-house childcare, flexible hours and good medical coverage helps with employee morale and retention.

Tuition assistance and the opportunity to advance positions within a company can also aid in attracting reliable applicants to a position.

Tourism is an important and growing industry in the state of Missouri and Boonville has a great deal to offer to its out-of-town visitors. The state of Missouri saw over 43 million visitors in 2025 resulting in roughly \$21.4 billion economic impact according to Missouri's Visitor's Bureau and remains an important industry to tap into for the area.

Sports tourism has been growing in Boonville with the Missouri Soccer Park and a newly added Ballparks Central baseball complex off Jackson Road. With all the sports tourism to the area it's important to consider where tourists will be staying and businesses visitors will be looking to frequent while not attending an event.

Transportation

Boonville has a diverse transportation network that reaches beyond just driving. Pedestrians have a growing network of sidewalks throughout town and the Katy Trail sees cyclists coming through regularly. There is a wide array of multimodal options that include port access along the Missouri River, aviation, and access to a rural transit provider. This diversity of transportation access creates unique opportunities for the community, its residents, and businesses to grow, but with growth comes challenges as well.

Pros:

- Location along I-70
- Connection to Katy Trail
- Port Access
- Space for airport expansion
- New I-70 bridge/I-70 expansion
- Katy Bridge

Cons:

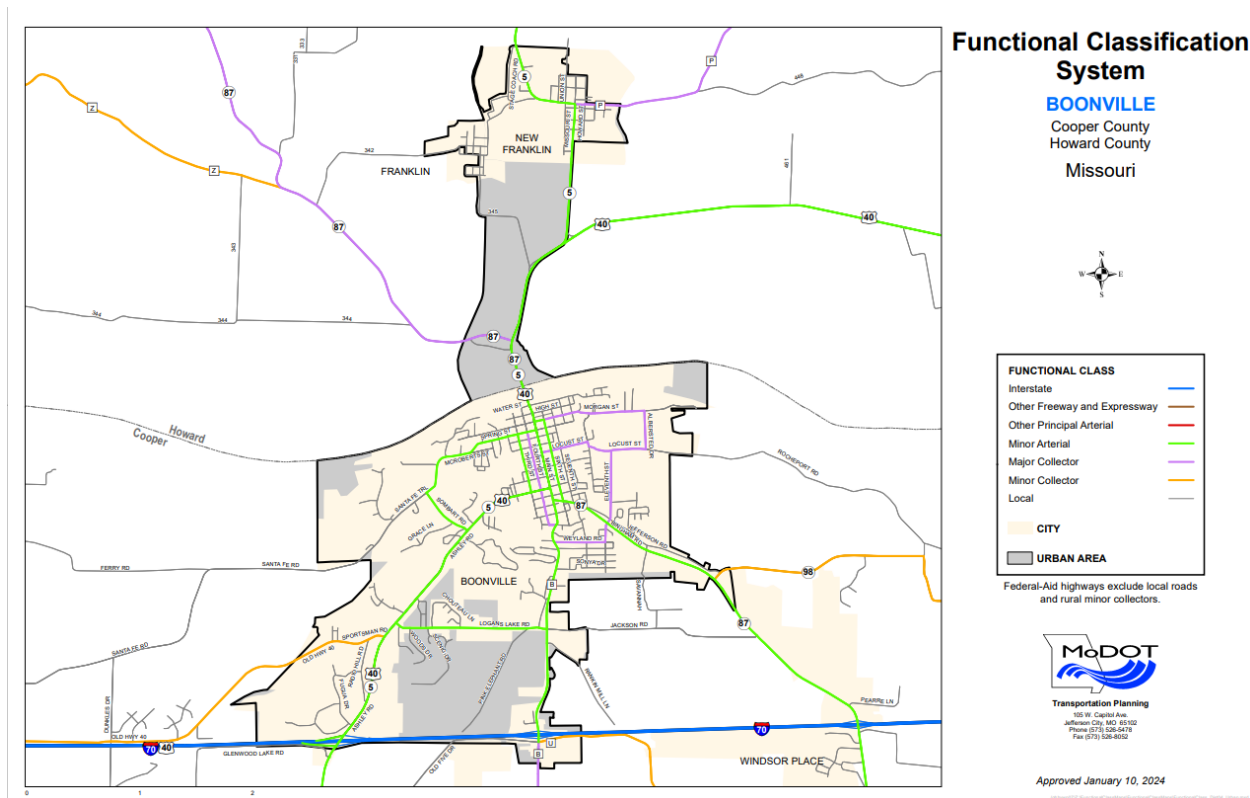
- Lack of sidewalks along major routes
- Difficult to cooperate with railroad
- I-70 construction
- Major roads clog up
- Narrow roads

Road and Bridge Network

Boonville sits along Interstate 70 (I-70), which is a major US connector that runs east/west throughout the state, providing connectivity to surrounding states and serves as a major freight corridor for the middle part of the country. With an AADT of over 30,000 vehicles a day it's important to retain good access to and from this transportation lifeline.

According to MoDOT, *Functional classification, governed by federal guidelines, is the process by which roads, streets and highways are grouped into classes according to the character of service they are intended to provide. It defines the role that any particular road or street should play in serving the flow of trips through a highway network.* The below map shows the current classifications within Boonville.

Map 1.3: Functional Classification System



MoDOT road classifications through town include an Interstate, Minor Arterial, Minor and Major Collectors, and Local roads. The Federal Highway definition of those classifications are as follows:

- **Interstate**- the highest classification of arterials, facilitating the highest level of mobility. Interstates are relatively easy to locate due to their official designation by the Secretary of Transportation and distinct signage. An example of this is I-70 running through the southern portion of Boonville.
- **Minor Arterial** - the lowest of arterial classifications, provide service for trips of moderate length and connectivity between higher arterial classifications and roads with lower functional classifications that provide greater access to businesses and homes.
- **Collectors** - These are the roads that collect all the traffic from local roads such as lettered routes. *“Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel*

distances are shorter than on Arterial routes.” There are both minor and major collector designations within Boonville.

- o Major Collector- Major Collectors are longer segments than minor and tend to have a lower driveway density so as to provide better service to arterial routes and important places such as schools, shipping points, major employers, necessary governmental offices, and recreation facilities.
- o Minor Collector – These are all collectors not classified as major collectors. One distinction between the two classifications is that minor collectors are focused more on access than on mobility.
- Local roads-These roads are listed as either county owned and maintained, or city owned and maintained.

During the update process traffic counts were gathered on areas of interest in town as well as on certain roads near town showing growth. Full traffic data can be found in appendix B.

Map 1.4: Traffic Count Locations



Counts were taken at the intersection of Hwy 5 and the main entrance to the high school from April 9-April 25, 2025. Counts and max speed statistics are as follows:

Table 1.7: 2025 Boonville High School Traffic Counts

	AADT	Max Speed	Peak AM	Peak PM
Entering	682	39	7-8am	2-3pm
Exiting	450	31	11-noon	3-4pm

Counts were also taken at the main entrance to the High School and the drive to Hannah Cole Elementary (HCE) to assess traffic patterns between the two facilities. Traffic was monitored

February 23, 2026 through March 13, 2026. It is worth noting that the radar style traffic counter at Hannah Cole was positioned near the entrance to the parking lot and, due to the proximity, clutter from cars circling the lot is likely. For a more accurate count a different type of counter may be needed. Statistics are as follows:

Table 1.8: 2026 Boonville School District Traffic Counts

	AADT	Max Speed	Peak AM	Peak PM
Entering (Hwy 5)	699	37	8-9am	3-4pm
Exiting (Hwy 5)	449	37	11-noon	4-5pm
Entering (HCE)	135	33	8-9am	2-3pm
Exiting (HCE)	271	36	8-9am	4-5pm

3 locations along Jackson Road were monitored. This road, while not within the city limits of Boonville, connects a number of residential properties to the road network that runs through town. With construction currently taking place on the west end of this road having before and after counts was desired by the city to help with future planning purposes. The counts below represent traffic patterns before the completion of construction.

Counts were taken from June 26 to July 17, 2025

Table 1.9: 2025 Jackson Road Traffic Counts

	AADT	Average Speed	Max Speed	Peak AM	Peak PM
East Jackson (Intersection of Jackson and Hwy 87)					
Eastbound	125	24	67mph	9-10am	4-5pm
Westbound	224	24	56	11-noon	4-5pm
West Jackson (Intersection of Jackson and B Hwy before Walmart side entrance)					
Eastbound	450	17	31	11-noon	3-4pm
Westbound	682	16	39	7-8am	2-3pm
West Jackson (After Walmart exit where concrete turns to gravel)					
Eastbound	384	32	56	11-noon	4-5pm
Westbound	444	29	56	7-8am	5-6pm

Jackson Road from the traffic signal at Hwy B to just past the Walmart side entrance is concrete but turns to gravel at the current city limit line as it travels east to connect to Hwy 87. The large number of vehicles that utilize the signal at Hwy B to come and go from Jackson Rd can be explained by a number of factors such as the ease that signals create crossing traffic and Hwy B being the road that many key destinations for employment and the school are located off of.

GOAL

Prioritize asset management and network resilience

Each year there is a county needs list meeting held where representatives from each jurisdiction within Cooper County along with the county commission meet with the area engineer from MoDOT to discuss road and bridge needs. Areas of safety or capacity concerns are placed on the regional needs list where they are ranked regionally and sent to MoDOT to inform their High Priority Unfunded Needs List (HPUN). The HPUN is a document utilized by MoDOT to have legislative funding discussions as well as to set projects that will go onto the 5-year Statewide Transportation Improvement Plan (STIP). Projects that go on the STIP are funded for construction. The latest list of projects in Boonville on the Regional Needs List are:

Table 1.10: Boonville Road and Bridge Needs

Rt B / Americana	Intersection improvements with consideration for future outer road.
Old Route 40 / Santa Fe	Incorporate Intersection Improvements at Old Route 40 and Santa Fe during resurfacing process
I-70 Outer Road North	Finish creating a continuous outer road north of I-70 5 to 87
I-70 Outer Road South	Finish creating a continuous outer road south of I-70 from 5 to 87
Route B	Incorporate shoulder widening during resurfacing process
Rt 5 at High School	Intersection improvements for school congestion
MO 87	Drainage/Storm water improvements between Bingham Rd and Walnut St.
Rt 5 Drainage Improvements	Rt 5 drainage improvements Main to Short

*Since the start of the Comprehensive Planning Process the Route B/Americana intersection improvement project has begun to move forward. Funding has been secured and project details are being put together for a future bid request.

Alternative Transportation

Transit

OATs Transit specializes in rural transportation. It has a series of routes within Cooper County that is available to anyone. Currently, they provide residents in the surrounding area transportation to Boonville the first Monday of every month.

The Katy Flyer is a Boonville specific transit route that is available on Tuesdays and Thursdays that is provided by OATs. Those wishing to use this service should call to reserve their ride the day before.

Greyhound has a bus stop location at the Break Time on Pioneer Blvd in Boonville.

Sidewalks

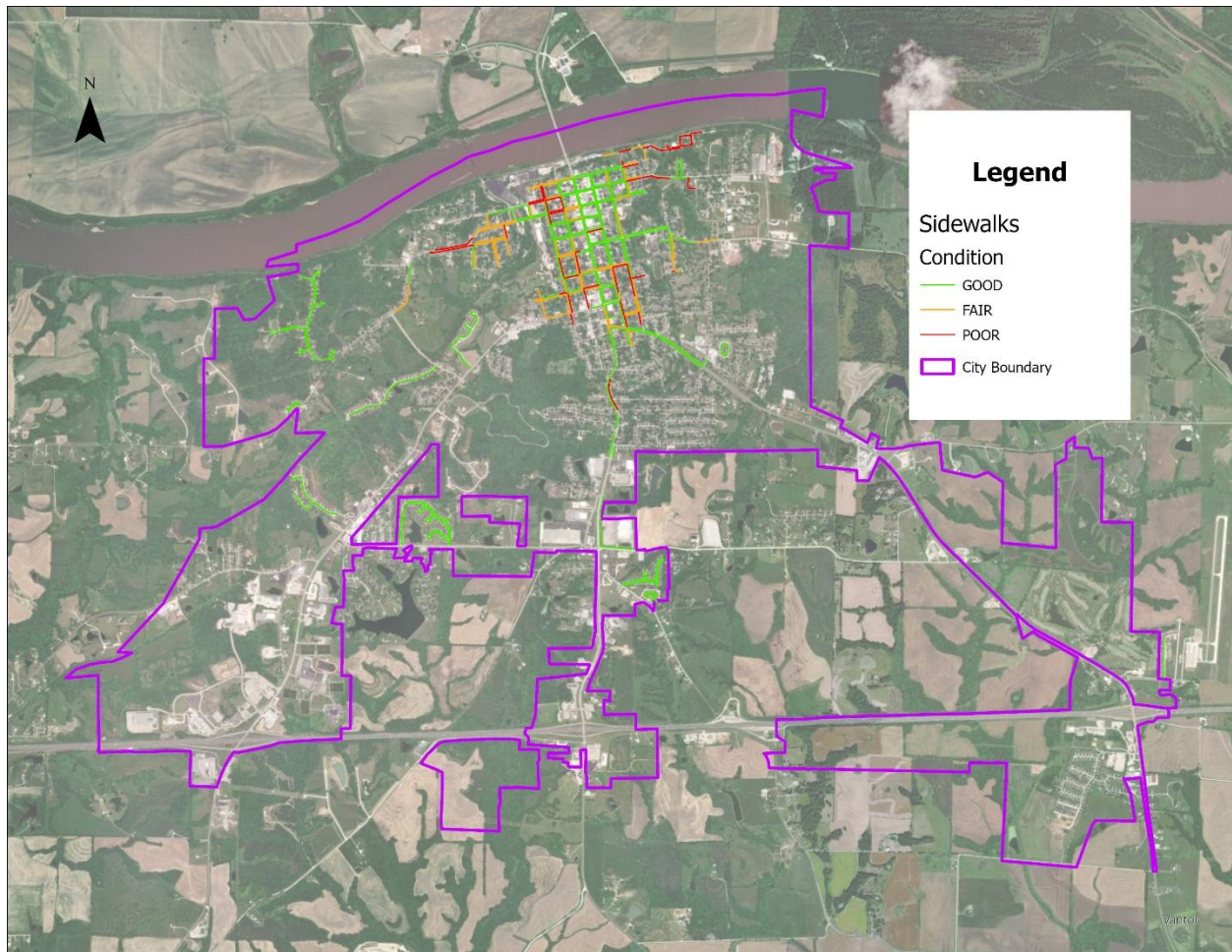
Pedestrians have access to a growing network of sidewalks. In the course of producing the comprehensive plan the current network was evaluated for condition.

Condition ratings are based on a number of factors such as ADA compliance, surface condition, and if there are any obstructions.

- Good – The sidewalk is unlikely to hinder the mobility of the average pedestrian.
- Fair – Uneven or distressed surface that hinders the mobility of the average pedestrian.
- Poor – Impassable to the mobility impaired; hinders the mobility of the average pedestrian.

Sidewalks along Ashley Dr have been recently awarded Transportation Alternative Program (TAP) grant funding for construction offering additional safe pedestrian access from X to X. When residents were surveyed about the existing sidewalks, responses were neutral to low. Poor condition of many sidewalks as well as a lack of sidewalks or gaps in areas of need can feed this rating.

Map 1.5: Sidewalk Conditions



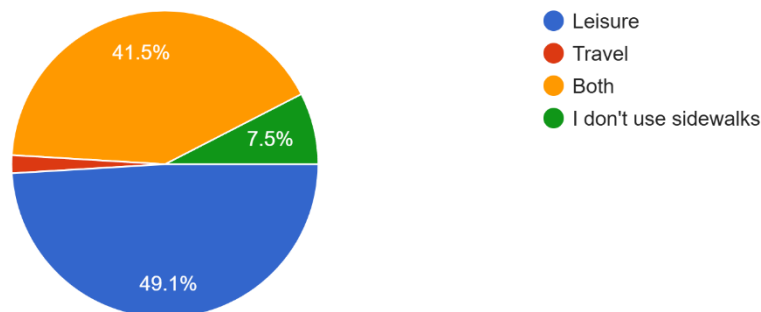
GOAL

Fill gaps in sidewalk network between areas of interest

The majority of survey respondents said they use the sidewalk system for leisure/exercise and for travel. Making sure that the current system is being taken care of as well as making new connections to places of interest to residents is important.

Do you use sidewalks? If so, for what purpose?

53 responses



Trails

Boonville has several small recreational trails located within its park system but a major asset from a travel perspective is the Katy Trail. Boonville is the crossing point where the Katy Trail travels from the north side of the Missouri River to the south side of the river and begins its trek south toward Sedalia. This trail is part of a continuous pedestrian connection between Machens on the east side of the state to the west side of Missouri by way of connecting to the Rock Island Trail in Windsor. It is currently the longest continuous rail-trail in the country at 240 miles long. Each year hundreds of thousands of people visit some portion of the Katy Trail. Several do so with the goal of completing the full distance of the trail. The Katy is a huge draw for tourism but also offers a great safe off-highway alternative for walkers and cyclists to travel to nearby towns along its route.

Each year the Katy Trail hosts the Pedaler's Jamboree where cyclists depart Columbia, MO on a Saturday morning and enjoy a relaxed ride to Boonville's Kemper Park where they can further their experience with music, food, and fun into the night. Sunday morning those who choose can ride back to Columbia. The event is bike-centric but non-riders are welcome to attend the festivities at Kemper Park. In 2025 the event saw more than 3.5 thousand visitors enter downtown Boonville making a noteworthy economic impact for the community.

Airport

Jesse Viertel Memorial Airport (VER)

VER is a public airport owned and operated by the City of Boonville. It offers corporate and private flights in and out of Boonville which gives users a less chaotic flying experience than the nearby

Columbia Regional Airport that offers commercial flights as well as some air freight. There were 7 goals listed in the 2010 Airport Master Plan Update that include:

- Provide an effective and rational course of action, considering conditions specific to VER, for the recommended improvements through the preparation of a capital improvement program that is capable of being implemented and a reasonable expectation of future development potential.
- The City of Boonville is committed to the development of a safe and efficient facility for public use aviation activity. The city also intends to acquire property, when available, that is required per FAA planning criteria in an effort to ensure compatible land use in the vicinity of VER.
- Mitigation of any known non-standard airfield and/ or terminal area conditions that will enhance the safety and efficiency of the airport. This includes the mitigation of man-made and natural obstructions of the airport's airspace surfaces, particularly the approach surfaces to the runway.
- The selected airfield and terminal area development alternatives recognize the importance of the airport's service role within the Cooper County and northcentral Missouri region. The preferred development alternatives also propose airfield and terminal area expansion options that best fit the needs of the city and users of VER.
- The current instrument approach capabilities for Runway 18-36 are recommended to be maintained and maximized to the extent feasible, particularly to the Runway 36 threshold.
- The existing paved facilities for Runway 18-36 are recommended to be expanded to the extent feasible. This includes the lengthening of Runway 18-36 and enhancement of the runway's safety areas to accommodate regular use by turbine aircraft, particularly those weighing from 12,500 to 60,000 pounds and having less than 10 passenger seats.
- Expansion of the terminal area complex includes the development of T-hangars, clear span hangars, aircraft apron, enhanced auto parking facilities and the construction of a new terminal building. These improvements will ensure that VER's terminal complex accommodates existing and projected demand throughout the 20-year planning period.

Recent grant activities surrounding the airport include a block grant through the Missouri Highway and Transportation Commission to Reconstruct North T-Hangar Taxi lanes and other updates.

Port Authority

The Howard/Cooper Regional Port Authority was established in 1975 and sits on the north side of the river from Boonville at Missouri River mile marker 196.5. Several projects have been completed in recent years at the Port to upgrade capacity and move goods through the Port more efficiently. Port capabilities include:

- Storage capacity for 250,000 bushels of grain + 4 million gallons liquid chemicals
- Dry storage in the form of two enclosed buildings and a 15,000-ton outdoor storage pad
- 50-ton and 25-ton floating dock cranes for heavy lift operations
- Cargo dock with liquid handling capabilities

The port is located with quick access back to I-70 and nearby access to Union Pacific rail amenities to make seamless multimodal cargo transfers.

Funding The Future

Funding is often the number one reason certain projects and initiatives never happen or take a long time to come to fruition. Lack of funding or slow funding can lead to missed opportunities. Complicated application and administration processes for grants can also be a deterrent for some communities when going after certain funds as well.

Grants are a popular option to fund specific one-time projects because they take a smaller amount of money referred to as “match” that a community has and multiplies it to aid a community in affording a project they couldn’t otherwise pay for. Grants can come from a variety of sources ranging from Federal, State, and Local government backed grants, to Private Corporation backed grants.

Match (the amount of funds the applicant must bring to the project out of their own pocket) can range from as little as 10% of the total project up to 50% or more. It's important to note when applying for grants that many are on a reimbursement schedule, meaning the entity must pay for the project upfront and request reimbursement of their eligible expenses after the fact.

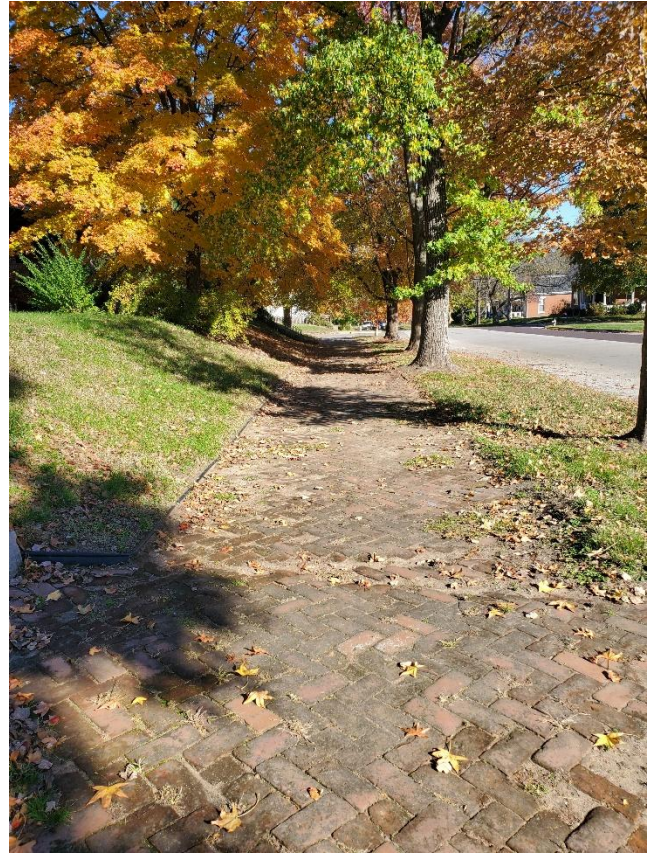
Grants change from year to year. Some grants come around every year and some may only be available a few times before the money funding the grant is expended. It is important to research what grants are available at the time of the interested project.

The following are grants that have been more long-term cyclical funding sources:

Hazard Mitigation

Hazard Mitigation grants are grants that communities can utilize to provide disaster resilience against natural disasters for their public infrastructure. Some open yearly and some are triggered when a Disaster Declaration is issued in a certain location.

- Hazard Mitigation Grant Program (HMGP) – This program is open to those living in a disaster declared community/county. When funding is triggered, communities have the opportunity to apply for funds at a 75/25 match rate for a variety of projects. To be eligible



for HMGP you must have participated in the county Hazard Mitigation Planning Process and your project will need to be listed as an action mitigation item in the plan. Projects can include but are not limited to building FEMA rated safe rooms, purchasing backup generators to prevent power loss at critical facilities, and permanent flood protection projects.

- Community Development Block Grant (CDBG) – CDBG is a yearly program that aims to help low and moderate income (LMI) communities with a variety of projects ranging from dilapidated housing demos to waste and stormwater projects.
- CDBG Disaster Funding – In the case of certain disasters CDBG may waive or relax the LMI requirements.

Transportation

Transportation encompasses a variety of modes ranging from vehicles of varying sizes and weights, to pedestrian modes, airports, river ports, and rail. Vehicular, pedestrian, and rail traffic are the dominant forms of transportation in Boonville.

- Freight Enhancement Grant (FRE) – yearly grant aimed at taking freight off the roads and transitioning it to other modes of transportation such as air, river, or rail.
- Transportation Alternative Program (TAP) – Normally every other year TAP is opened to communities to pay for sidewalks, trails, and other bike/ped projects.
- Traffic Engineering Assistance Program (TEAP) – This program can be used to study intersections and traffic flow issues in specific areas. It can also be utilized toward ADA Transition Plans.
- MoDOT Cost-Share – Cost-share can be used toward road and bridge projects located on state routes that benefit various goals of a community. Often used to install turn lanes or create outer road systems.
- Governor's Cost-Share – This is a program that has been funded a few times that has a special interest in economic development projects. The program starts at 50/50 but economic development projects that provide jobs in hand can be upgraded to 100% funded. These projects do not have to be on the MoDOT system.
- Better Utilizing Investments to Leverage Development (BUILD) – Program is designed to allow eligible entities to pursue surface transportation multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs. Formerly known as RAISE and TIGER.

Recreation

- Land and Water Conservation Fund (LWCF) – 50/50 matching grant that will pay for outdoor recreation projects such as sports fields, playground equipment, splash pads, etc. Application period usually opens around August and closes in February.
- Recreational Trail Program (RTP) – 80/20 matching program that will pay toward trails and trail amenity projects. This program's funds are broken into categories: Non-motorized, mixed use, and motorized. Application period usually opens in November and closes in February.

Economic Development

- USDA Rural Business Development Grant – Program used to benefit small and emerging businesses in rural areas such as acquisition or development of land, pollution control and abatement, rural transportation improvement, community economic development, feasibility studies, rural business incubators, etc.

Tax Options

Implementing certain taxes can be a stable way of providing continuous funding for certain projects or areas within a community. A reliable income stream can make long term planning and budgeting more feasible.

Property Taxes -

- General Operating Levy
- Parks/Recreation Levy
- Health/Solid Waste/Museums Levy

Sales Tax – Sales tax can a flexible but more volatile way of creating revenue since it relies on people spending their money which can be hard to predict and budget. Boonville's current combined sales tax rate generally 8.2%. This is a combination of State, County, City, and Ambulance District taxes. In some areas there is as much as 9.2% for the Riverfront TDD and the Hail Ridge CID. There are several types of sales taxes the State of Missouri allows communities to collect, many of which require a vote of the people to implement or adjust the rates of.

- General Revenue Sales Tax
- Capital Improvement Sales Tax
- Economic Development Sales Tax
- Transportation Sales Tax

- Stormwater/Parks Sales Tax
- Local Use Sales Tax

Special Districts – Special Districts offer concentrated funds coming from a particular area that will benefit from the use of the funds collected. There are a variety of districts that can be formed based on what the goal of the district is.

- **Special Business District** - A Special Business District (SBD) is a separate political subdivision of the state that may impose additional property taxes and business license taxes to fund specific public improvements and services within the district.
- **Community Improvement District** - A Community Improvement District (CID) is a local special taxing district that collects revenue within designated boundaries to pay for special public facilities, improvements or services. CIDs are created by ordinance of the local governing body of a municipality upon presentation of a petition signed by owners of real property within the proposed district's boundaries.
- **Neighborhood Improvement District** - A Neighborhood Improvement District (NID) is a special taxing district that collects revenue within designated boundaries to help pay for public infrastructure, facilities or other improvements that confer a benefit on property within the district. NIDs are created by election or petition of owners of real property within the proposed district's boundaries and typically generate funding for projects through the sale of municipal revenue bonds backed by the district's special property assessments which may be extended beyond retirement of the bonds to pay for maintenance and upkeep.
- **Transportation Development Districts** - Missouri statutes authorize a city to create transportation development districts (TDDs) encompassing all or a portion of a city. The purpose of TDD is to promote, design, construct, improve, or maintain one or more transportation projects. Funding TDDs is accomplished through an add-on sales or property tax and/or real property special assessments.
- **Tax Increment Financing** - Tax Increment Financing (TIF) is available to municipalities to encourage redevelopment of blighted areas. TIF is a local development initiative with oversight and audit responsibility shared by the local TIF Commission and the local governmental body. To establish a TIF, the municipal governing body adopts a Redevelopment Plan, approved by the locally appointed TIF Commission. The Plan requests TIF to help fund construction of certain public use facilities within the designated Project Area and is accompanied by fiscal evidence that the development could not proceed without TIF supplemental funding. TIF relies on the assumption property values and/or local sales tax should increase after the development is operational and a portion

of the additional tax over the Base Year taxes generated are allocated to pay for TIF-eligible projects in the development.





LICENSE NO: _____

FESTIVAL & EVENT PERMIT APPLICATION

Submit Completed Application to: 401 Main Street, Boonville MO 65233
Phone : 660-882-2332 / Fax: 660-882-6608 or e-mail

APPLICATION INSTRUCTIONS & TIMELINE

- Please fill out all information on this form as it pertains to your event
- Events that require street closures or other special requests are required to go before City Council for approval and to give the effected public the opportunity to address the council with any concerns. *Must submit 2 months prior to event
- Events on City property will require a \$1,000,000 liability insurance policy

EVENT INFORMATION

Event Name: _____

Event Start Date: _____ Event End Date: _____

Date of Set Up: _____ Times: _____

Date of Tear Down: _____ Times: _____

Proposed Location: _____

- ☐ Downtown Area ☐ Kemper Park ☐ Harley Park
☐ Second Street Area ☐ Depot District *State Park Permit required also

Expected Attendance: _____ # of Staff & Volunteers: _____

Are Vendors Expected? YES ☐ NO ☐ If YES, how many? 1-15 16-20 21-25 26+

- Vendors are defined as those selling goods, food and services at the event that do NOT have a current Merchant License with the City of Boonville
- Vendors that are already exempt such as non profit groups and agriculture based vendors for Farmer's Market do not count in the vendor total

Vendor License Fee: ☐ (1-15) \$50 ☐ (16-20) \$75 ☐ (21-25) \$100 ☐ (26+) \$125

EVENT ORGANIZER INFORMATION

Company/ Organization Name: _____

Organizer's Name: _____

Mailing Address: _____

Email Address: _____

Phone: _____ Cell Phone: _____

Phone: _____ Cell Phone: _____

WHAT CITY SERVICES WILL BE REQUESTED

<u>City Services-</u>	<u>Yes</u>	<u>or</u>	<u>No</u>	<u>Describe Your Needs-</u>
Electricity Hookup *AMEREN	☐		☐	_____
Water Hookup	☐		☐	_____
Dumpster / Trash Cans	☐		☐	_____
Picnic Tables	☐		☐	_____
Street Closure	☐		☐	_____

EVENT COMPONENTS (Check all that apply)

☐ Alcohol	☐ First Aid/ EMT	☐ Security
☐ Amplified Sound	☐ Fireworks	☐ Signage/Banners
☐ Animals/ Petting Zoo	☐ Food Service	☐ Sporting Event
☐ Bicycling	☐ Inflatables	☐ Stage
☐ Bleachers	☐ Parade / Floats	☐ Tent / Canopies
☐ Carnival Rides	☐ Portable Restrooms	☐ Traffic Control
☐ Concert / Live Music	☐ Race (timed event)	☐ Water -City Source
☐ Electricity / Generator	☐ Run (non-timed event)	☐ Vendors
☐ *Other Items Not Listed _____		

PARADE & STREET CLOSURE REQUEST

Event Date: _____ Number of Parade Entries: _____

Set up Time: _____ Start Time: _____

Parade Route: _____

Staging Location: _____

Request for Parking Restrictions: ☐ Yes ☐ No

Street Sweeper Requested: ☐ Yes ☐ No

Description of Parking Restriction Request: _____

SITE LAYOUT

For large events, please include a site map and layout of the event, and make sure to include the following information that will be presented to City Council:

Include: tents / canopies, temporary structures, stages, alcoholic beverage areas, locations of portable restrooms, vendors and food concessions, transportation & parking plans, loading zones, vendor access and parking, and emergency vehicle accesses and/or route or any other pertinent information that may be unique to your event.

STREETS TO BE CLOSED

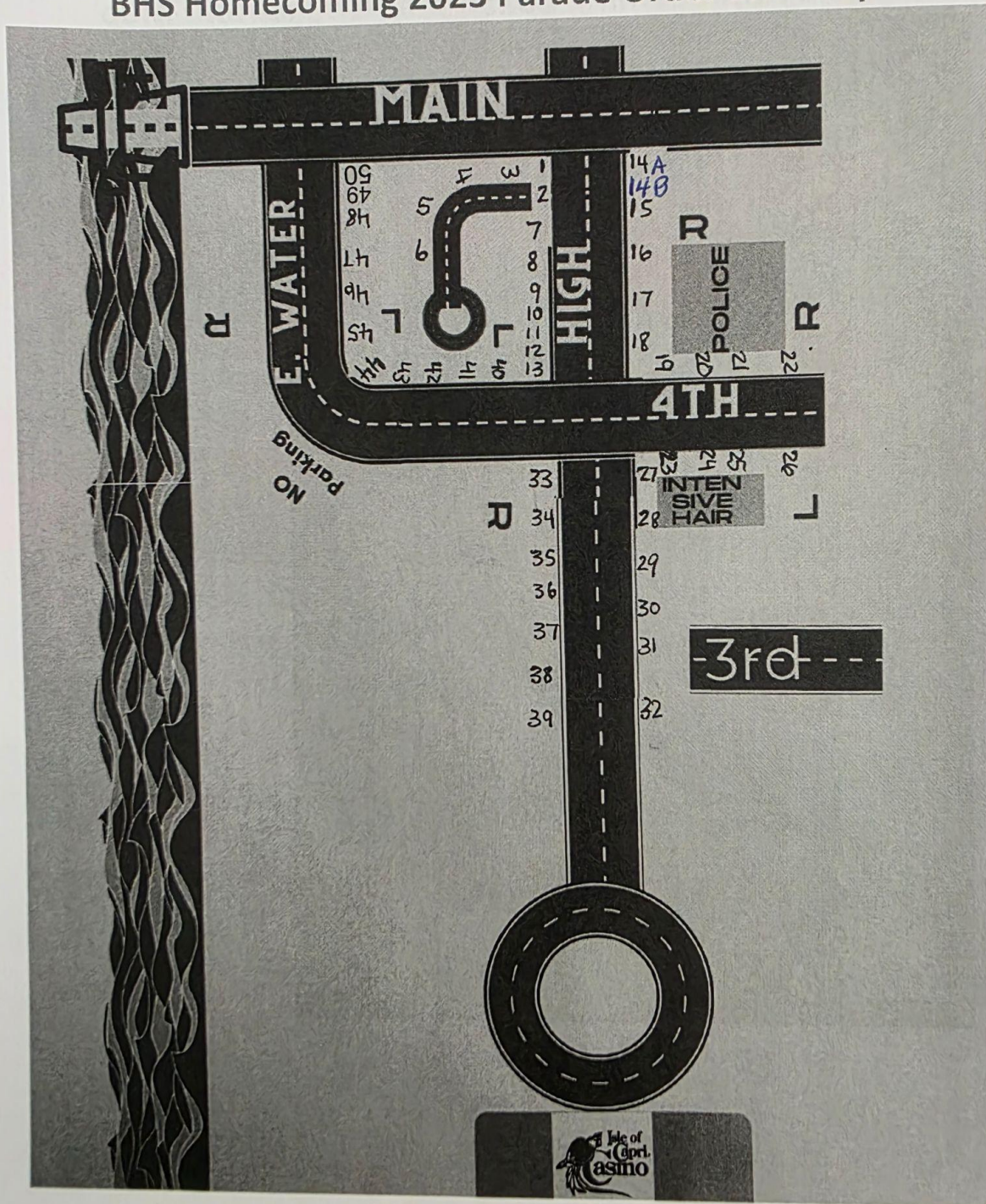
<u>Streets to be closed</u>	<u>From Where to Where</u>	<u>Times to be Closed</u>	<u>How many door hangers needed</u>
1. _____	From _____ to _____	From _____ to _____	_____
2. _____	From _____ to _____	From _____ to _____	_____
3. _____	From _____ to _____	From _____ to _____	_____
4. _____	From _____ to _____	From _____ to _____	_____
5. _____	From _____ to _____	From _____ to _____	_____
6. _____	From _____ to _____	From _____ to _____	_____
7. _____	From _____ to _____	From _____ to _____	_____
8. _____	From _____ to _____	From _____ to _____	_____
9. _____	From _____ to _____	From _____ to _____	_____
10. _____	From _____ to _____	From _____ to _____	_____

<u>City Parking Lot Closure Request</u>	<u>Times to be Closed</u>	<u>How many door hangers needed</u>
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<u>Street Parking Restriction Request</u>	<u>Times to be Closed</u>	<u>How many door hangers needed</u>
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	From _____ to _____	_____
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BHS Homecoming 2023 Parade Order and Map



****Floats parked on Water street MUST ENTER FROM Bell Street (see map below)****

June 16th, 2026 Meeting Minutes
Tourism Commission Meeting
10am meeting at the Visitor Center

Call to order at 9:59am

Roll Call- Voting members present- Paul, Misty, and Ann, Chris and Vicki, as well as new council rep Hallie Thompson

No public Comments

Katie went over the financials last month and talked budget going forward and some of the extra expenses this year with the extra events of America 250 and the Fireworks display and the World Cup Watch Party.

New Business-

Introductions were made with Hallie Thompson as the new Tourism Representative, and she gave a bit of her background, and everyone took turns introducing themselves and the different aspects of tourism that they helped represent and how long they had been on the board. Katie gave some more background to Hallie on the Tourism Council and what some of the main projects that are done with the Tourism Budget.

Katie Spoke on the plans that were in place for the city to celebrate America's 250th and that this year would be the city hosting the fireworks display, but she did also say that there is a new committee that has formed to handle the town fireworks displays going forward that is separate from the Chamber who had done it in the past. Katie also showed the new banners that will be decorating downtown as well as some of the other items for the flower pots and city hall. More flags are being distributed to the new downtown shops that might not have one and Katie is going to look into a way for the flags to be put out on the 4th of July since most of the downtown shops plan to be closed. Ann brought up the request for public parking signs to point people to the two lots off of main especially during peak times like Heritage days. Katie said that way fair signage is a project that Tourism would like to work with the city on next year and that will be included in that. Ann also commented about an old RV that has taken up a few spots in the lot by the police station and her concerns over it being in the way during those peak time and if something could be done about it. Hallie said she would look into the ordinance and what could be done.

Katie also spoke about her involvement in the planning of Heritage Days and some of the new events that they are adding this year including doing movies at Thespian Hall. Tourism purchased a 200 inch screen on stands from the city for use of the committee to use inside Thespian Hall, but will also then be of use in the Visitor Center for presentations and to be able to do movie events at the pool.

She also showed the new designs for the two new Billboards that will act as "Welcome" signs at the corridors of Boonville advertising next three exits. These will be a one year contract to see how they work and until the new signs are done.

Old Business-

Katie talked about the status of social media commercial that Tourism filmed and it is now live in three different formats. She also followed up on the approval of the FIFA license for doing a watch party and that now plans are going on to secure a large LED TV trailer from a company, food trucks being secured and other aspects to help deal with the heat as well since it will be in the middle of the day July 19th.

She also followed up on Upcoming events like Heritage Days, America 250 and Kemper Watch Party

The meeting adjourned at 11:18am - Next Meeting July 21st

City of Boonville Police Board

Police Board Meeting Minutes

Date: July 13, 2026

Time: 7:00 p.m.

Location: Boonville Police Department
401 East Morgan Street
Boonville, Missouri 65233

1. Call to Order

The meeting was called to order at 7:00 p.m. by Chairman Michael Drew.

2. Roll Call

Members Present:

Michael Drew, Jon Morten, Gene Cummins, and Chief Randy Ayers

Members Absent:

Brett Cooper

3. Guests Present

None

4. Public Comments

None

Reports

Chief Randy Ayers

A. New Officers

The Board was advised that Officer Brad Goon and Officer Christopher Sullivan are in their last phase of Field Officer Training.

B. Officer Resignation

After approximately 10 ½ years of service Officer Matthew Naumann resigned.

C. Dispatch Radio Consoles

The Board was informed that starting on 07/13/2026 A&W Communications started the process of replacing the dispatch radio consoles. The current consoles were purchased in 1993 and have been in continuous 24/7 use for 33 years. The radio consoles will be a much-needed upgrade for dispatch and the department.

D. License Plate Reader (LPR) Cameras

The Board was updated on the status of the License Plate Reader cameras. The LPR cameras are currently in use and as assisted in 16 cases ranging from (warrants, larceny, and ruling out suspicious vehicle talking with children incident.)

E. New Patrol Vehicle Update

The Board was informed that the patrol vehicles purchased in April 2026 have been outfitted and one is currently in service. One vehicle is waiting on a bracket for the safety cage as the 2025 Dodge Durango's interior changed slightly and the old bracket would not work.

F. Meritorious Service Board

The Board was advised of a recommendation for a lifesaving medal for review. The Board agreed that the officer needed to have a letter of accommodation, but all felt that the recommendation did not meet the criteria as outlined in the Boonville Police Department policy.

Jon Morten made the motion that a letter of accommodation be given to the officer in leu of a lifesaving award. Gene Cummins seconded the motion. The motion passed with yes votes from Mike Drew, Gene Cummins, and Jon Morten.

6. Unfinished Business

None

7. New Business

The Board was informed of the Blue Shield Grant that the Police Department had been awarded (\$28,985.50)

8. Miscellaneous

None

9. Closed Session

Jon Morten made the motion that the Board go into Closed Session. Gene Cummins seconded the motion and was passed with yes votes from Mike Drew, Gene Cummins, and Jon Morten.

Closed Session – (Personnel)

Jon Morten made the motion that the Board go out of Closed Session. Gene Cummins seconded the motion and was passed with yes votes from Mike Drew, Gene Cummins, and Jon Morten.

10. Adjournment

The meeting was adjourned at 7:50 p.m. upon a motion by Gene Cummins. The motion was approved by unanimous votes from Mike Drew, Gene Cummins, and Jon Morten.

Respectfully submitted,

Chief Randy Ayers
Boonville Police Department



July 10, 2026

To: Mayor and City Council
From: Kate Fjell, City Administrator
Re: 7.20.26 Council Meeting Notes and Comments

Hard to believe that we are moving so quickly through summer. The last day for the pool will be August 16, so be sure to get your pool time in! It has been a great season so far and looking forward to some great weeks ahead. Also, a reminder that on July 19th the City is hosting a World Cup watch party for the final game at Kemper Park.

A few notes and comments:

- Comprehensive Plan- There have been some suggested changes which are included in this packet for the comprehensive plan. My recommendation, to allow for discussion, would be to move the approval to a third reading on August 3. During miscellaneous we can discuss the recommendations and find consensus for what we may/may not want to include. There can be value in adding some broader goals (i.e. increasing drinking water resiliency) however attaching timelines to such goals, in my opinion, is not advantageous for a couple of reasons. First, sometimes opportunities present themselves that may not be on the immediate time horizon (i.e. a roundabout) or things may be delayed because they are no longer as necessary (i.e. a new wastewater treatment plant. Second, it is worth remembering that this comprehensive plan is 20 years and should be a guide for action but not prescriptive not just for the Council of today but future councils also.
- Homecoming Parade Permit and Street Closure- Hard to believe that we could possibly be talking about the upcoming school year, but we are! This is an annual request to close High Street for the Homecoming parade.
- I wanted to apologize for the last meeting; it did not get recorded and put on YouTube. I was trying to use an auto notetaker/recorder, and it didn't work. We think we have figured it out; this note taker is part of our work to come into compliance with the ADA regulations that take effect in April 2027. The Note taker assists in creating the closed captions for You Tube at our council meeting which is required for ADA compliance.
- As we discussed at the last meeting, the library has begun their move to the Library Learning Center at Kemper. Once the library has "given us the keys" as a Council we can begin to discuss City's plan for the Mains Street building.

Public Works Monthly Report
June 2026

Water Treatment Plant

Plant Influent from River: 37,811,000 gals

Plant Effluent to System: 37,242,000 gals

- Water Treatment Plant washed out and cleaned the primary basin for its yearly maintenance.
- Water Treatment Plant installed a permanent eyewash station in the permanganate room for safety of personnel.
- Water Treatment Plant conducted all daily preventative maintenance tasks at the Towers, Booster Station, and Plant.

Wastewater Treatment Plant

Total flow processed: 36,960,000 gals

Average daily flow: 1,232,000 gals

Sludge disposed: 113.71 Tons

- Wastewater Treatment Plant maintained the sludge pumps by working on the packing glands and replacing and tightening them.
- Wastewater Treatment Plant removed an old electrical line at Industrial lift station that went to an old hoist.
- Wastewater Treatment Plant checked the pumps at Hannah Cole Elementary Lift station and found the force main was the problem. Worked with City Sewer Collection team to diagnose and we are vacuuming out lift station daily until we can find the problem.
- Wastewater Treatment Plant completed all daily preventative maintenance tasks for lift stations and plant operations.

Water Distribution / Sewer Collection:

- New water service at 1116 11th Street
- New water service at Stonehaven Drive
- Changed out meter at Unlimited Opportunities
- Jetted sewers from China Garden to Stegner St.
- Assisted repairs to Hannah Cole Lift Station force main
- Installed 25 new meters

Street Department:

- Assisted with water main breaks
- Repaired street cuts from water main breaks
- Painted Streets
- Crack Sealing
- Hot mix street patching
- Street Sweeping & Yard Waste

Central Garage:

Vehicles serviced and inspected – 10

Vehicle and equipment repairs – 6

Weather:

Average Temperature – 74°

High Temperature – 91° June 29th, 2026

Low Temperature – 59° June 16th & 24th, 2026

Total Rain – 8.37"

Maximum Rain – 2.21" June 8th, 2026



Missouri Gaming Commission

State/Local Allocation of Gaming Revenues

RPT MGC/3

For the Period 6/1/2026 through 6/30/2026

Year beginning 6/1/2026

Gaming Date	Day	Admission Tax Remitted	GamingTax Remitted	Total Tax Remitted	State & Local Portion of AdmTax	State Portion of GamingTax	Local Portion of Gaming Tax	Total Local Adm & Gaming Tax
Isle of Capri IB								
06/01/2026	Monday	\$4,664.00	\$42,189.53	\$46,853.53	\$2,332.00	\$37,970.58	\$4,218.95	\$6,550.95
06/02/2026	Tuesday	\$4,144.00	\$34,655.39	\$38,799.39	\$2,072.00	\$31,189.85	\$3,465.54	\$5,537.54
06/03/2026	Wednesday	\$7,188.00	\$36,040.05	\$43,228.05	\$3,594.00	\$32,436.05	\$3,604.00	\$7,198.00
06/04/2026	Thursday	\$5,470.00	\$46,135.41	\$51,605.41	\$2,735.00	\$41,521.87	\$4,613.54	\$7,348.54
06/05/2026	Friday	\$8,152.00	\$79,805.63	\$87,957.63	\$4,076.00	\$71,825.07	\$7,980.56	\$12,056.56
06/06/2026	Saturday	\$11,386.00	\$92,749.87	\$104,135.87	\$5,693.00	\$83,474.88	\$9,274.99	\$14,967.99
06/07/2026	Sunday	\$6,496.00	\$61,393.58	\$67,889.58	\$3,248.00	\$55,254.22	\$6,139.36	\$9,387.36
06/08/2026	Monday	\$4,204.00	\$41,297.77	\$45,501.77	\$2,102.00	\$37,167.99	\$4,129.78	\$6,231.78
06/09/2026	Tuesday	\$4,928.00	\$36,551.55	\$41,479.55	\$2,464.00	\$32,896.40	\$3,655.15	\$6,119.15
06/10/2026	Wednesday	\$4,140.00	\$27,645.27	\$31,785.27	\$2,070.00	\$24,880.74	\$2,764.53	\$4,834.53
06/11/2026	Thursday	\$5,176.00	\$42,409.02	\$47,585.02	\$2,588.00	\$38,168.12	\$4,240.90	\$6,828.90
06/12/2026	Friday	\$9,446.00	\$70,650.25	\$80,096.25	\$4,723.00	\$63,585.23	\$7,065.02	\$11,788.02
06/13/2026	Saturday	\$10,628.00	\$80,563.16	\$91,191.16	\$5,314.00	\$72,506.84	\$8,056.32	\$13,370.32
06/14/2026	Sunday	\$6,720.00	\$69,862.82	\$76,582.82	\$3,360.00	\$62,876.54	\$6,986.28	\$10,346.28
06/15/2026	Monday	\$4,372.00	\$35,477.87	\$39,849.87	\$2,186.00	\$31,930.08	\$3,547.79	\$5,733.79
06/16/2026	Tuesday	\$5,344.00	\$43,282.93	\$48,626.93	\$2,672.00	\$38,954.64	\$4,328.29	\$7,000.29
06/17/2026	Wednesday	\$4,386.00	\$32,982.31	\$37,368.31	\$2,193.00	\$29,684.08	\$3,298.23	\$5,491.23
06/18/2026	Thursday	\$7,740.00	\$64,322.62	\$72,062.62	\$3,870.00	\$57,890.36	\$6,432.26	\$10,302.26
06/19/2026	Friday	\$7,994.00	\$70,069.71	\$78,063.71	\$3,997.00	\$63,062.74	\$7,006.97	\$11,003.97
06/20/2026	Saturday	\$10,332.00	\$94,091.09	\$104,423.09	\$5,166.00	\$84,681.98	\$9,409.11	\$14,575.11
06/21/2026	Sunday	\$7,002.00	\$65,418.12	\$72,420.12	\$3,501.00	\$58,876.31	\$6,541.81	\$10,042.81
06/22/2026	Monday	\$4,512.00	\$41,130.86	\$45,642.86	\$2,256.00	\$37,017.77	\$4,113.09	\$6,369.09
06/23/2026	Tuesday	\$4,540.00	\$51,390.47	\$55,930.47	\$2,270.00	\$46,251.42	\$5,139.05	\$7,409.05
06/24/2026	Wednesday	\$4,372.00	\$43,487.26	\$47,859.26	\$2,186.00	\$39,138.53	\$4,348.73	\$6,534.73
06/25/2026	Thursday	\$5,706.00	\$53,415.99	\$59,121.99	\$2,853.00	\$48,074.39	\$5,341.60	\$8,194.60
06/26/2026	Friday	\$8,908.00	\$79,081.11	\$87,989.11	\$4,454.00	\$71,173.00	\$7,908.11	\$12,362.11
06/27/2026	Saturday	\$11,254.00	\$82,050.54	\$93,304.54	\$5,627.00	\$73,845.49	\$8,205.05	\$13,832.05
06/28/2026	Sunday	\$7,906.00	\$58,088.61	\$65,994.61	\$3,953.00	\$52,279.75	\$5,808.86	\$9,761.86
06/29/2026	Monday	\$4,146.00	\$32,086.11	\$36,232.11	\$2,073.00	\$28,877.50	\$3,208.61	\$5,281.61
06/30/2026	Tuesday	\$5,222.00	\$40,523.74	\$45,745.74	\$2,611.00	\$36,471.37	\$4,052.37	\$6,663.37
Casino Report Totals:		\$196,478.00	\$1,648,848.64	\$1,845,326.64	\$98,239.00	\$1,483,963.79	\$164,884.85	\$263,123.85
Casino YTD Totals		\$196,478.00	\$1,648,848.64	\$1,845,326.64	\$98,239.00	\$1,483,963.78	\$164,884.86	\$263,123.86