

# City of Columbia

701 East Broadway, Columbia, Missouri 65201



**Agenda Item Number:** B 347-15

**Department Source:** Community Development - Planning

**To:** City Council

**From:** City Manager & Staff

**Council Meeting Date:** December 7, 2015

**Re:** The Vineyards, Plat No. 2 - preliminary plat and Development Agreement (Case #15-204)

## Documents Included With This Agenda Item

Council memo, Resolution/Ordinance, Exhibits to Resolution/Ordinance

**Supporting documentation includes:** Summary of Board/Commission Reports (includes maps, plat, previously approved plat & resolution), Correspondence from Public, and Excerpts from Minutes

## Executive Summary

Approval of this request will result in the creation of a 289-lot preliminary plat for a single-family development, which includes a 28-acre elementary school site, to be known as "The Vineyards, Plat No. 2." In addition, approval of this request will result in the adoption of an amended and restated development agreement that allocates on-site and off-site improvement responsibilities between the applicant, Columbia Public Schools, and the City of Columbia.

## Discussion

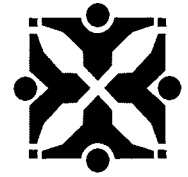
The applicant is requesting approval of a revised preliminary plat of The Vineyards to accommodate a public elementary school. The proposed school site will displace approximately 50 unplatted residential lots. The proposed revision shows modifications to the surrounding street and lot configurations intended to mitigate anticipated traffic impacts generated by the school and to ensure adequate access to the surrounding neighborhood. Public schools are a permitted use within the R-1 (One-Family Dwelling) zoning district.

The original preliminary plat for The Vineyards was approved in 2005. As part of that approval, roadway connection between the Vineyards and the Woodlands subdivisions, via Columbia Gorge Parkway, was specifically restricted to a "gated" emergency access. Since a new preliminary plat is being requested this prior access restriction is no longer considered valid and the proposed preliminary plat must be in compliance with the City's subdivision standards.

The need for compliance has been a primary concern expressed by property owners within the Woodlands and the Vineyards subdivisions. Significant public correspondence (attached) has been submitted showing that residents are not favorable to an unrestricted access. If Columbia Gorge Parkway is to remain a restricted connection, a condition to that effect must be included in the recommendation to approve the revised preliminary plat. Based on City regulations, staff is not supportive of such restriction. Correspondence from Boone County Resource Management (attached) also indicates it is not supportive of such a restriction.

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Associated with this request is an amended and restated development agreement that will replace the original 2005 development agreement approved by Ordinance #018630. The revised development agreement has been negotiated between the City, Columbia Public Schools, and the applicant to address on-site and off-site needs associated with the preliminary plat revisions. The development agreement's primary focus is on transportation improvements believed necessary to mitigate the anticipated impacts of the new elementary school on the surrounding transportation network. Specifically, the development agreement allocates responsibilities for the installation of intersection improvements at Columbia Gorge Parkway and a new southern connection to the school site via Oakville Ranch Road where both streets intersect Rolling Hills Road. Additionally, the development agreement provides added clarification on parkland acreage, access, and dedication requirements for a new City park that were included in the 2005 development agreement.

This request was tabled at the October 8, 2015 Planning and Zoning Commission to allow for additional analysis of surrounding traffic conditions and an applicant submitted traffic study. Following this meeting, Columbia Public Schools, the applicant, the City, and representatives from The Woodlands and The Vineyards met to discuss possible changes to the preliminary plat, school site plan, and the final plat for the school site (Case #15-205). As a result of these discussions several significant revisions to the requested plat and development agreement were made.

On November 19, 2015, this request was presented to the Planning and Zoning Commission for consideration. Representatives of the applicant and Columbia Public Schools gave a presentation on the requested action and approximately eight residents spoke in opposition to the request. Comments made in opposition to the request focused on the lack of public engagement by the applicant and the School District and concerns regarding traffic management.

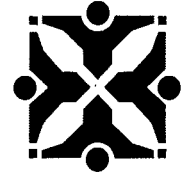
Representatives from The Woodlands presented testimony indicating that connection of Columbia Gorge Parkway to Raccoon Ridge was not needed to meet Fire Code access standards and that the connection would overwhelm the existing roadway network within their development. Representatives from The Vineyards indicated that they had engaged an engineering firm to prepare an alternative design plan for the southern access which would mitigate potential environmental impacts and promote more direct access to the school site. They also requested that the development agreement include three additional conditions that would reduce future school traffic from using Columbia Gorge Parkway and presented concerns that the proposed restriction of the southern access would lead to greater impacts upon the current access to The Vineyards subdivision.

The Commission requested clarification of several items regarding the request from both the applicant and staff prior to rendering its decision. The focus of such clarifications dealt with the proposed transportation improvements and connection between the Woodlands and Vineyards developments. There was significant discussion regarding the proposed intersection improvements at the southern access and it was discussed that staff would seek confirmation on the potential to convert the access from its proposed three-quarter status to a full access.

Commissioner comments ranged from concerns with the public engagement process and lack of sufficient consideration of neighborhood issues to recognition of the need for a new school and

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appreciation of the School District's willingness to submit itself to the review process. Prior to the Commission taking final action, staff provided further clarification regarding the access restriction proposed for Columbia Gorge Parkway and Raccoon Ridge. Staff noted that an alternative recommendation, from that presented in the staff report was presented in the correspondence from The Woodlands representatives which staff did not object to.

Following this clarification, the Commission voted 5-3 to approve the revised preliminary plat subject to (1) inclusion of the access restriction proposed by The Woodlands, (2) Council approval of the amended and restated development agreement addressing on-site and off-site transportation improvements, and (3) Seeking clarification on conversion of the southern access from the proposed three-quarter status to a full access.

The Commission report (including maps, plat, previously approved plat & resolution, and public correspondence), and excerpts from the minutes are attached.

## Fiscal Impact

**Short-Term Impact:** No new capital spending is expected within the upcoming 2 years as a result of this proposal. Proposed transportation improvements, on-site and off-site, will be borne by the developer.

**Long-Term Impact:** The development/redevelopment of this site may increase demands upon the adjacent streets, sanitary sewers, storm sewers, water and electric supply lines. The costs associated with meeting these demands may or may not be offset by increased property and/or sales tax revenues and user fees.

## Vision, Strategic & Comprehensive Plan Impact

Vision Impact: Development; Transportation

Strategic Plan Impact: Infrastructure

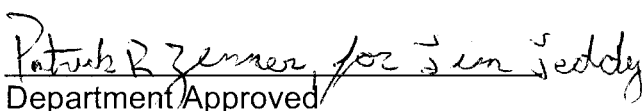
Comprehensive Plan Impact: Land Use & Growth Management

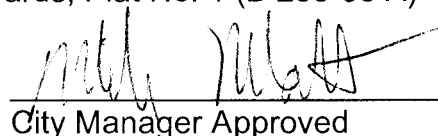
## Suggested Council Action

Approval of the revised preliminary plat of The Vineyards, Plat No. 2, as recommended by the Planning and Zoning Commission.

## Legislative History

11/21/2005: Approved preliminary plat of The Vineyards, Plat No. 1 (B 266-05 A)

  
Department Approved

  
City Manager Approved

Introduced by \_\_\_\_\_

First Reading \_\_\_\_\_

Second Reading \_\_\_\_\_

Ordinance No. \_\_\_\_\_

Council Bill No. B 347-15

### **AN ORDINANCE**

approving the Preliminary Plat of The Vineyards, Plat No. 2; authorizing a development agreement with Columbia School District No. 93 and Vineyards Columbia, LLC; setting forth a condition for approval; and fixing the time when this ordinance shall become effective.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Council hereby approves the Preliminary Plat of The Vineyards, Plat No. 2, as certified and signed by the surveyor on September 28, 2015, a subdivision located southwest of the intersection of Route WW and Rolling Hills Road, containing approximately 266.2 acres in the City of Columbia, Boone County, Missouri, and hereby confers upon the subdivider the following rights for a period of seven (7) years from and after the date of this approval:

- A. The terms and conditions under which the Preliminary Plat was given will not be changed.
- B. The subdivider may submit on or before the expiration date the whole or any part of the subdivision for approval.
- C. The time for filing the final plat may be extended by the Council for a specified period on such terms and conditions as the Council may approve.

SECTION 2. Prior to approval of the Final Plat of this Subdivision, the subdivider shall have completed the improvements required by the Subdivision Regulations, or in lieu of completion of the work and installations referred to, present security to the City Council with surety and conditions satisfactory and acceptable to the City Council, providing for and securing the actual construction and installation of the improvements and utilities within a period of seven years; or put the City Council in an assured position to do the work, obligating the developer to install the improvements indicated on the plat, provided that no occupancy permit will be issued to any person for occupancy of any structure on any street that is not completed in front of the property involved, or the utilities have not been installed to the satisfaction of the City.

SECTION 3. The City Manager is hereby authorized to execute a development agreement with Columbia School District No. 93 and Vineyards Columbia, LLC in connection with the approval of the Preliminary Plat of The Vineyards, Plat No. 2. The form and content of the development agreement shall be substantially as set forth in "Attachment A" attached hereto.

SECTION 4. Approval of the preliminary plat is subject to the condition that the Subdivider construct a crash gate at the connection of Columbia Gorge Parkway and Raccoon Ridge Drive according to plans and specifications approved by City. Subdivider shall provide to the City all means and equipment necessary so that access to the gate may be independently controlled by all applicable city, county, state or federal safety personnel for emergency vehicle access only, including fire, police and emergency medical services. Said gated access shall remain closed to thru traffic until such time as the City, in its sole discretion, determines it is necessary in the public health, safety or welfare to open the access for use by the public; however, it shall be at all times operable for temporary maintenance and times of emergency as determined by the City or any other public body. The City may consider a request by a majority of the residents of The Woodlands and a majority of the residents of The Vineyards to remove the gate at any time. Prior to removing the gate and opening the access for use by the public, the City shall provide at least ten (10) days advance published notice of the City's intention to remove the gate and shall hold a public hearing at which such removal shall be considered. An ordinance of the City Council shall be required following the public hearing to open the street as a thru street for public use.

SECTION 5. This ordinance shall be in full force and effect from and after its passage.

PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor and Presiding Officer

APPROVED AS TO FORM:

\_\_\_\_\_  
City Counselor

## **DEVELOPMENT AGREEMENT**

THIS DEVELOPMENT AGREEMENT (“this Agreement”) is made and entered into by and between the City of Columbia, Missouri, a municipal corporation of the State of Missouri (“City”) and Columbia School District No. 93, a Missouri public school district (“School District”), and Vineyards Columbia, LLC a Missouri limited liability company (“Owner”), effective the date of signature by the Party last executing this Agreement (the “Effective Date”). The City, School District, and the Owner may hereinafter be collectively referred to as the Parties and individually as a Party. The School District, and the Owner may hereinafter be collectively referred to as the “Developer”, and when this term is used all corresponding obligations of Developer shall be the joint and several obligation of Owner and the School District.

### **RECITALS**

*The Subject Property.* Owner holds title to approximately 266 acres of land currently located in the City of Columbia, generally located southwest of the intersection of State Highway WW and Rolling Hills Road, legally described in the attached Exhibit A (the “Subject Property”). The Subject Property has been previously preliminarily platted by a Preliminary Plat approved by the City Council of the City of Columbia on November 10, 2005.

*School Property.* The School District seeks to purchase approximately 24.46 acres from Owner generally located at the southwest corner of Columbia Gorge Parkway and Howell Mountain Drive in order to construct a new elementary school (the “School Tract”), and the original Preliminary Plat for the Subject Property has been revised to accommodate such purchase in the Preliminary Plat for the Vineyards, Plat 2, signed and sealed by Christopher Sanders on September 28, 2015, on file in the City Department of Community Development (the “Revised Preliminary Plat”)

NOW, THEREFORE, in view of the foregoing Recitals and in consideration of the mutual promises, declarations, covenants and agreements of the City, School District, and Owner as hereinafter set forth, the Parties hereto do hereby agree as follows:

### **AGREEMENT**

1. Definitions. For purposes of this Agreement, the following terms shall have the followings meanings:

- A. “This Agreement” means and refers to this Development Agreement.
- B. “Certificate of Occupancy” means a certificate of occupancy issued by the City under Section 29-37(b)(1) of the Columbia Code of Ordinances.
- C. “Prior Development Agreement” means that certain Amended and Restated Development Agreement by and between the City of Columbia, Property Development Inc., and

Billy Sapp and Glenda Sapp, husband and wife, dated August 22, 2005 and recorded in the records of the Boone County Recorder of Deeds as Instrument # 2005025167 at Book 2800, Page 33.

2. Prior Development Agreement. The Subject Property is subject to the Prior Development Agreement and nothing in this Development Agreement shall be deemed to modify, change, abrogate, rescind, or cancel the Prior Development Agreement unless expressly set forth herein. To the extent that any portion of the Prior Development Agreement applies to the School Tract or otherwise would place obligations on the School District, the Prior Development Agreement is modified so that only those obligations expressly stated in this Development Agreement shall apply to the School Tract and the School District.

3. Public Improvements to be Provided By Developer. Developer shall, at its cost, provide the following public infrastructure improvements or services, pursuant to the applicable Codes and Regulations of the City except as set forth in H. below. Unless specifically stated herein, the public improvements shall be complete prior to the issuance of a Certificate of Occupancy for an elementary school on the School Tract. Except as otherwise expressly indicated herein, all public improvements shall be constructed in accordance with the City's *Street, Storm Sewer, and Sanitary Sewer Specifications and Standards*, as may be amended, or any successor specifications and standards adopted by the City and construction plan shall be approved by the City prior to construction of such facilities.

- A. The School District will design and construct a second access road connecting Howell Mountain Drive and Rolling Hills Road, south of Columbia Gorge Parkway, which shall include the roadway, associated roadway storm drainage, and residential street lighting, as shown on Exhibit B attached hereto. This southern access road shall serve as the designated construction entrance during construction of the new elementary school on the School Tract. During such term of construction, this southern access road may be constructed of gravel or other surface approved by the Director of Public Works and shall operate as a full access intersection. After completion of the elementary school on the School Tract, the intersection of the completed southern access road and Rolling Hills Road shall be converted into a three-quarters access intersection with addition of necessary and appropriate facilities, such as medians, to be shown on construction plans approved by the Director of Public Works.
- B. The School District will design and construct the sidewalk along the south side of the second access roadway described in the preceding paragraph A, as shown on Exhibit B attached hereto. Sidewalks constructed under this paragraph may be constructed as temporary asphaltic surfaced, with a minimum width of five feet. Sidewalks along the south side will be required to be constructed as concrete in accordance with the Codes and Regulations of the City as the adjacent tracts of land are developed and will be the responsibility of the Owner or successors. Sidewalks along the north side of the second access roadway will be constructed at a later date as the adjacent

tracts of land are developed, and will be the responsibility of the Owner or successors. Construction of such sidewalks on the north side of the second access roadway shall be a pre-requisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalk, but shall not be a prerequisite to issuance of a Certificate of Occupancy for the elementary school to be built on the School Tract.

- C. The School District will design and construct the extension of Howell Mountain Drive along the eastern boundary of the School Tract to the south boundary of the Subject Tract, which shall include the roadway, associated roadway storm drainage, and residential street lighting, and associated markings, including removal and replacement of existing markings as shown on Exhibit B attached hereto.
- D. The School District will design and construct intersection improvements at Columbia Gorge Parkway and Rolling Hills Road, as generally shown on Exhibit C attached hereto but in any event consistent with plans approved by the Director of Public Works and substantially consistent with attached Exhibit C, consisting of:
  - a. Addition of approximately 320 feet of pavement on the east side of Rolling Hills Road along the existing alignment (approximately 43' wide) and an additional 515 feet of new pavement on the east side of Rolling Hills Road (approximately 15 feet wide), generally consistent with Exhibit C.2 attached hereto;
  - b. A northbound through-lane on Rolling Hills Road;
  - c. A northbound to westbound left turn lane on Rolling Hills Road onto Columbia Gorge Parkway;
  - d. A receiving lane on Rolling Hills Road for eastbound to northbound movement from Columbia Gorge Parkway onto Rolling Hills Road, separated from the northbound through-lane; and
  - e. an eastbound right turn lane improvement on Columbia Gorge Parkway (onto southbound Rolling Hills Road) with a 150' stacking depth.

Paragraphs A, B, C, D of this Section 3 modifies the Developers' obligations relating to access to Tract 2-B from Rolling Hills Road as set forth in the Prior Development Agreement.

- E. The School District will design and construct the extension of Columbia Gorge Parkway approximately 700 linear feet, terminating west of the



proposed bus drive entrance on the School Tract, which shall include the roadway, associated roadway storm drainage, and residential street lighting, as shown on Exhibit B attached hereto.

- F. The School District will design and construct the sidewalks along the south side of Columbia Gorge Parkway to the western boundary of the School Tract, as shown on Exhibit B attached hereto. Sidewalks along the north side of Columbia Gorge Parkway will be constructed at a later date as the adjacent tracts of land are developed and will be the responsibility of the Owner or successors. Construction of such sidewalks on the north side of Columbia Gorge Parkway shall be pre-requisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalks, but shall not be a prerequisite to issuance of a Certificate of Occupancy for the elementary school to be built on the School Tract.
- G. The School District will construct the sidewalks along the west side of Howell Mountain Drive, as shown on Exhibit B attached hereto. Sidewalks along the east side of Howell Mountain Drive will be constructed at a later date as the adjacent tracts of land are developed and will be the responsibility of the Owner or successors. Construction of such sidewalks on the east side of Howell Mountain Drive shall be a pre-requisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalk, but shall not be a prerequisite to issuance of a Certificate of Occupancy for the elementary school to be built on the School Tract.
- H. Owner will design and construct a roadway which connects Pride Mountain Drive to the roundabout located on Columbia Gorge Parkway by August 31, 2018 as generally shown on Exhibit B. Said extension shall include the roadway, associated roadway storm drainage, and residential street lighting. Sidewalks along the extension will be constructed as the adjacent tracts of land are developed. Construction of sidewalks on either side of this extension shall be pre-requisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalks, but shall not be a prerequisite to issuance of a Certificate of Occupancy for the elementary school to be built on the School Tract.

4. Stormwater Regulations. The School Tract shall be developed in accordance with the current Storm Water regulations of the City of Columbia, set forth in Chapter 12A of the Columbia Code of Ordinances and all standards and policies adopted by the City pursuant to Chapter 12A. All other streets and residential lots on the Subject Property shall be developed in accordance with the Storm Water regulations of the City of Columbia that were in effect when the original Preliminary Plat was approved on November 10, 2005.

5. Parks and Trails. The City and Owner acknowledge that they are in process of transferring land for park and trails purposes as required in Subsections 3(b) and 3(f) of the Prior

Development Agreement by separate document. Conveyance of land and easements to the City as required in Subsections 3(b) and 3(f) of the Prior Development Agreement shall be complete within 180 days of the Effective Date of this Development Agreement, and shall nevertheless be a pre-requisite to the issuance of an Certificate of Occupancy for any building on the Subject Property other than buildings on the School Tract. The City agrees that it will be responsible for design and construction of streets, sidewalks, and utilities directly abutting Park property as well as for the sidewalk on the south side of the extension of El Dorado, as depicted on Revised Preliminary Plat. Owner agrees that Owner will be responsible for construction of the sidewalk on the north side of El Dorado, and shall be a pre-requisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalk. The City agrees that to the extent that the City and Owner mutually agree that it is reasonably necessary to extend utilities across the park tract, City shall allow Owner to do so without payment for easements for same, provided the location of such easements on Park property shall be in the reasonable discretion of the City. City and Owner agree that this Development Agreement shall be considered a satisfactory improvement guarantee fulfilling Section 25-27(a)(6) of the City Code for the Park property.

6. Future Park Access. Any Final Plat for the land described as Tract 1-B in the Prior Development Agreement shall include a single lot to be dedicated to the City for parks purposes (the "Park Access Lot"), which such lot shall meet the following criteria:

- A. The lot shall be no less than one acre in size;
- B. The lot shall be northeast of the overhead electrical lines shown on the Revised Preliminary Plat;
- C. No dimensional side of such lot shall be less than 100 feet in length;
- D. The lot shall be generally flat in topography, suitable to utilize for parking and vehicular access uses;
- E. The lot shall be accessible from a public road final platted within Tract 1-B and City park land transferred to the City under Section 5 above or adjacent thereto.

Neither Owner nor its future successors or assigns shall apply for a subdivision variance, modification, or waiver to final platting of the Park Access Lot. As consideration for the future platting and dedication of the Park Access Lot, the City will provide compensation to Owner in the amount of \$5,000.00 contemporaneously with final execution of this Agreement, which Owner acknowledged is fair and reasonable compensation and all future rights of appraisal of the Parking Access Lot, if any, are hereby waived. City and Owner agree all area granted to Park hereunder may be used to fulfill the requirement of Paragraph 3(g) of the Prior Development Agreement.

7. Elementary School. The elementary school to be built by School District on the School Tract shall be constructed in accordance with the Codes and Regulations adopted under Chapter 6 of the City Code of Ordinance that are in effect as of the date that the School District submits application for any permit required under Chapter 6 of the City Code of Ordinance.

8. Recording. Developer shall cause this Development Agreement to be recorded in the Real Estate Records of Boone County, Missouri, at Developer's cost and expense.

9. Amendments. Any amendment to this Agreement must be in writing and must be executed by the City and the Owner, and any future owner of any part of the Land who would otherwise be obligated to perform any of the requirements imposed upon the Owner by this Agreement. Oral modifications or amendments of this Agreement shall be of no force or effect.

10. Remedies. The parties to this Agreement may, either in law or equity, by suit, action, mandamus or other proceedings in court, seek declaratory relief, enforce and compel specific performance of this Agreement, provided that in no event shall the City shall have any liability in damages, costs (including attorneys' fees) or any other monetary liability to Developer or any affiliate of Developer, any person claiming through Developer, or to their respective successors, assigns, heirs and personal representatives in respect of any suit, claim, or cause of action arising out of this Agreement or any of the actions or transactions contemplated herein.

11. Third Party Actions. Developer shall have the right, but not the obligation, to assume the costs of defense of any action or proceeding initiated by a third party challenging this Agreement, the platting of the Subject Property, or any other actions or transactions contemplated by this Agreement (including, without limitation, to settle or compromise any claim or action for which Owner has assumed the defense) with counsel of Developer's choosing and the City and Developer agree that so long as no conflicts of interest exist between them, the same attorney or attorneys may simultaneously represent the City and Developer in any such proceeding. In no event shall the City have any liability to Developer for damages or otherwise in the event that all or any part of this Agreement or any other approval of the City related to development of the Subject Property shall be declared invalid or unconstitutional in whole or in part by a final (as to which all rights of appeal have been exhausted or expired) judgment of a court of competent jurisdiction, and, in the event Developer elects not to assume such defense and costs, the City shall have no obligation to defend or to assume the costs of defense of any such action.

12. Notices. All notices between the parties hereto shall be in writing and shall be sent by certified or registered mail, return receipt requested, by personal delivery against receipt or by overnight courier, shall be deemed to have been validly served, given or delivered immediately when delivered against receipt or three (3) business days after deposit in the mail, postage prepaid, or One (1) business day after deposit with an overnight courier, and shall be addressed as follows:

If to the City:

City of Columbia  
City Manager  
701 E. Broadway  
Columbia, MO 65205

If to School District:

Columbia Public Schools

c/o Linda Quinley; C.F.O.  
1818 W. Worley  
Columbia, MO 65203

If to Owner:

Attn: Lindall and Jane Ann Perry  
1213 BRADSHAW AVE  
Columbia, MO 65203

Each party shall have the right to specify that notice is to be addressed to another address by giving to the other party ten (10) days written notice thereof.

13. Hold Harmless. Owner, at its sole cost and expense, hereby agrees to indemnify, protect, release, defend (with counsel acceptable to the City) and hold harmless the City, its municipal officials, elected officials, boards, commissions, officers, employees, attorneys, and agents from and against any and all causes of action, claims, demands, all contractual damages and losses, economic damages and losses, all other damages and losses, liabilities, fines, charges, penalties, administrative and judicial proceedings and orders, judgments, remedial actions of any kind, and all costs and expenses of any kind, including, without limitation, reasonable attorney's fees and costs of defense arising, out of either Owner breach of this Agreement or any action or inaction of Owner, its agents, representatives, employees, contractors, subcontractors or any other person for whose acts Owner may be liable, which shall not include the School District, occurring during the construction of public improvements related to Owner's Development which results in injury to any third party, except to the extent such injury arises from or is caused by the sole or gross negligence or willful misconduct of the City, its elected officials, officers, employees, agents or contractors. The indemnification, duty to defend and hold harmless obligations set forth in this Section shall survive for a period of five (5) years from the date of the later of City acceptance of public improvements or the last day of any warranty work relating to such public improvements.

14. Insurance. Any Party performing construction of public improvement under this Development Agreement shall provide, at its sole expense, and maintain during construction of any public improvements related to Owner's Development commercial general liability insurance with a reputable, qualified, and financially sound company licensed to do business in the State of Missouri, and unless otherwise approved by the City, with a rating by Best of not less than "A," that shall protect the both the insured Party, the City, and the City's officials, officers, and employees from claims which may arise from the foregoing construction operations, whether such operations are by the insured Party, its officers, directors, employees and agents, or any subcontractors of insured Party. This liability insurance shall include, but shall not be limited to, protection against claims arising from bodily and personal injury and damage to property, resulting from all insured Party operations, products, services or use of automobiles, or construction equipment. The amount of insurance for required herein shall be in no event less than the individual and combined sovereign immunity limits established by § 537.610 RSMo. for political subdivisions; provided that nothing herein shall be deemed to waive the City's sovereign immunity. An endorsement shall be provided which states that the City is named as an additional insured and stating that the policy shall not be cancelled or materially modified so as to be out of

compliance with the requirements of this Section, or not renewed without 30 days advance written notice of such event being given to the City.

15. Entire Agreement. This Agreement contains the entire and complete agreement between the City, School District, and the Owner with respect to the requirements imposed upon the Developer for the providing of the construction and installation of certain improvements, all as hereinabove described in this Agreement unless contained in the Prior Development Agreement and not expressly modified herein. Parties agree that this Agreement constitutes a lawful contract between the Parties and both the School District and the Owner hereby acknowledges and agrees that this Agreement and the City's ordinances and regulations applicable to this Agreement constitute lawful exercises of the City's authority and police power.

16. No Waiver of Immunities. In no event shall the language of this Agreement constitute or be construed as a waiver or limitation for any party's rights or defenses with regard to each party's applicable sovereign, governmental, or official immunities and protections as provided by federal and state constitution or law.

IN WITNESS WHEREOF, the Parties have executed this Agreement on the day and year first above written.

**CITY:**  
**City of Columbia, Missouri**

By: \_\_\_\_\_  
Mike Matthes, City Manager

Date: \_\_\_\_\_

Approved as to form:

\_\_\_\_\_  
Nancy Thompson, City Counselor

I hereby certify that the expenditures in this contract are within the purpose of the appropriation to which they are charged, Account No. \_\_\_\_\_, and that there is an unencumbered balance to the credit of such appropriation sufficient to pay therefor.

\_\_\_\_\_  
City Finance Director

**OWNER:**  
**Vineyards Columbia, LLC**

By: \_\_\_\_\_

Name Printed: \_\_\_\_\_

its \_\_\_\_\_

STATE OF MISSOURI     )  
                                      ) SS  
COUNTY OF BOONE     )

On this ..... day of ..... in the year ..... before me, ..... (name of notary), a Notary Public in and for said state, personally appeared ..... (name of manager or member) Vineyards Columbia, LLC, known to me to be the person who executed the within DEVELOPMENT AGREEMENT on behalf of said limited liability company and acknowledged to me that he or she executed the same for the purposes therein stated.

IN TESTIMONY WHEREOF, I have hereunto affixed my hand and notarial seal at my office in the State and County aforesaid, on the day and year hereinabove first written.

\_\_\_\_\_, Notary Public

My commission expires: \_\_\_\_\_.

**SCHOOL DISTRICT:**  
**Columbia School District No. 93**

By: \_\_\_\_\_

Name Printed: \_\_\_\_\_

its \_\_\_\_\_

STATE OF MISSOURI     )  
                                      ) SS  
COUNTY OF BOONE     )

On this ..... day of ..... in the year ..... before me, ..... (name of notary), a Notary Public in and for said state, personally appeared ..... (name of person), (person's official title), known to me to be the person who executed the within DEVELOPMENT AGREEMENT on behalf of Columbia School District No. 93 and acknowledged to me that he or she executed the same for the purposes therein stated.

IN TESTIMONY WHEREOF, I have hereunto affixed my hand and notarial seal at my office in the State and County aforesaid, on the day and year hereinabove first written.

\_\_\_\_\_, Notary Public

My commission expires: \_\_\_\_\_.

**EXHIBIT A**  
**(Legal Description of the Subject Property)**

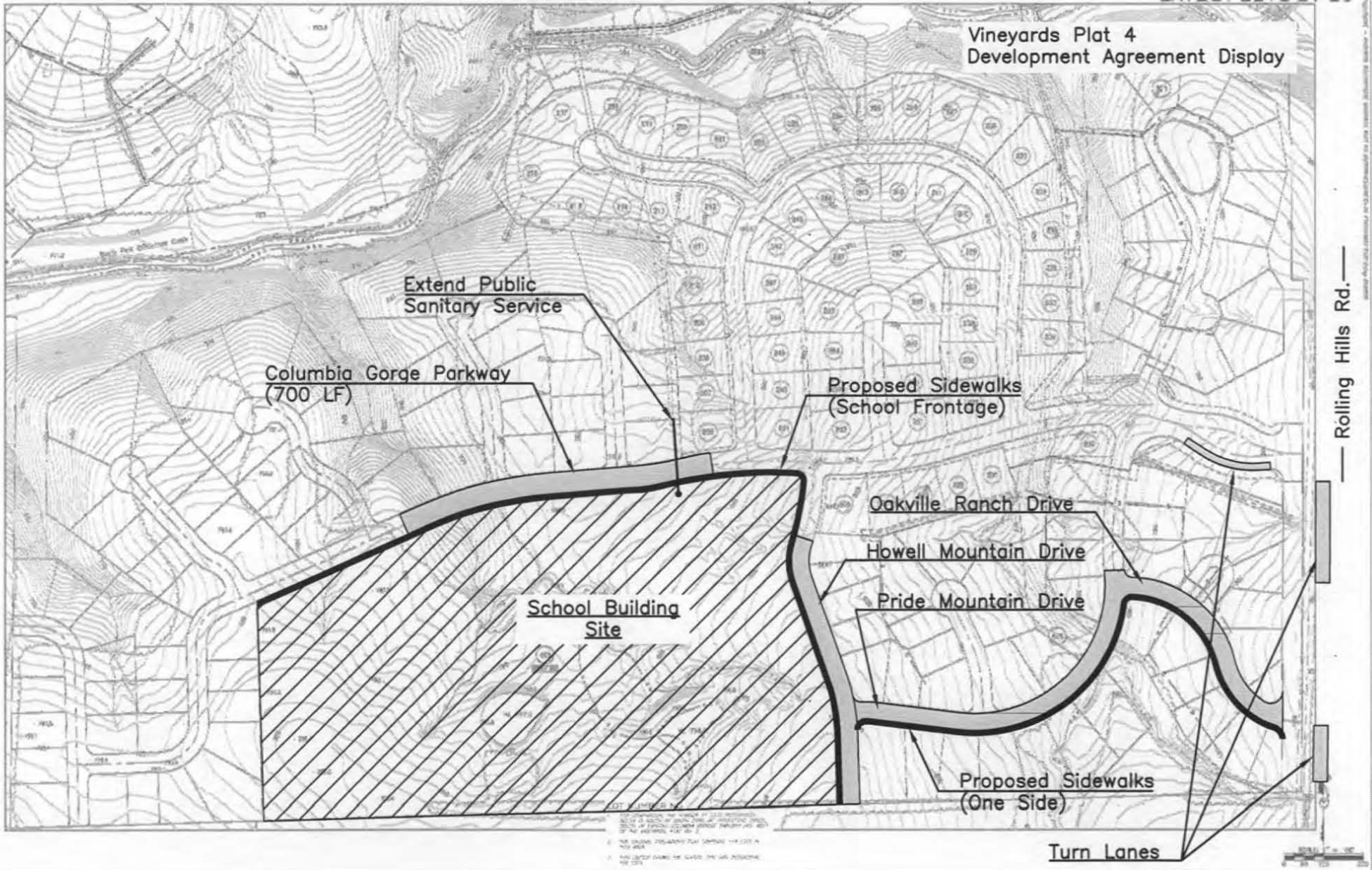
VINEYARDS PRELIMINARY PLAT 2  
TRACT DESCRIPTION

TWO TRACTS OF LAND LOCATED IN THE EAST HALF OF SECTION 21 AND IN THE WEST HALF OF SECTION 22, TOWNSHIP 48 NORTH, RANGE 12 WEST BEING PART OF THE SURVEY RECORDED IN BOOK 2871, PAGE 132 AND BEING PART OF THE SURVEY RECORDED IN BOOK 2605, PAGE 21 IN THE CITY OF COLUMBIA, BOONE COUNTY, MISSOURI EXCEPTING THEREFROM ALL OF THE VINEYARDS PLAT NO. 1 AS RECORDED IN PLAT BOOK 40 AT PAGE 60 AND FURTHER EXCEPTING THEREFROM ALL OF THE VINEYARDS, PLAT NO. 2A AS RECORDED IN BOOK 3138 AT PAGE 14 ALL OF THE BOONE COUNTY RECORDS.



**EXHIBIT B**  
(Depiction of Required Improvements)

Vineyards Plat 4  
Development Agreement Display



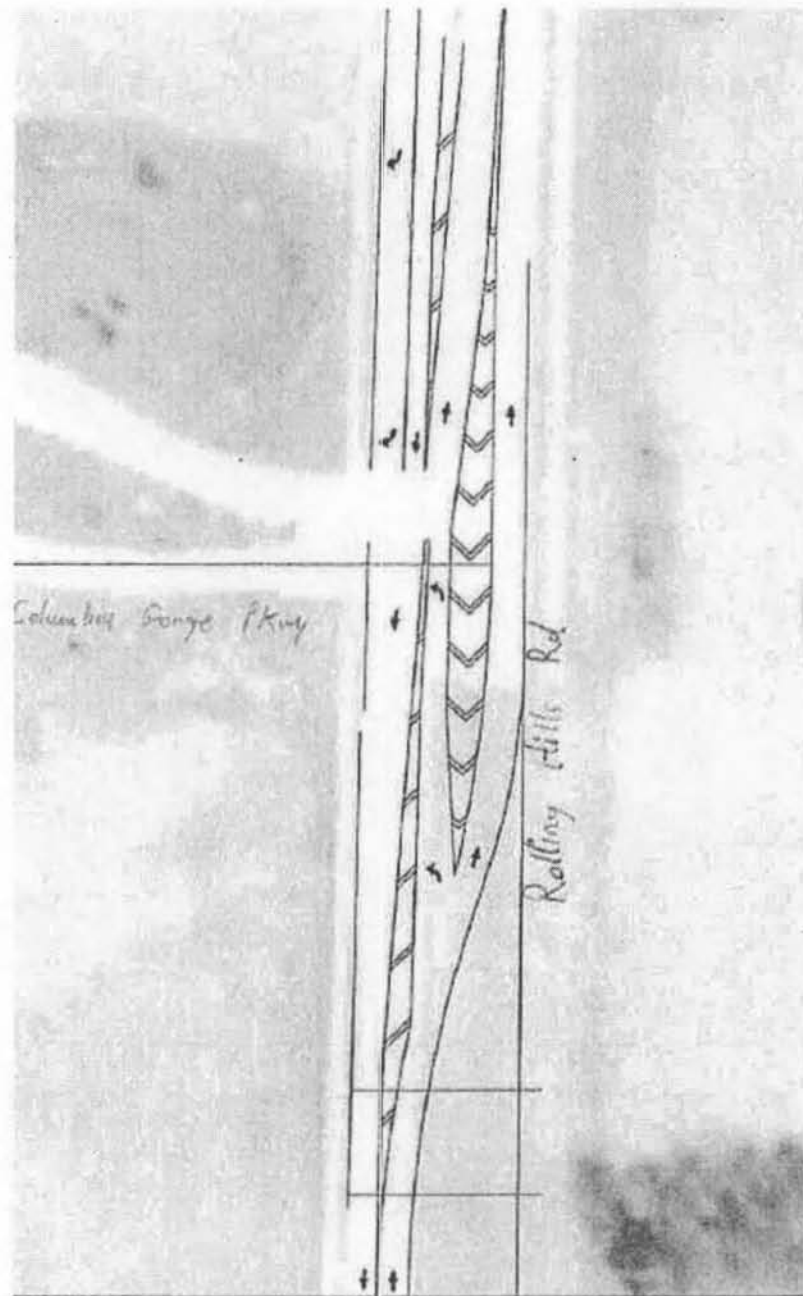
THIS IS A PRELIMINARY MAP AND NOT A FINAL MAP. IT IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN TO ILLUSTRATE THE GENERAL LAYOUT OF THE PROJECT. THE FINAL MAP SHALL BE SUBMITTED TO THE APPROPRIATE AGENCIES FOR REVIEW AND APPROVAL. THE FINAL MAP SHALL BE THE ONLY AUTHORITY FOR THE PROJECT.

**EXHIBIT C**

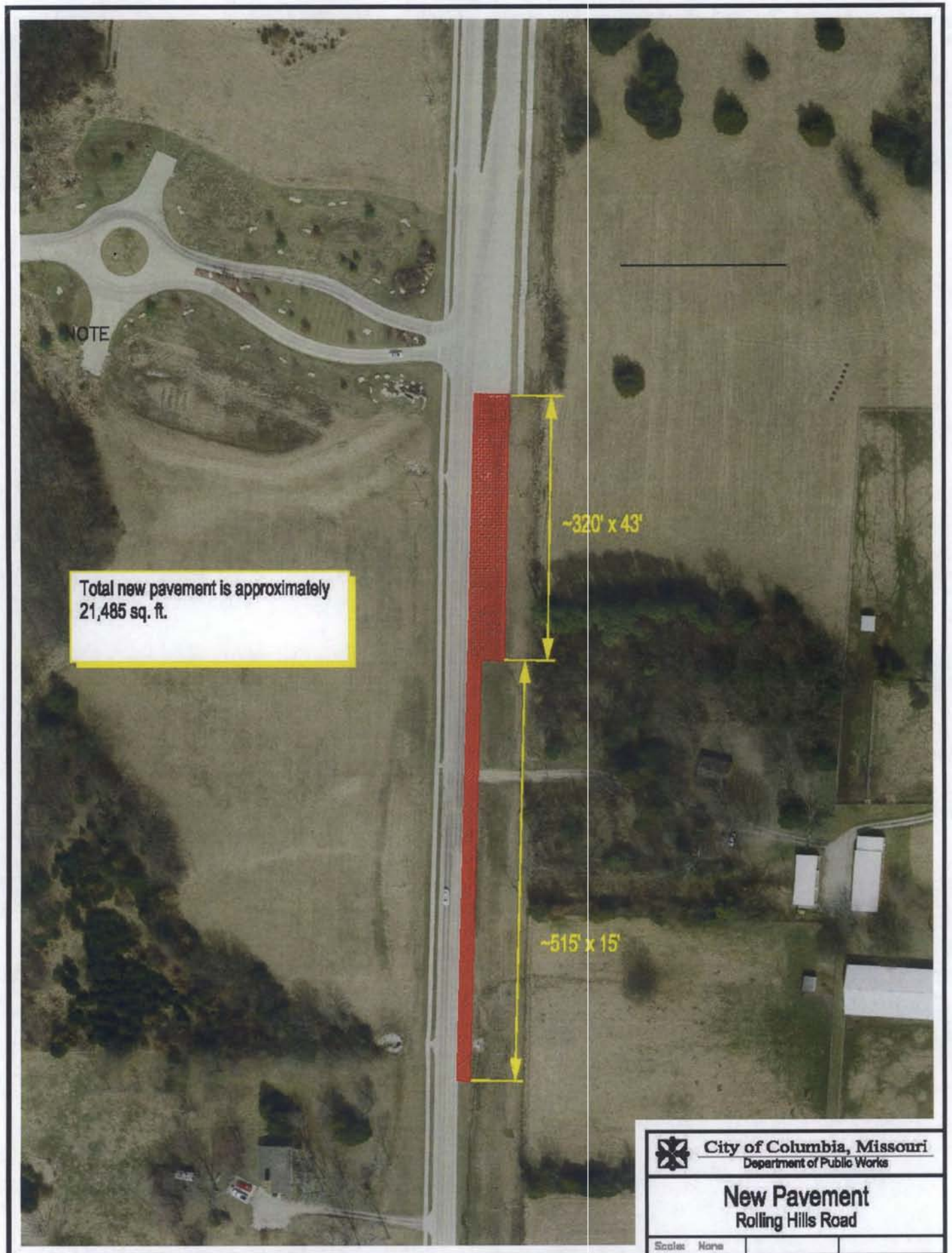
(Depiction of Rolling Hills Rd. Intersection Improvements; C.1 & C.2)

Schematic Intersection Improvements

Rolling Hills Road / Columbia Gorge Parkway



Sketch prepared by City of Columbia Public Works







## **SUPPORTING DOCUMENTS INCLUDED WITH THIS AGENDA ITEM ARE AS FOLLOWS:**

Summary of Board/Commission Reports (includes maps, plat, previously approved plat & resolution, and correspondence), and Excerpts from Minutes

**AGENDA REPORT  
PLANNING AND ZONING COMMISSION MEETING  
November 19, 2015**

**SUPPLEMENTAL DISCUSSION**

This item was tabled at the October 8th Planning and Zoning Commission meeting to allow for additional traffic impact analysis, and to explore site access alternatives in response to concerns raised by The Vineyards and The Woodlands Homeowners' Associations. As a result, the applicant has agreed to pursue a second access between the proposed school site and Rolling Hills Road rather than extending Columbia Gorge Parkway to the existing terminus of Raccoon Ridge. This alternative is preferred because it provides better circulation for school traffic entering and exiting the subdivision.

A revised development agreement is being prepared for consideration by City Council that will allocate responsibility and installation timing for required off-site improvements associated with the new school project. The following items have been identified for inclusion in the agreement. Previously requested items are shown with ~~strikethrough~~ to allow for a direct comparison of the current request to that which was proposed in October:

1. ~~Design and construction of the extension of Columbia Gorge Parkway and Raccoon Ridge Drive to the western boundary of the subject property.~~
1. Developer will design and construct a second access road connecting Howell Mountain Drive and Rolling Hills Road, south of Columbia Gorge Parkway, which shall serve as the sole construction entrance during construction of the new elementary school. After completion of the elementary school, the intersection of the completed southern access road and Rolling Hills Road shall be converted into a three-quarters access intersection. Full construction of the southern access road, including sidewalks along its south side, and three-quarter access intersection with Rolling Hills Road, shall be completed and accepted by the City of Columbia within 90 days following issuance of a Certificate of Occupancy for the elementary school.
2. Design and construction of the extension of Howell Mountain Drive along the eastern boundary of the school tract to the south boundary of the subject tract.
3. ~~Design and construction of improvements to the intersection of Rolling Hills Road and Columbia Gorge Parkway that address City concerns related to capacity and safety of turning movement, especially considering the proposed school use. The applicant's current proposal to construct a northbound left turn lane improvement on Rolling Hills Road (onto Columbia Gorge Parkway) with a 100-foot stacking depth and an eastbound right turn lane improvement on Columbia Gorge Parkway (onto Rolling Hills Road) with a 150-foot stacking depth do not adequately address City staff concerns, particularly related to safety. The City Traffic Engineer has requested further study of traffic at this intersection, particularly related to safety. Provided that further traffic study reveals no unanticipated issues, a potentially acceptable alternative, which includes lane separation and tapers along Rolling Hills Road, has been proposed by the City's Traffic Engineer, and is attached for reference.~~
3. Design and construction of improvements to the intersection of Rolling Hills Road and Columbia Gorge Parkway that address City concerns related to capacity and safety of turning movement, especially considering the proposed school use. Improvements shall include:
  - a. A northbound through lane on Rolling Hills Road;
  - b. A northbound left turn lane on Rolling Hills Road and Columbia Gorge Parkway;
  - c. A receiving lane on Rolling Hills Road for eastbound to northbound movement from Columbia

Gorge Parkway onto Rolling Hills Road, separated from the northbound through lane; and  
d. An eastbound right turn lane improvement on Columbia Gorge Parkway (onto southbound Rolling Hills Road) with a 150-foot stacking depth.

- ~~4. Design and construction of the sidewalks along the south side of the Columbia Gorge Parkway and west side of the Raccoon Ridge connector to provide complete pedestrian connectivity from the school site west to the western boundary of the Subject property. Sidewalks along the north side of Columbia Gorge Parkway and the east side of Raccoon Ridge may be constructed at a later date as the adjacent tracts of land are developed as a prerequisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalks.~~
4. Design and construction of the sidewalks along the south side of Columbia Gorge Parkway to the western boundary of the school tract. Sidewalks along the north side of Columbia Gorge Parkway will be constructed at a later date as the adjacent tracts of land are developed as a prerequisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalks.
5. Design and construction of the sidewalks along the west side of Howell Mountain Drive. Sidewalks along the east side of Howell Mountain Drive will be constructed at a later date as the adjacent tracts of land are developed as a prerequisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalk.
6. A guarantee that land will be conveyed to the City for a neighborhood park and trails within 120 days of the effective date of the development agreement, and prior to any Certificates of Occupancy being issued for any new residential building within the preliminary plat area.
7. A guarantee that a single lot will be dedicated to the City for park access purposes upon final platting of adjacent residential lots.

The proposed preliminary plat has not been altered since it was originally presented in the October 8th report to the Planning and Zoning Commission. Staff believes that the 2005 condition which restricted the connection between Columbia Gorge Parkway and Raccoon Ridge from providing full access between The Vineyards and The Woodlands should not be carried over to the revised preliminary plat. The City's comprehensive plan and Subdivision Regulations support and require connections between compatible uses (i.e., single-family to single-family), and the proposed street reconfiguration provides a favorable alternative to the previously approved emergency-only access gate by discouraging cut-through traffic while maintaining full access to all residents.

The proposed preliminary plat meets all applicable City development regulations subject to installation of the traffic improvements at the intersection of Rolling Hills Road and Columbia Gorge Parkway which have been identified in the proposed development agreement. The revised preliminary plat will not be forwarded to City Council for approval until the development agreement is completed.

## **RECOMMENDATION**

Approval of the request, subject to Council approval of a development agreement which addresses and assigns responsibility for the following:

1. Design and construct of a second access road connecting Howell Mountain Drive and Rolling Hills Road, south of Columbia Gorge Parkway.
2. Design and construction of the extension of Howell Mountain Drive along the eastern boundary of the school tract to the south boundary of the subject tract.
3. Design and construction of traffic safety improvements at the intersection of Rolling Hills Road and



Columbia Gorge Parkway that will accommodate increased turning movement at the intersection.

4. Design and construction of the sidewalks along Columbia Gorge Parkway and Howell Mountain Drive where the school parcel abuts such roadways.
5. Guarantee that land will be conveyed to the City for a neighborhood park and trails within 120 days of the effective date of the development agreement, and prior to any Certificates of Occupancy being issued for any new residential building within the preliminary plat area.
6. Guarantee that a single lot will be dedicated to the City for park access purposes upon final platting of adjacent residential lots.

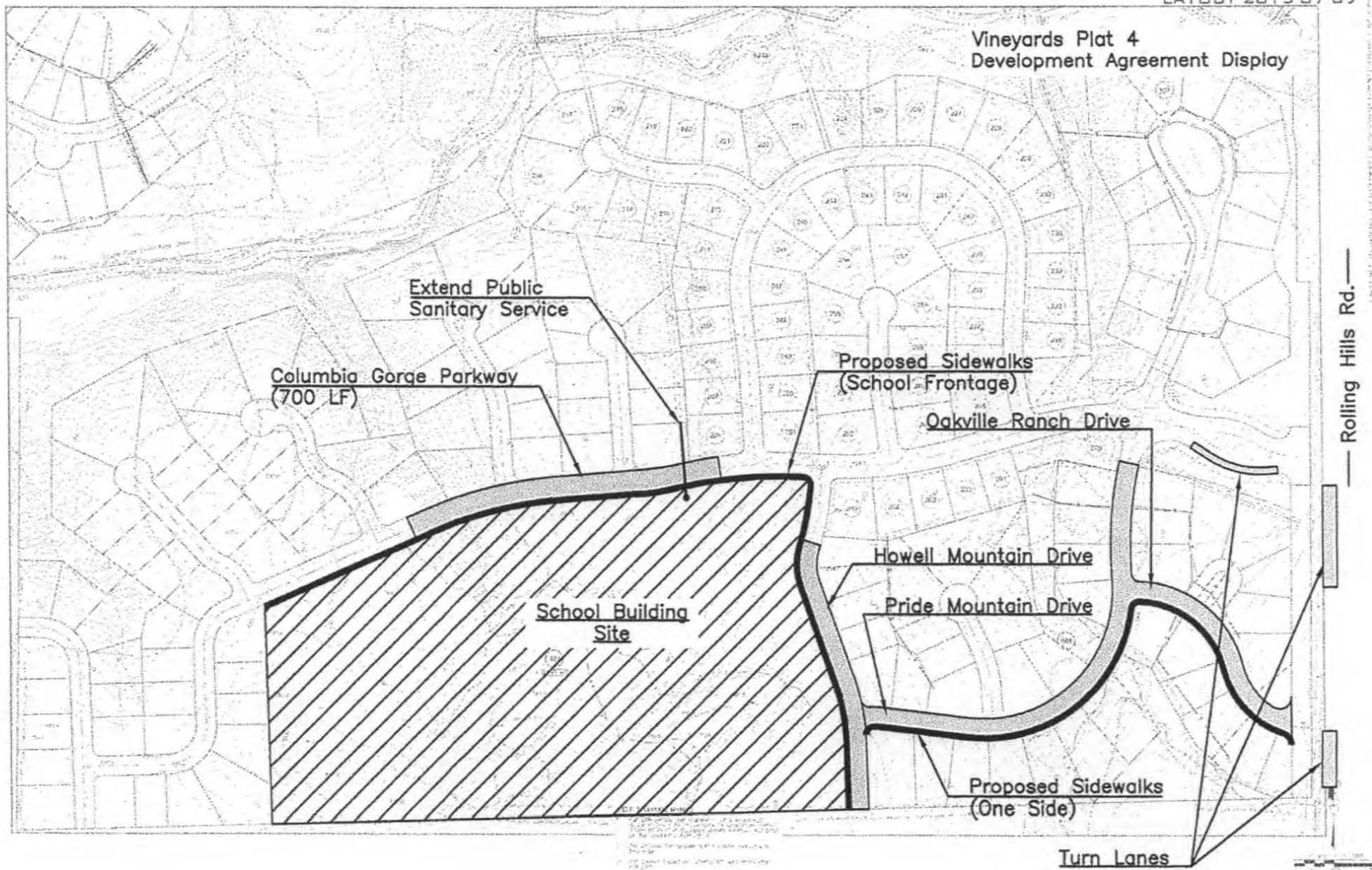
If the Commission desires to carry forward the cross-access restriction between The Woodlands and The Vineyards so that a fire gate would be installed where Raccoon Ridge is connected between the two subdivisions, then staff recommends that such restriction be removed upon a request by either subdivision's Homeowner's Association or by the Columbia Fire Department or Boone County Fire Protection District.

#### **ATTACHMENTS**

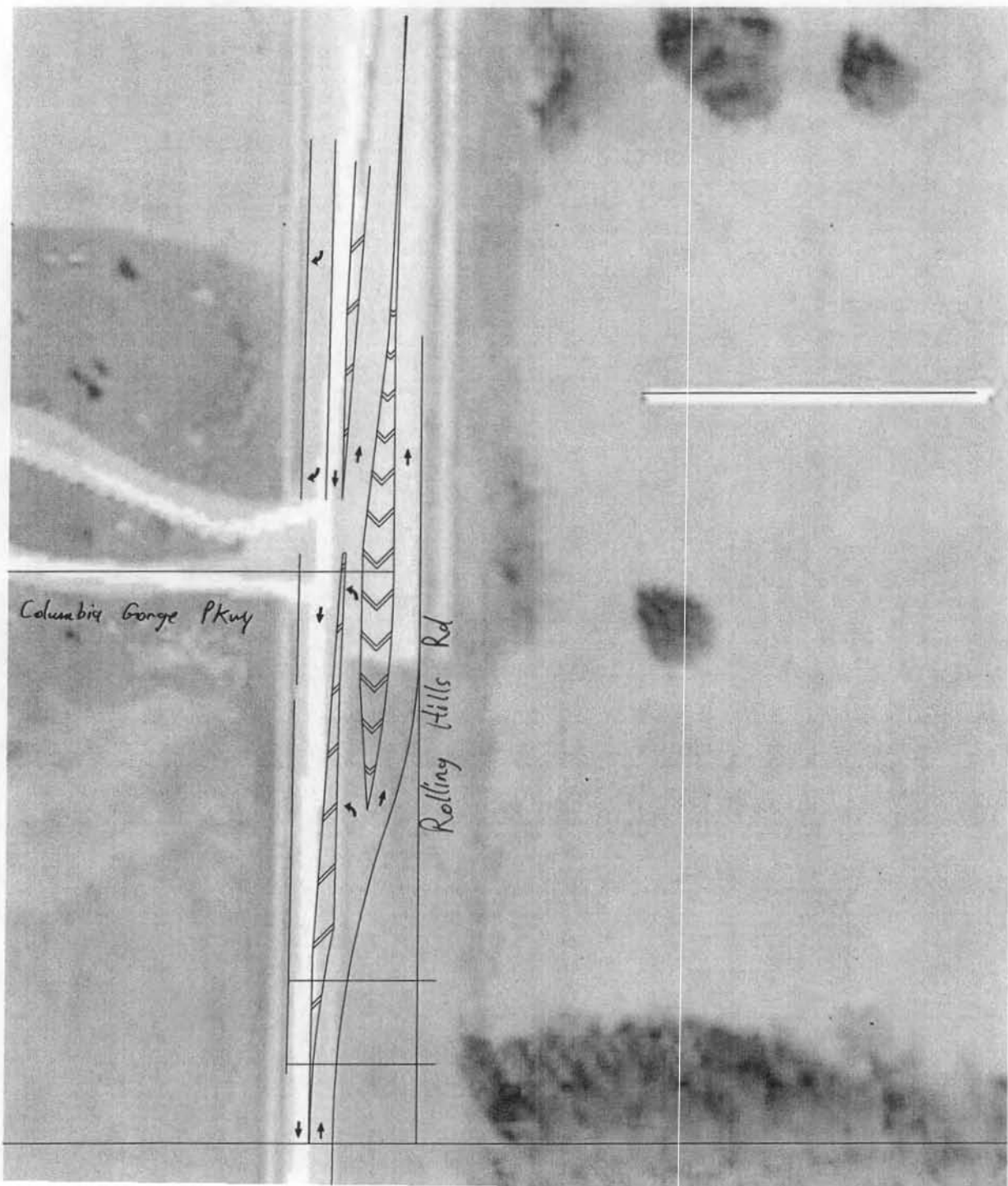
- Exhibit detailing revised proposal for off-site access improvements
- Previously submitted staff report, dated October 8 (including maps, proposed preliminary plat of The Vineyards, Plat No. 2, sketch of proposed intersection improvement to Rolling Hills Road and Columbia Gorge Parkway, and 2005 Council Resolution and preliminary plat of The Vineyards)

Report prepared by Steve MacIntyre; Approved by Pat Zenner

# Vineyards Plat 4 Development Agreement Display



# Turn Lane Concept



**AGENDA REPORT  
PLANNING AND ZONING COMMISSION MEETING  
October 8, 2015**

**SUMMARY**

A request by A Civil Group (agent) on behalf of Vineyards Columbia LLC (owner) for approval of a 289 lot revised preliminary plat of R-1 (One-Family Dwelling District) zoned land to be known as "The Vineyards, Plat No. 2". The 266.2-acre site is located southwest of the intersection of Route WW and Rolling Hills Road (Case #15-204).

**DISCUSSION**

The applicant is requesting a revised preliminary plat of The Vineyards to accommodate a public elementary school. The proposed school site will displace approximately 50 unplatted residential lots, and includes modifications to surrounding street and lot configurations to mitigate anticipated traffic impacts and ensure adequate access is provided to serve the school and surrounding neighborhood. Public schools are a permitted use within the R-1 (One-Family Dwelling) zoning district.

In addition to the consolidation of lots to accommodate for the school site, the following changes are proposed to the preliminary plat from that which was approved in 2005:

1. Two "lollipop" streets on the north side of Columbia Gorge Parkway have been replaced by four cul-de-sacs to facilitate the removal of direct driveway connections onto this neighborhood collector street.
2. Columbia Gorge Parkway has been reduced from a local residential street to the west of the school site, and re-oriented to create a circuitous route that terminates in a "T" intersection at Raccoon Ridge Drive before connecting to The Woodlands subdivision at the subject site's western boundary. This design will further reduce the likelihood of Columbia Gorge Parkway, Raccoon Ridge Drive, and Winding Trail being utilized as an alternative route to Rolling Hills Road and New Haven Road.

The 2005 Council Resolution which approved the existing preliminary plat of The Vineyards includes a condition that "Columbia Gorge Parkway shall not make a direct connection to Raccoon Ridge Drive but shall allow emergency vehicle access". The City's comprehensive plan and Subdivision Regulations support and require connections between compatible uses such as this. The above-mentioned street reconfiguration provides a reasonable alternative to the emergency-only access gate solution which was previously approved at the request of residents in the adjacent (Boone County) Woodlands subdivision.

An amendment to the existing development agreement is being negotiated between the City, Columbia Public Schools, and the applicant to address additional off-site public improvement needs primarily related to the surrounding transportation network. The general terms of this agreement have been discussed and are agreed to in concept; however, the actual content of the agreement is not available for review at this time. The following items have been identified for inclusion in the development agreement to satisfy public infrastructure improvements needed to offset the impacts of the proposed school:

1. Design and construction of the extension of Columbia Gorge Parkway and Raccoon Ridge Drive to the western boundary of the subject property.
2. Design and construction of the extension of Howell Mountain Drive along the eastern boundary of the school tract to the south boundary of the subject tract.
3. Design and construction of improvements to the intersection of Rolling Hills Road and Columbia Gorge

Parkway that address City concerns related to capacity and safety of turning movement, especially considering the proposed school use. The applicant's current proposal to construct a northbound left turn lane improvement on Rolling Hills Road (onto Columbia Gorge Parkway) with a 100-foot stacking depth and an eastbound right turn lane improvement on Columbia Gorge Parkway (onto Rolling Hills Road) with a 150-foot stacking depth do not adequately address City staff concerns, particularly related to safety. The City Traffic Engineer has requested further study of traffic at this intersection, particularly related to safety. Provided that further traffic study reveals no unanticipated issues, a potentially acceptable alternative, which includes lane separation and tapers along Rolling Hills Road, has been proposed by the City's Traffic Engineer, and is attached for reference.

4. Design and construction of the sidewalks along the south side of the Columbia Gorge Parkway and west side of the Raccoon Ridge connector to provide complete pedestrian connectivity from the school site west to the western boundary of the Subject property. Sidewalks along the north side of Columbia Gorge Parkway and the east side of Raccoon Ridge may be constructed at a later date as the adjacent tracts of land are developed as a prerequisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalks.
5. Design and construction of the sidewalks along the west side of Howell Mountain Drive. Sidewalks along the east side of Howell Mountain Drive will be constructed at a later date as the adjacent tracts of land are developed as a prerequisite to issuance of a Certificate of Occupancy of any building directly adjacent to such sidewalk.
6. A guarantee that land will be transferred to the City for a neighborhood park and trails per the existing 2005 development agreement. Conveyance of land and easements need to have a triggering mechanism, such as being a prerequisite to the issuance of a Certificate of Occupancy for any building on the subject property other than buildings on the school tract.
7. A guarantee that a single lot will be dedicated to the City for park access purposes upon final platting of adjacent residential lots.

The proposed preliminary plat meets all applicable City development regulations, with the exception of the proposed traffic improvements at the intersection of Rolling Hills Road and Columbia Gorge Parkway. Such outstanding improvements necessary to satisfy public safety will be addressed within the development agreement and may require the applicant to perform additional traffic analysis or redesign the the proposed improvements. Forwarding of the proposed preliminary plat to City Council for approval will not occur prior to the development agreement being completed.

## **RECOMMENDATION**

Approval of the request, subject to Council approval of a development agreement which addresses and assigns responsibility for the following concerns and needs related to this development:

1. Design and construction of the extension of Columbia Gorge Parkway and Raccoon Ridge Drive to the western boundary of the subject property.
2. Design and construction of the extension of Howell Mountain Drive along the eastern boundary of the school tract to the south boundary of the subject tract.
3. Design and construction of improvements to the intersection of Rolling Hills Road and Columbia Gorge Parkway that address City concerns related to capacity and safety of turning movement, especially considering the proposed school use.
4. Design and construction of the sidewalks along the south side of the Columbia Gorge Parkway and west

side of the Raccoon Ridge connector to provide complete pedestrian connectivity from the school site west to the western boundary of the Subject property.

5. Design and construction of the sidewalks along the west side of Howell Mountain Drive.
6. A guarantee that land will be transferred to the City for a neighborhood park and trails per the existing 2005 development agreement.
7. A guarantee that a single lot will be dedicated to the City for park access purposes upon final platting of adjacent residential lots.

## ATTACHMENTS

- Locator maps
- Proposed preliminary plat of The Vineyards, Plat No. 2
- Sketch of proposed intersection improvement to Rolling Hills Road and Columbia Gorge Parkway
- 2005 Council Resolution and preliminary plat of The Vineyards

## SITE HISTORY

<b>Annexation Date</b>	2005
<b>Existing Zoning District(s)</b>	R-1 (One-Family Dwelling District)
<b>Land Use Plan Designation</b>	Neighborhood District
<b>Subdivision/Legal Lot Status</b>	Surveyed tracts

## SITE CHARACTERISTICS

<b>Area (acres)</b>	266.2 acres
<b>Topography</b>	Moderate to steep slopes
<b>Vegetation/Landscaping</b>	Hay fields and significant stands of mature trees
<b>Watershed/Drainage</b>	Grindstone Creek drainage basin
<b>Existing structures</b>	Several single-family homes

## UTILITIES & SERVICES

<b>Sanitary Sewer</b>	City Public Works Dept.
<b>Water</b>	Public Water Supply District No. 9
<b>Electric</b>	Boone Electric Cooperative
<b>Fire Protection</b>	Columbia Fire Dept.

## ACCESS

<b>Route WW</b>	North side of site
<b>Major Roadway Plan</b>	Major Arterial (Unimproved & MoDOT-maintained)
<b>CIP Projects</b>	None
<b>Sidewalk</b>	Needed

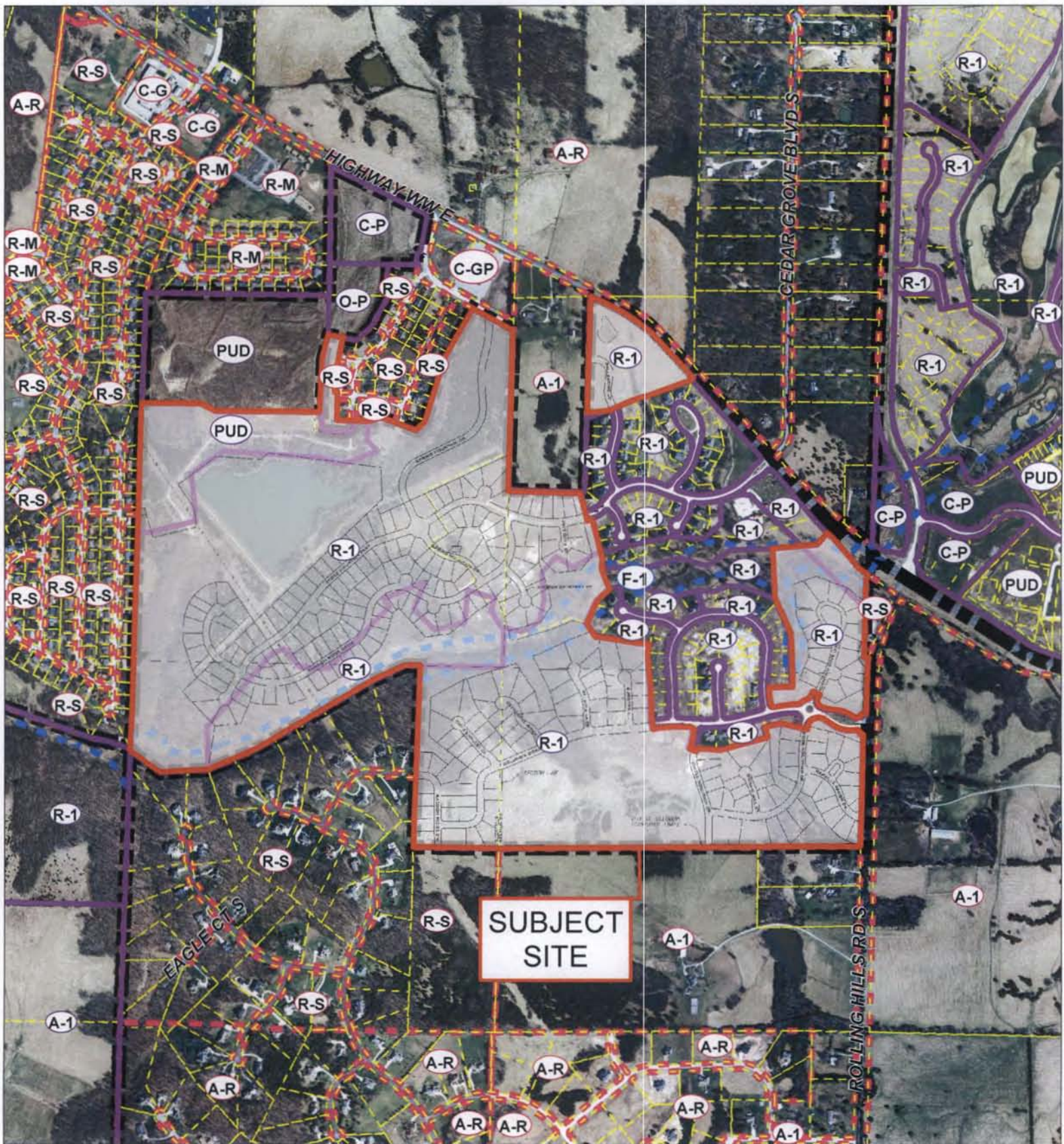
<b>Rolling Hills Road</b>	East side of site
<b>Major Roadway Plan</b>	Minor Arterial (Improved & City-maintained)
<b>CIP Projects</b>	None
<b>Sidewalk</b>	Needed along southern unplatted portions of proposed plat frontage

## PARKS & RECREATION

<b>Neighborhood Parks</b>	Future City Neighborhood Park at west side of preliminary plat, per Development Agreement
<b>Trails Plan</b>	Trail planned along South Fork of Grindstone Creek, which flows through site
<b>Bicycle/Pedestrian Plan</b>	N/A

Report prepared by Steve MacIntyre; Approved by Pat Zenner

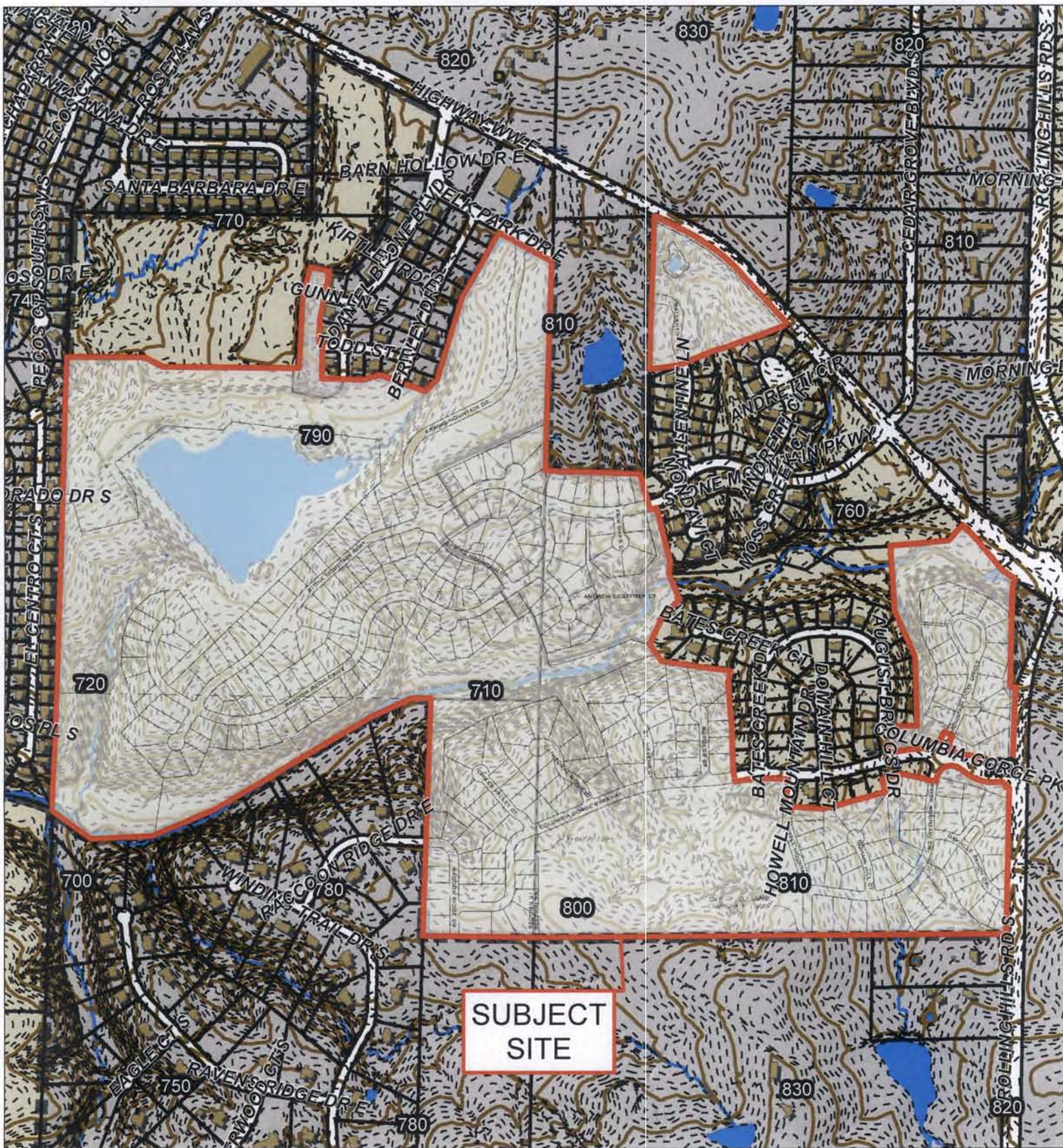




## 15-204: Vineyards Plat 2-A Revised Preliminary Plat







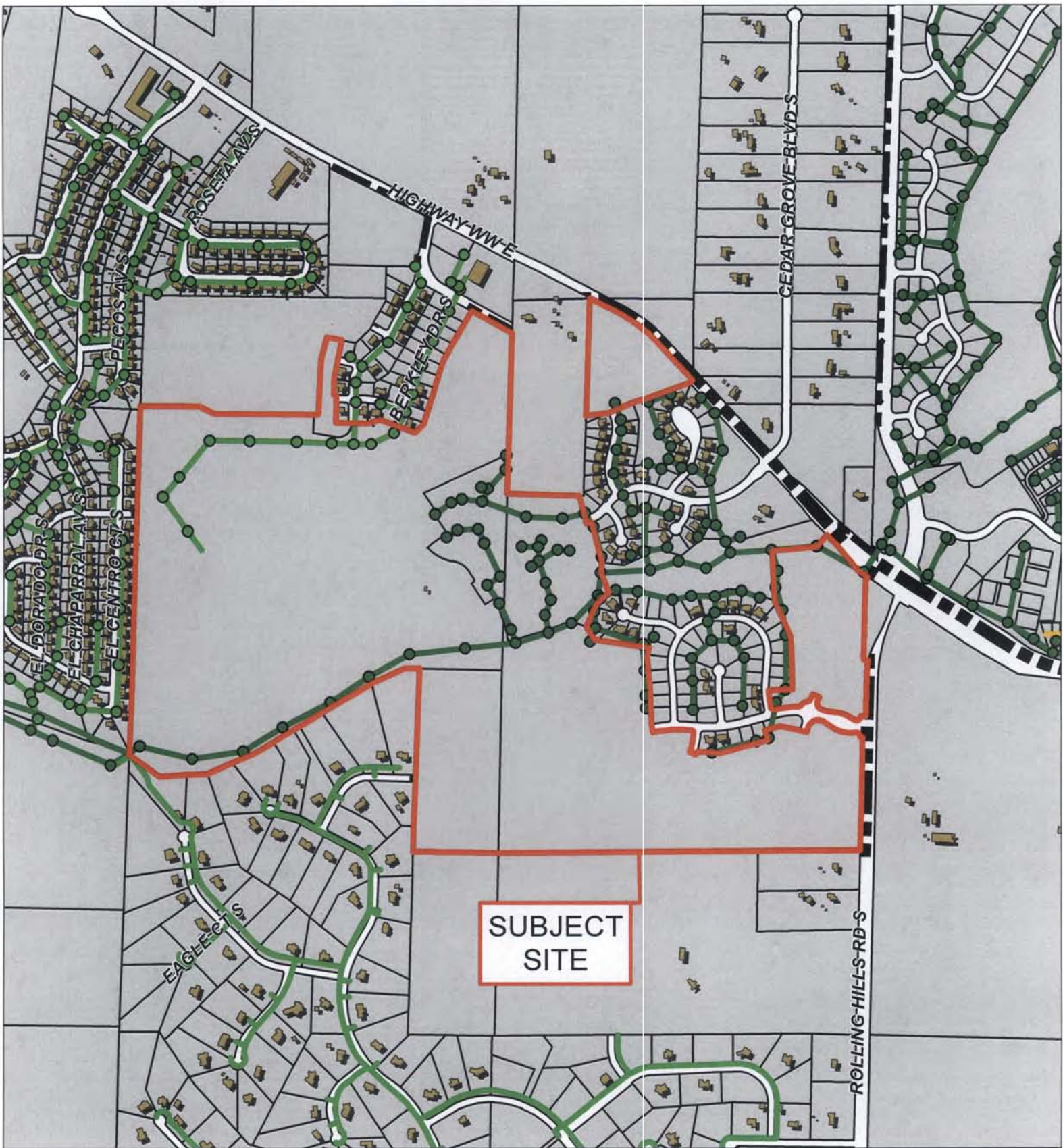
## 15-204: Vineyards Plat 2-A Revised Preliminary Plat



- |   |  |   |
|---|--|---|
|  10 Foot Contour Lines |  Parcels            |  Bodies of Water |
|  2 Foot Contour Lines  |  Building Footprint |  Stream          |







## 15-204: Vineyards Plat 2-A Revised Preliminary Plat



● BCRSD

● City Sanitary Structure

— BCRSD

— City Sanitary Line

— Private Sanitary Line

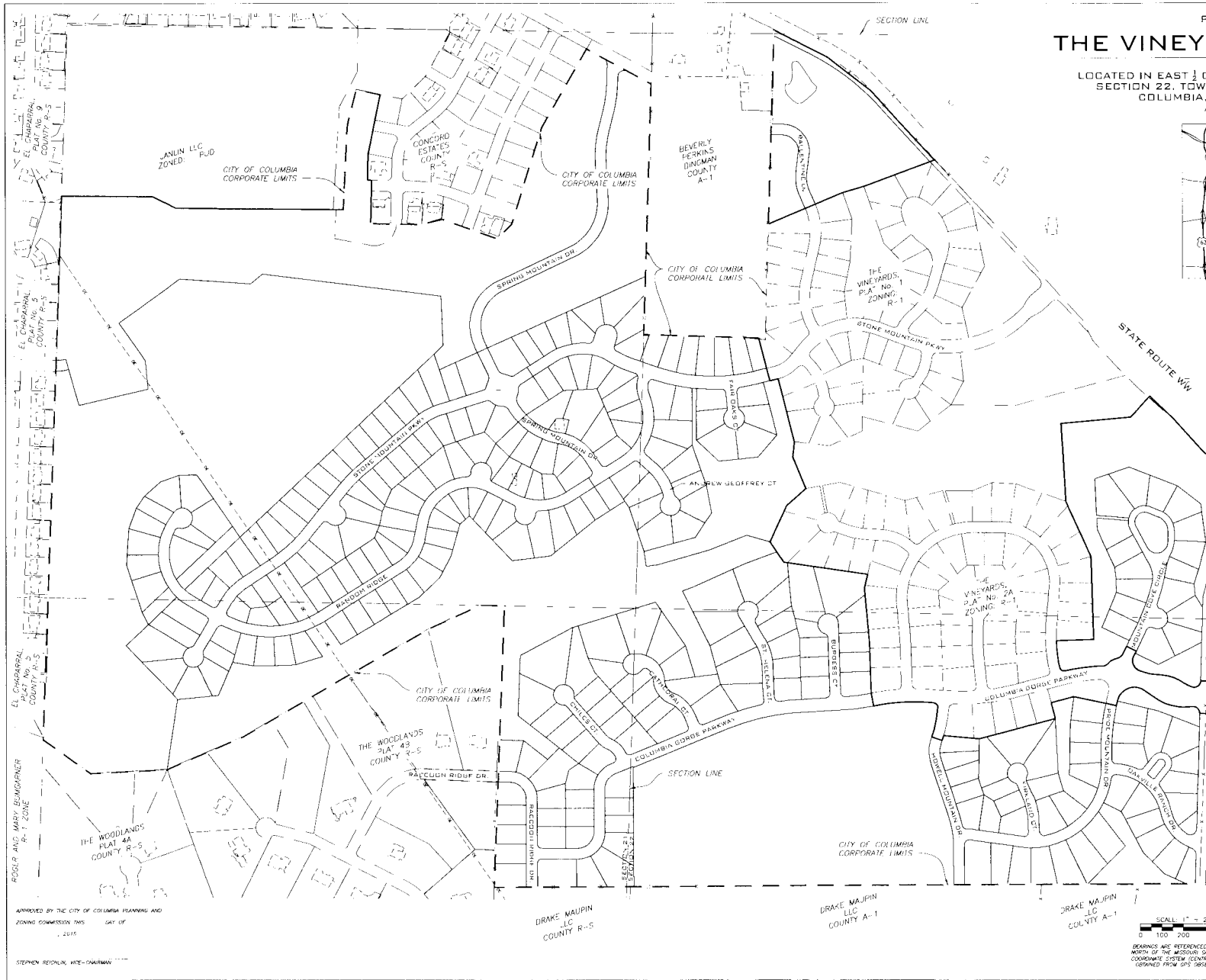


Building Footprint



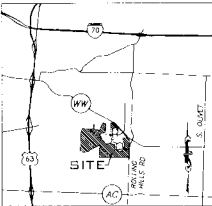
Parcels





PRELIMINARY PLAT  
**THE VINEYARDS, PLAT NO. 2**

LOCATED IN EAST 1/2 OF SECTION 21 AND IN THE WEST 1/2 OF  
SECTION 22, TOWNSHIP 48 NORTH, RANGE 12 WEST  
COLUMBIA, BOONE COUNTY, MISSOURI  
AUGUST 31, 2015



**SITE DATA**  
ZONING: R-1/PUD  
ADDRESS:  
LOCATION: LOCATED IN SECTION 21 & 22, TOWN  
R-100, CITY OF COLUMBIA, BOONE COUNTY, MISSOURI  
**OWNER:**  
THE VINEYARDS, LLC  
1212 BRADSHAW AVE  
COLUMBIA, MO 65201

**BEICHHMARK DATA**

DATE: 08/31/2015  
DRAWN: ALUMINUM DSK  
COUNTED: 80-BS  
LOCATED ON THE NORTH SIDE OF  
ROUTE 1000, APPROXIMATELY 45 FEET WEST OF THE DRIVEWAY TO THE 100  
HARTMAN GOLF COURSE, COLUMBIA  
ELEV: 818.34

**LEGAL DESCRIPTION**

TWO TRACTS OF LAND LOCATED IN THE EAST 1/2 OF SECTION 21 AND IN THE WEST  
HALF OF SECTION 22, TOWNSHIP 48 NORTH, RANGE 12 WEST BEING PART OF THE SURVEY  
RECORDED IN BOOK 2805, PAGE 152 AND BEING PART OF THE SURVEY RECORDED IN  
BOOK 2805, PAGE 21 IN THE CITY OF COLUMBIA, BOONE COUNTY, MISSOURI

**STREAM BUFFER STATEMENT**

THIS TRACT IS EXEMPTED FROM THE CITY OF COLUMBIA STREAM BUFFER ORDINANCE AS  
DETERMINED BY THE USES MAY FOR COLUMBIA, BOONE COUNTY, MISSOURI  
AND ARTICLE 4 OF CHAPTER 12A (SECTION 232.02) OF THE CITY OF COLUMBIA CODE OF  
ORDINANCES.

**FLOOD PLAIN STATEMENT**

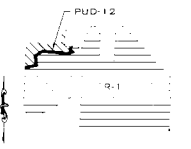
THIS TRACT IS LOCATED WITHIN THE 100 YEAR FLOOD PLAIN AS SHOWN  
BY FLOOD INSURANCE RATE MAP #2501000500 DATED MARCH 17, 2011.

**STORM WATER**

A COLUMBIA PUBLIC ELEMENTARY SCHOOL IS PLANNED FOR LOT 403. THE CONSTRUCTION  
ON THIS LOT WILL PROVIDE STORM WATER DRAINAGE AND WATER QUALITY TREATMENT AS  
REQUIRED IN ARTICLE 4 OF CHAPTER 12A OF THE COLUMBIA CODE AS OF THE DATE OF  
APPROVAL OF THIS PLAT. THE REMAINDER OF THIS DEVELOPMENT WILL PROVIDE STORM  
WATER MANAGEMENT AS SHOWN ON THE PRELIMINARY PLAT APPROVED NOVEMBER 10, 2005.  
DEVELOPMENT BY THESE STANDARDS WILL RESULT IN DECREASED WATERFLOOD IMPACT BY  
REDUCING THE NUMBER OF RESIDENTIAL LOTS FROM THE PREVIOUSLY APPROVED PRELIMINARY  
PLAT.

**PHASING NOTES**

THIS DEVELOPMENT SHALL BE ALLOWED TO BE  
CONSTRUCTED IN MULTIPLE PHASES. THE PHASES OF  
CONSTRUCTION MAY BE BUILT OVER AN UNDEVELOPED  
NUMBER OF YEARS.



**EXISTING ZONING DETAIL**

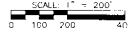


**PLAN SHEET DETAIL**

THIS DEVELOPMENT HAS BEEN  
RECEIVED FOR REVIEW  
AND APPROVAL  
BY THE CITY OF COLUMBIA  
PLANNING AND ZONING COMMISSION  
ON AUGUST 31, 2015  
CHRISTOPHER M. SANDER  
PLANNING AND ZONING COMMISSION  
CHAIRMAN  
SURVEY AND PLAT BY  
A CIVIL GROUP  
COMPOUND NO. 2001006116



**A CIVIL GROUP**  
CIVIL ENGINEERING - PLANNING - SURVEYING  
3411 BRIDGWAY BUSINESS PARK COURT  
SUITE 105  
COLUMBIA, MO 65203  
PH: (573) 817-8750 FAX: (573) 817-1677  
MISSOURI (2) NOTIFICATION (2) AUTHORITY: 2001006116



DRAWINGS ARE REFERENCED TO GRID  
NORTH OF THE MISSOURI STATE PLANE  
COORDINATE SYSTEM (CENTRAL ZONE)  
OBTAINED FROM GPS OBSERVATION

APPROVED BY THE CITY OF COLUMBIA PLANNING AND  
ZONING COMMISSION THIS DAY OF  
AUGUST, 2015

STEPHEN REIDUN, VICE-CHAIRMAN

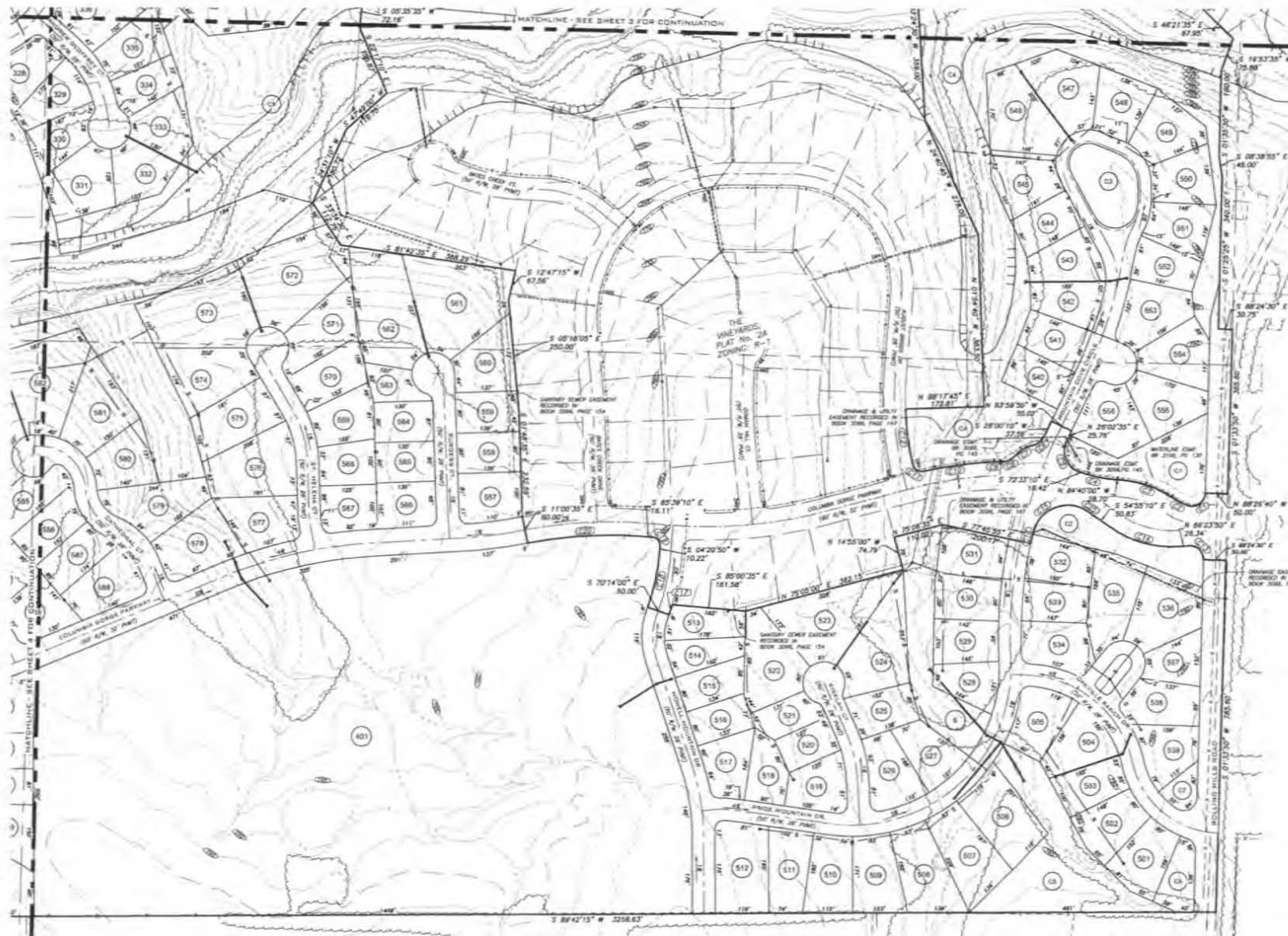
DRAKE MAJIN  
LLC  
COUNTY A-1

DRAKE MAJIN  
LLC  
COUNTY A-1

DRAKE MAJIN  
LLC  
COUNTY A-1



# PRELIMINARY PLAT THE VINEYARDS, PLAT NO. 2



#	ANGLE	RADIUS	LENGTH	CHORD
17	100°00'00"	30.00	25.84	5.20
18	100°00'00"	30.00	25.84	5.20
19	100°00'00"	30.00	25.84	5.20
20	100°00'00"	30.00	25.84	5.20
21	100°00'00"	30.00	25.84	5.20
22	100°00'00"	30.00	25.84	5.20
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26	100°00'00"	30.00	25.84	5.20
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82	100°00'00"	30.00	25.84	5.20
83	100°00'00"	30.00	25.84	5.20
84	100°00'00"	30.00	25.84	5.20
85	100°00'00"	30.00	25.84	5.20
86	100°00'00"	30.00	25.84	5.20
87	100°00'00"	30.00	25.84	5.20
88	100°00'00"	30.00	25.84	5.20
89	100°00'00"	30.00	25.84	5.20
90	100°00'00"	30.00	25.84	5.20
91	100°00'00"	30.00	25.84	5.20
92	100°00'00"	30.00	25.84	5.20
93	100°00'00"	30.00	25.84	5.20
94	100°00'00"	30.00	25.84	5.20
95	100°00'00"	30.00	25.84	5.20
96	100°00'00"	30.00	25.84	5.20
97	100°00'00"	30.00	25.84	5.20
98	100°00'00"	30.00	25.84	5.20
99	100°00'00"	30.00	25.84	5.20
100	100°00'00"	30.00	25.84	5.20

THE VINEYARDS, PLAT NO. 2  
ZONING: R-1

SCALE: 1" = 100'

BEARING AND DISTANCE TO THE NORTH OF THE SECTION START PLAT  
INDICATED BY THE CURVES, CHANGING  
FROM THE SECTION

THE SECTION HAS BEEN  
ELECTRONICALLY  
RECORDED IN THE  
CLERK'S OFFICE

CONTRACT NO. 10-0000000000  
AND C-2000-0000000000  
RECORD NO. 10-0000000000

SURVEY AND PLAT BY  
A CIVIL GROUP

**A CIVIL GROUP**  
CIVIL ENGINEERING - PLANNING - SURVEYING  
3401 WASHINGTON BUSINESS PARK DRIVE  
SUITE 100  
COLUMBIA, MD 21046  
PH: (301) 817-5750, FAX: (301) 817-1877  
ABSOLUTE CERTIFICATE OF AUTHORITY: 200100000000

GENERAL NOTES:

EXISTING JAW  
IMPRESSIONS

- |    |                                  |
|----|----------------------------------|
| MA | EXISTING SANITARY MANHOLE        |
| MA | PROPOSED SANITARY MANHOLE        |
| MA | EXISTING SANITARY CLEANOUT       |
| MA | PROPOSED SANITARY CLEANOUT       |
| MA | EXISTING FIRE HYDRANT            |
| MA | PROPOSED FIRE HYDRANT            |
| MA | EXISTING ELECTRICAL WIRE/CONDUIT |
| MA | EXISTING TELEPHONE JACK          |
| MA | EXISTING UTILITY POLE            |
| MA | EXISTING WATER VALVE             |
| MA | PROPOSED STREET LIGHT            |
| MA | PROPOSED JOINT CONCERN (JUN)     |
| MA | EXISTING FENCE                   |
| MA | EXISTING UNDERGROUND ELECTRIC    |
| MA | EXISTING UNDER-RAIL ELECTRIC     |
| MA | EXISTING GAS                     |
| MA | EXISTING SANITARY                |
| MA | PROPOSED SANITARY                |
| MA | EXISTING WATER                   |
| MA | PROPOSED WATER                   |
| MA | EXISTING POWER SERVICE           |
| MA | PROPOSED POWER SERVICE           |
| MA | EXISTING CABLE TELEVISION        |
| MA | EXISTING FENCE (F)               |
| MA | EXISTING TREELINE                |
| MA | APPROXIMATE PROPOSED TREELINE    |
| MA | EXISTING FENCE (F)               |
| MA | CITY OF COLUMBIA COMPASSION LINE |

1. UNIT 6/7/8/9/10/11/12

- [illegible]

## NATURAL CA

<u>NATURAL GAS</u>	<u>SANITARY SEWER</u>	<u>WATER</u>
ANDERSON, E. 2001 WILLIAM BLVD COLUMBIA, MISSOURI 65201 CONTACT: OWEN WARREN (313) 476-3063	CITY OF COLUMBIA P.O. BOX 8015 PUBLIC WORKS DEPARTMENT COLUMBIA, MISSOURI 65208 CONTACT: LINDSEY SCHWARTZ (313) 441-5481	PUBLIC WORKS SUPPLY DISTRICT NO. 8 591 ANGELES STREET COLUMBIA, MISSOURI 65205 CONTACT: ROGER BALLER (313) 474-8822

CENTURIPANE  
875 E. CHERRY

COLUMBIA CONTRACT	ADDRESS 25000 7th COLUMBIA (313) 466-3529	AVENUE COLUMBIA CONTACT	ADDRESS 25001 809 BUNER (313) 443-1335	P.O. BOX 767 1413 KANGAROO STREET COLUMBIA ADDRESS 25002 CONTACT 3036 GARDNER (313) 461-0828
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INDUPE ELECTRIC  
CORPORATION

P.O. Box 767  
1417 KANGAROO STREET  
COLLINGSWOOD, WESTERN AUSTRALIA  
CONTACT: JOHN GARDNER  
(0917) 821-0428

WILLIAM W. WELLS AND GARY L. WELLS



**SURVEY AND PLAT OF**

BROADWAY BUSINESS PARK C  
CLUB LSP

CIVIL ENGINEERING - PLANNING - SURVEYING  
3401 BRIDGWAY BUSINESS PARK COURT  
SUITE 102  
COLUMBIA, MD 21033  
PH: (301) 817-5750, FAX: (301) 817-1877  
MISSOURI CERTIFICATE OF AUTHORITY: 2001008

100

SHEET 3 OF 5

PRELIMINARY PLAT

# THE VINEYARDS, PLAT NO. 2



THIS DOCUMENT HAS BEEN ELECTRONICALLY SIGNED, SEALED AND DATED.

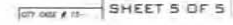
STATE OF MISSISSIPPI

CHIEF ENGINEER IN CHARGE  
NO. 1-0001-00-0018  
BETHLEHEM, MS. 39013

SURVEY AND PLAT BY  
A CIVIL GROUP  
CORPORATE NO. 00000001

A CIVIL GROUP  
CIVIL ENGINEERING - PLANNING - SURVEYING  
3601 BROADWAY BUSINESS PARK COURT  
SUITE 105  
COLUMBIA, MS. 39208  
PH: (573) 817-5750 FAX: (573) 817-5777  
MISSISSIPPI CERTIFICATE OF AUTHORITY: 00010208115



[illegible]

THIS DOCUMENT HAS BEEN  
ELECTRONICALLY  
SIGNED, SEALED AND CAPTED



CHRISTOPHER H. SANDER  
WFO 11-100455  
SEPTEMBER 22, 2015

SURVEY AND PLAT BY  
A ONE GROUP  
COMPANY, INC. 2011081118

**A CIVIL GROUP**  
CIVIL ENGINEERING • PLANNING • SURVEYING  
3401 BROADWAY BUSINESS PARK COURT  
SUITE 105  
COLUMBIA, MD 21050  
PH: (301) 517-5750, FAX: (301) 517-1677  
MSB009; CERTIFICATE OF AUTHORITY: 2001006113

# Turn Lane Concept





Introduced by Hindman Council Bill No. R 266-05 A

A RESOLUTION

approving the Preliminary Plat of The Vineyards, Plat No. 1, a major subdivision; setting forth a condition for approval.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Council hereby approves the Preliminary Plat of The Vineyards, Plat No. 1, dated October, 2005, a major subdivision located on the south side of State Route WW, west of Rolling Hills Road, containing 631.02 acres, and hereby confers upon the subdivider the following rights for a period of seven years from the date of this approval:

- A. The terms and conditions under which the Preliminary Plat was given will not be changed.
- B. The subdivider may submit on or before the expiration date the whole or any part of the subdivision for final approval.
- C. The time for filing the final plat may be extended by the Council for a specified period on such terms and conditions as the Council may approve.

SECTION 2. Prior to approval of the Final Plat of this Subdivision, the subdivider shall have completed the improvements required by the Subdivision Regulations, or in lieu of completion of the work and installations referred to, present security to the City Council with surety and conditions satisfactory and acceptable to the City Council, providing for and securing the actual construction and installation of the improvements and utilities; or put the City Council in an assured position to do the work, obligating the developer to install the improvements indicated on the plat, provided that no occupancy permit will be issued to any person for occupancy of any structure on any street that is not completed in front of the property involved, or the utilities have not been installed to the satisfaction of the City.

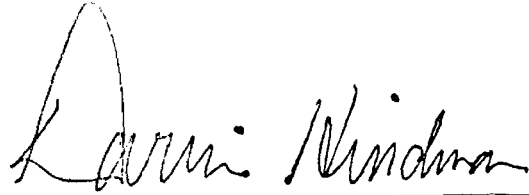
SECTION 3. Approval of this Preliminary Plat is subject to the condition that Columbia Gorge Parkway shall not make a direct connection to Raccoon Ridge Drive but shall allow emergency vehicle access.

ADOPTED this 21st day of November, 2005.

ATTEST:



City Clerk



Mayor and Presiding Officer

APPROVED AS TO FORM:



City Counselor





LOCATED IN EAST 1/2 OF SECTION 21 AND IN THE WEST 1/2 OF SECTION 22  
TOWNSHIP 48 NORTH, RANGE 12 WEST  
COLUMBIA, BOONE COUNTY, MISSOURI  
OCTOBER, 2005



To: Columbia Planning & Zoning Commission

From: John Anderson – The Woodlands  
November 17, 2015

Re: Case #15-204  
Boone County Resource Management Letter  
Re – Connection of the Woodlands & the Vineyards at Raccoon Ridge.

Commissioners:

I am John Anderson, a retired IT Executive and a resident of the Woodlands. I am writing to offer some comments on the Oct 7, 2015 letter from Stan Shawver - Director, Boone County Resource Management, which is included in Case #15-204. A copy of that letter is attached as a PDF.

As most of you should know, both the Woodlands and the Vineyards residents oppose this direct connection and desire it to be “Gated Emergency Access Only” with pedestrian/bicycle access on one side. We have e-mail and written petitions from 134 Woodlands’ residents all of which are not in favor of the direct connection and the addition of through traffic to both the Woodlands and the Vineyards. Those petitions are attached in electronic form to our primary proposal submitted under separate cover.

The first time the Woodlands working team saw this October 7<sup>th</sup> letter was in the City’s P&Z submittal on Nov 13<sup>th</sup>. We wish this had been shared with us at some point in the last 5 weeks, or updated as the new revised plat proposal addresses & solves a number of the points in Mr. Shawver’s letter.

The revised plat now has a second connection to the new East Elementary school from Rolling Hills Road. Boone County & Columbia City Fire & Police/Sheriff are both on record with us desiring the second connection to the new East school to be from Rolling Hills, not through the long, winding & narrow Woodlands subdivision Winding Trail Dr. That second connection to Rolling Hills is part of Case #15-204 and 205.

The third paragraph of Mr. Shawver's letter, in the next to last sentence, talks about the Woodlands needing a second way in and out of the neighborhood. We have that today with connections to both New Haven and Rolling Hills. Having the Woodlands and the Vineyards connected via a gated "Emergency Only Access" satisfies the need for emergency fire/law enforcement access in the event that Winding Trail is blocked North of Turkey Trail.

Mr. Shawver's last paragraph again mentions that without the Woodlands and the Vineyards connection, the school will not have a secondary access – the revised plat's second connection of the Vineyards to Rolling Hills satisfies that need.

Mr. Shawver's first paragraph further calls the Raccoon Ridge link between the Woodlands and the Vineyards "A vital link" – we believe the new plat with the second Rolling Hills connection makes "Gated Emergency Access Only" a viable and preferred solution.



# Boone County Resource Management

ROGER B. WILSON BOONE COUNTY GOVERNMENT CENTER  
801 E. WALNUT ROOM 315 COLUMBIA, MO 65201-7730  
(573) 886-4330 FAX (573) 886-4340

STAN SHAWVER, DIRECTOR

PLANNING - INSPECTIONS - ENGINEERING

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Date: October 07 2015

To: Patrick Zenner - Development Services Manager, City of Columbia

From: Stan Shawver - Director, Boone County Resource Management

Re: Vinyards Plat # 2-A & Plat #4, Interconnection to Raccoon Ridge Dr in The Woodlands Plat 4B

The purpose of requiring stub streets to adjoining properties and requiring developers of such adjoining properties to construct the extensions of these public roads is a vital component for a quality road network, which is why both the County of Boone and the City of Columbia land use and land division regulations require such connections. The interconnection of the Vinyards to the Woodlands by requiring the connection of Raccoon Ridge Dr is an example of one of these vital links.

Such interconnections must not be limited in nature. Full access road connections are important for a number of reasons but primarily they are needed to provide secondary safety access to areas that would otherwise only have access from one point in the public road network. Emergency only connections do not provide the proper level of connectivity because public safety encompasses more than an ambulance, fire truck, or police car. Full roadway connections allow the traffic to re-direct and compensate for accidents or blockages in the system through a natural redirection through such linkages. These linkages would normally not be the preferred path but allow the system to continue to function when problems arise.

Connections such as the one proposed should not result in significant cut-through traffic. The only traffic that will have any incentive to regularly use the interconnection is that from the few lots at the remote ends of both of these subdivisions that will now have a choice in which way to go. It is anticipated that there will be an increase in use of Raccoon Ridge Dr above its current level of traffic because it currently does not go anywhere; however, unlike the roads designed to be permanent cul-de-sacs, Raccoon Ridge Dr was designed to be extended as a through street connection to adjoining property so the northern part of the Woodlands would eventually have a second way in and out. This connection will not carry any more traffic than any of the other through streets in the two subdivisions.

Most critically, the development agreement between the City of Columbia, the Developer, and the Columbia Public Schools seems to imply that the party that is constructing the roadways shown will only construct Raccoon Ridge Dr to the western

property line. If this is the case then the school will not have its required secondary remote access as the physical roadway will not be connected pavement to pavement. This situation has been emphasized to the engineering consultants working for the developer and for the school at all the meetings including those prior to the site selection. As with any road connection between two subdivisions the party making the connection to the road stub should connect the end of the existing pavement with the rest of the roadway that the party is newly constructing. This is especially true in this case as the County land use regulations are designed to require the connecting developer to build the connection, since most of the time the new subdivision is under County jurisdiction, the system functions as designed. The County does not construct new roadways in support of subdivision development on its own and is not set up to do so, such as the extension of Raccoon Ridge Dr. The County will be more than happy to issue the needed permits and work with the party that is going to undertake the construction but any assumption that the County will construct the possible gap between the pavement is in error. As the County has not been a party to any development agreement, it is best that this issue is clearly understood as without the pavement connection the needed secondary access for fire and other purposes will not actually exist.



Stan Shawver,  
Director: BCRM  
801 E. Walnut  
Room 315  
Columbia, MO 65201  
(573) 886- 4330





Patrick Zenner <przenner@gocolumbiamo.com>

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**FW: Case #15-204 - Woodlands Emergency Access Proposal Submittal**

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Dale Parker <[REDACTED]>

Tue, Nov 17, 2015 at 3:54 PM

To: "sjmacint[REDACTED]" <[REDACTED]>, "Patrick Zenner

Cc: "John Anderson" <[REDACTED]>

Steve and Pat,

I have attached our pre-meeting documents that we request are forwarded to the commission so they may review prior to Thursday night's meeting. Thank you.

DP

Dale Parker, Agent

Dale Parker Insurance Agency, Inc.  
State Farm Insurance Companies  
503 E. Nifong Suite A1  
Columbia, MO 65201  
573-256-7744  
fax 573-256-7733

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**From:** John Anderson <[REDACTED]>  
**Sent:** Tuesday, November 17, 2015 3:32 PM  
**To:** Dale Parker  
**Subject:** Case #15-204 - Woodlands Emergency Access Proposal Submittal

These documents are for distribution to the P&Z commissioners in advance of the November 19th P&Z meeting.

Attached please find our "Gated Emergency Access Only" proposal document - "P&Z Nov 19th GEAO Justification V3.1" - this is the primary document stating our position.

And the following supporting documents:

1. "Dr. Stiepleman Statement" - A PDF of an e-mail from Dr. Stiepleman supporting our Emergency Access Only recommendation
2. A cover letter word document for our e-mail & paper Woodlands resident petitions - "Petition cover letter to P&Z Nov 19 2015
3. A word document containing e-mail copies of petitions regarding the connection of the Woodlands and the Vineyards from Woodlands residents - "Petition cut and paste 10-5-15
4. A PDF of paper petitions from Woodlands residents regarding the connection of the Woodlands and the Vineyards - "Paper Petitions PDF"

Regards,

John Anderson

**5 attachments**



**P&Z Nov 19th GEAO justification V3.1.docx**

22K



**Dr Stiepleman Statement.pdf**

270K



**Petition cover letter to P&Z Nov 19 2015.docx**

13K



**Petition cut and paste 10-5-15.docx**

59K



**Paper Petitions PDF.pdf**

7921K

**Subject:** Fw: East elementary school.  
**From:** John Anderson [REDACTED]  
**To:** jcanderson [REDACTED]  
**Date:** Monday, November 16, 2015 10:45 AM

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**From:** Dale Parker [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Saturday, October 24, 2015 11:08 PM  
**Subject:** Fwd: East elementary school.

Sent from my iPhone

Begin forwarded message:

**From:** Peter Stiepleman [REDACTED]  
**Date:** October 24, 2015 at 11:02:06 AM CDT  
**To:** Dale Parker <plumblevel99@gmail.com>  
**Subject:** Re: East elementary school.

Thank you, Dale. We will continue to be your supporter when it comes to an emergency entrance only connection. I drove your neighborhood again and absolutely understand how traffic, even marginal traffic, would markedly change your current situation.

Best,  
Peter

On Oct 22, 2015, at 3:55 PM, Dale Parker [REDACTED] wrote:

Dr. Stiepleman,

To: Columbia Planning & Zoning Commission  
November 17, 2015

From: Dale Parker & John Anderson – the Woodlands

Re: Case #15-204  
Re – Connection of the Woodlands & the Vineyards at Raccoon Ridge

Commissioners:

### **Woodlands Position**

The Woodlands and the Vineyards homeowners both oppose the direct connection of our two subdivisions at Raccoon Ridge Dr. Instead, we are requesting the connection be “Gated Emergency Access Only” with a pedestrian and bicycle path on one side. This is a compromise from the more restrictive access that was approved in 2005. In 2005 neither right-of-way nor road pavements were to connect. The design discussed in 2005 was cul-de-sacs in each subdivision, connected only by Emergency Vehicle Access pavement, as currently exists in the Auburn Hills subdivision.

The compromise we are requesting for 2015 maintains City right-of-way and directly connects pavement, but restricts the connection to Gated Emergency Vehicles Access only. Because city right-of-way is maintained, we are requesting that the following conditions must be met prior to any action to remove the Gated Emergency Vehicle Access:

1. Any change petition must be accompanied by the approval of a majority of both the Vineyards residents and the Woodlands residents; or
2. Upon written request from the servicing fire department for either the Vineyards or the Woodlands.

(Specific wording we request is contained at the end of this document)

### **Woodlands Position Justification**

Dale Parker and John Anderson have been leading the Woodlands response concerning the new East Elementary School and the proposed connection of the Woodlands and the Vineyards.

We have surveyed the Woodlands homeowners and have received 134 e-mail and written petitions from Woodlands' homeowners. All 134 oppose the direct connection of the Woodlands and the Vineyards. Electronic copies of the e-mail and written petitions are attached.

The primary driving factor in the original school traffic design that drove the Raccoon Ridge direct connection was as a secondary access for emergency access to the new East school. That requirement has now been better satisfied by the revised plat which provides a second access from Rolling Hills to the new school. This satisfies the need for both a secondary and an emergency access (and one that is preferred by both local fire departments and law enforcement) to the new East Elementary school. Additionally, the new Rolling Hills connection will provide for much improved and safer student drop off and pick up.

Additional factors that support our request for "Gated Emergency Access Only" include:

- Connecting the subdivisions directly would allow "through traffic" to go through both subdivisions which provides a strong safety concern for residents of both subdivisions. Through traffic, no matter what the volume, does not show the same respect for speed limits and pedestrian/children courtesy as is exhibited by subdivision residents. Woodlands residents use Winding Trail for recreation. Residents walk, exercise, bike, walk their dogs and children play in the streets. Adding through traffic would significantly change the usability of our neighborhood streets.
- The Woodlands roads are very narrow, have no shoulder, no sidewalks, no street lighting and curve through wooded areas and hills, making early detection of pedestrians, especially children, challenging for motorists. They are not safe for children walking or riding bicycles in low visibility situations, and the increased traffic from a connection to the Vineyards would make them unsafe for both children and adults.
- The Columbia Public Schools (CPS) leadership has driven through the Woodlands and Dr. Stiepleman is on record (e-mail attached) as stating "We (CPS) will continue to be your supporter when it comes to an emergency entrance only connection. I drove your neighborhood again and absolutely understand how traffic, even marginal traffic, would markedly change your current situation."

- Raccoon Ridge connects to Winding Trail Drive which was designed as a subdivision road (24 feet wide), although it acts as a collector street (which should be 32 feet wide) and the south half of Winding trail is currently carrying over 1,000 average daily trips (ADT) when it was designed to carry less than 750 ADT.
- Widening Winding Trail to the 32 feet width of a collector street is not a viable option as it would involve the relocation of utilities (all underground), sewers, drainage & mail boxes, plus the acquisition of additional right of way, and the addition of street lights & sidewalks. Drainage would likely have to be moved underground requiring very significant construction and cost. The total cost of all modifications is at least in the \$3M to \$4M range and has not been viewed as desirable (to the Woodlands residents) or economically viable.
- In 2005, this connection was suggested by City Staff, but was denied by unanimous votes of P&Z, and by the Columbia City Council. The final resolution read “Columbia Gorge Parkway shall not make a direct connection to Raccoon Ridge Drive but shall allow emergency vehicle access”. It is the same attempt to connect, yet the amount of traffic carried by Winding Trail Dr. is much more than in 2005. Now there are 31 more homes accessing Winding Trail feeding into New Haven.
- The Woodlands currently has two entrance and exits to major streets – Winding Trail to New Haven and Cottage Lane to Rolling Hills. Having an Emergency Only connection to the Vineyards, would provide improved emergency access for emergency vehicles without adding through traffic to either subdivision.
- Adding “through traffic” to both subdivisions also adds increased security concerns for crimes such as burglary and home invasion, as more entrances and exits for criminals provides better crime potential access and egress.
- Adding “through traffic” would also decreases the value of both subdivisions’ homes as “limited access” subdivisions typically command a higher price point than subdivisions with “through traffic”.

You may hear a good deal of passion and dedication as we present the above information to the P&Z commissioners. The reason for that passion is this project is affecting where we live, our homes, our neighborhoods and our families. I’m sure the same would be true of all commissioners if the neighborhood you had

worked all your life to live in faced major changes and a threat to the way you and your family live.

In summary the Woodlands is requesting the Planning & Zoning Commission approve our "Gated Emergency Access Only" proposal. See specific wording suggestion below.

**Woodlands requested language for Gated Emergency Access Only:**

The connection between The Vineyards and The Woodlands subdivisions where Raccoon Ridge is connected between the two subdivisions shall be gated so as to limit thru traffic to Emergency Vehicle Access only until such time as either: 1) the servicing fire department(s) for either the Vineyards or the Woodlands requests that the gate be removed or 2) a majority of the residents in the Vineyards and the Woodlands affirmatively vote to request that the City remove the gate. Upon receipt of such a request, the City shall provide written notice to all property owners on Raccoon Ridge Drive and the request to remove the gate shall be treated as an ordinance requiring introduction, placement on the City Council agenda and consideration by City Council.



October 17, 2015

To: Columbia Planning & Zoning Commission

Re: Woodlands Petitions

Attached are e-mail and paper petitions from residents of the Woodlands concerning their position on the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

The petitions represent 134 homeowners. All homeowners are opposed to the connection of the Woodlands and the Vineyards.

These petitions are presented for your consideration.

Dale Parker  
Woodlands Resident

John Anderson  
Woodlands Resident

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Allison Shipp [REDACTED]  
**To:** John Anderson [REDACTED]  
**Cc:** Rip S Shively [REDACTED]; Dale Parker [REDACTED]  
**Sent:** Saturday, September 12, 2015 6:06 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We (Allison Shipp and Rip Shively) own the Woodlands home at 2625 S. Winding Trail Drive
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

**From:** "wwhites [REDACTED]" <wwhites [REDACTED]>  
**To:** John Anderson [REDACTED]  
**Sent:** Saturday, September 12, 2015 6:50 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We, William and Mary Ann Whites, own the Woodlands home at 2811 S. Gopher Drive.
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

William & Mary Ann Whites

**From:** Don <don.apperson [REDACTED]>  
**To:** John Anderson [REDACTED]  
**Sent:** Saturday, September 12, 2015 10:08 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

We, Don and Cheryl Apperson, own the Woodlands home at 3081 S Winding Trail Dr, Columbia, MO

We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Sent from my ASUS

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Sandy Dirks [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Saturday, September 12, 2015 10:58 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We, Lonny and Sandy Dirks, own the Woodlands home at 2595 S. Winding Trail Drive.
2. We **Do Not** favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

*Sandy*

**From:** Ann Simpson <[REDACTED]>  
**To:** jcanderson [REDACTED]  
**Sent:** Sunday, September 13, 2015 5:39 AM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. Ronald G and Ann L Simpson own the Woodlands home at: 2630 Winding Trail Drive
2. We "Do Not" favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

**From:** Cathy <cathyharris.[REDACTED]>  
**To:** John Anderson [REDACTED]  
**Sent:** Sunday, September 13, 2015 7:40 AM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. I, Catharine Jean Harris, own the Woodlands home at 2570 S Winding Trail Dr
2. I DO NOT favor connecting the Woodlands and the Vineyards via Raccoon Ridge Dr

Cathy Harris

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Margaret Davis [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Sunday, September 13, 2015 11:45 AM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We (Michael and Margaret Davis) own the Woodlands home at 3151 S. Winding Trail Dr.
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

Michael and Margaret Davis

**From:** Charles and Kimberly Brown [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Saturday, September 12, 2015 9:53 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

We, Chuck and Kimberly Brown, own our Woodlands home at 3258 South Winding Trail Drive.  
We do not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

**From:** Richard <ralharding [REDACTED]>  
**To:** John Anderson [REDACTED]  
**Sent:** Sunday, September 13, 2015 4:23 PM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail Petition

John,  
Here's our response:

1. We (Lt General Richard and Linda Harding) own the Woodlands home at 4367 E. Ravens Ridge Drive, Columbia, Missouri.
2. We do not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

Richard and Linda Harding

Sent from Mail for Windows 10

## Woodlands Subdivision Homeowner e-mail Petition

**From:** "Farmer, Janet E." [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Sunday, September 13, 2015 4:37 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We, John and Janet Farmer, own the Woodlands home at 4323 E. Ravens Ridge Drive.
2. We DO NOT favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

Sent from my iPhone

**From:** Brenda <brenda.lawson [REDACTED]>  
**To:** John Anderson [REDACTED]  
**Sent:** Sunday, September 13, 2015 6:21 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We, Paulus & Brenda Lawson own the Woodlands home at 4575 E Raccoon Ridge Dr.
2. WE do not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

**From:** Nancy Perry [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Sunday, September 13, 2015 6:59 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. I (Nancy Perry) own the woodlands home at 3111 S. Bobcat Ct.
2. I Do Not favor connection of the Woodlands and Vineyards via Raccoon Ridge Drive.

Nancy Perry

Sent from my iPad



## Woodlands Subdivision Homeowner e-mail Petition

**From:** Normand Caron [REDACTED]  
**To:** jcanderson [REDACTED]  
**Sent:** Monday, September 14, 2015 6:26 AM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

Hi John,  
We, Normand and Dolores Caron own the Woodlands home at 2835 Wickerwood Court.

We DO NOT favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

Norm & Dolores Caron

Sent from AOL Mobile Mail

**From:** Lisa Fischer [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Monday, September 14, 2015 8:20 AM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We (Perry and Lisa Fischer) own the Woodlands home at 2900 South Running Deer Court
2. I **Do Not** favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

**From:** Mark Kruse [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Monday, September 14, 2015 8:48 AM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

I Mark and Kristine Kruse own the Woodlands home at 2929 S Bobcat Court  
I Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

## Woodlands Subdivision Homeowner e-mail Petition

**From:** "Simon, Keri D." [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Monday, September 14, 2015 9:17 AM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail Petition

1. We (Doug and Keri Simon) own the Woodlands home at 3100 S. Bobcat Ct.
2. We DO NOT favor the connection of the Woodlands and The Vineyards via Raccoon Ridge Drive.

**From:** Chris Kiley <chris.kiley@smsteam.net>  
**To:** John Anderson [REDACTED]  
**Cc:** "Terry Kiley" [REDACTED]  
**Sent:** Monday, September 14, 2015 12:56 PM  
**Subject:** Woodlands Homeowner Electronic e-mail Petition

We, Terry and Chris Kiley, own the Woodlands home at 4650 E. Raccoon Ridge Drive and we Do NOT favor the connection of the Woodlands and Vineyards via Raccoon Ridge Drive.

Sincerely,  
Chris & Terry Kiley

**From:** Chad Hager [REDACTED]  
**To:** Nora Hager [REDACTED], "jcanderson" [REDACTED]  
**Sent:** Monday, September 14, 2015 2:17 PM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail Petition

1. I, Chad Hager own the Woodlands home at 4900 East Turkey Trail Dr., Columbia, MO 65201
2. I Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Thank You,  
Chad Hager

## Woodlands Subdivision Homeowner e-mail Petition

**From:** MFPalffy <pattersonandpalffy[REDACTED]>  
**To:** Anderson John [REDACTED]  
**Cc:** Patterson David [REDACTED]; Palffy MF <[REDACTED]>  
**Sent:** Monday, September 14, 2015 4:46 PM  
**Subject:** Fwd: Woodlands Homeowner Electronic e-mail Petition

To Whom it May Concern:

We, David J. Patterson and Mary Francesca Palffy, own the Woodlands Subdivision lot and home at:  
4391 East Ravens Ridge Drive.

We DO NOT favor the connection of the Woodlands and Vineyards subdivisions via Raccoon Ridge Drive.

Respectfully submitted,  
David J. Patterson  
Mary Francesca Palffy

9/14/2015  
Sent from MFP's iPhone

**From:** Mary McCoy [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Tuesday, September 15, 2015 6:37 AM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail Petition

We, Wayne and Mary McCoy, own the Woodlands home at 5175 Rabbit Run Drive. We do not favor the connection of The Vineyards to the Woodlands via Raccoon Ridge Drive.

Sent from my U.S. Cellular® Smartphone

**From:** Dianne Buffington [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Thursday, September 17, 2015 5:28 AM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. I, Dianne Buffington, own the Woodlands home at 4885 East Turkey Trail Drive,
2. I DO NOT FAVOR the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

## Woodlands Subdivision Homeowner e-mail Petition

**From:** "Conrad, Kristina M." [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Thursday, September 17, 2015 4:07 PM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail Petition

1. I/We (Kristina Conrad) own the Woodlands home at (5201 E. Rabbit Run)
2. I Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Thanks –  
Kristina

**From:** Dale Parker [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Friday, September 18, 2015 4:32 PM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail Petition

1. We, Dale and Paula Parker, own the Woodlands home at 4675 Raccoon Ridge Dr.
2. I do not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Dr.

Dale Parker, Agent  
Dale Parker Insurance Agency, Inc.  
State Farm Insurance Companies

**From:** Todd Ridder [REDACTED]  
**To:** 'John Anderson' [REDACTED]  
**Sent:** Friday, September 18, 2015 5:48 PM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail Petition

1. We (Todd and Connie Ridder) own the Woodlands home at 2720 Wickerwood Court.
  2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.
- Thanks.

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Matt Forck [REDACTED]  
**To:** John Anderson [REDACTED]; Dale Parker [REDACTED]  
**Sent:** Saturday, September 19, 2015 3:43 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

Dale,  
Add Matthew A Forck and Stephanie R Forck to the petition

4950 E. Turkey Trail Dr.

**From:** karen onofrio [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Sunday, September 20, 2015 10:42 PM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail Petition

Thank you for the email, John.

1. We, John and Karen Onofrio own the Woodlands home at 2782 S. Winding Trail Dr., Columbia, MO 65201
2. We DO NOT favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

Sincerely,  
John and Karen Onofrio  
2782 S. Winding Trail Dr.

**From:** "klampitt" [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Monday, September 21, 2015 5:10 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

We, Edwin and Kathleen Lampitt, own the Woodlands home at 4600 E. Raccoon Ridge Dr, 65201  
We do not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Dr.



## Woodlands Subdivision Homeowner e-mail Petition

**From:** John Anderson [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Saturday, September 12, 2015 2:47 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. I (John Anderson) own the Woodlands home at 4525 E Raccoon Ridge Drive
2. I Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Regards,

John Anderson

**From:** Jac Cardetti [REDACTED]  
**To:** John Anderson [REDACTED]; Ann Cardetti [REDACTED]  
**Sent:** Saturday, September 12, 2015 2:47 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We Jac and Ann Cardetti own the Woodlands home at 2865 S Gopher Dr.
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

**From:** carol koenig [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Saturday, September 12, 2015 2:49 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We Rob and Carol Koenig own the Woodlands home at 3036 S WINDING TRAIL DR
2. We Do Not favor the connection between the Woodlands and the Vineyards via Raccoon Ridge Drive

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Joni Cupp [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Saturday, September 12, 2015 3:05 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

We, Michael and Joni Cupp own the Woodlands home at 2801 Wickerwood Court.  
We do not favor the connection of the Woodlands and the Vinyards via Raccoon Ridge Drive.

Sincerely,  
The Cupps

**From:** "Davis, Curt H." [REDACTED]  
**To:** John Anderson [REDACTED]  
**Cc:** Dale Parker [REDACTED]; "Paulus Lawson" [REDACTED]  
<Brenda.lawson@[REDACTED]>; Davis Karen [REDACTED]  
**Sent:** Saturday, September 12, 2015 4:13 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

1. We, Curt & Karen Davis, own the Woodlands home at 2645 S. Winding Trail Dr.
2. We **Do Not** favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Sent from my iPhone 573-268-4908

**From:** Dee Dee Mickelson <[REDACTED]>  
**To:** jcanderson [REDACTED]  
**Sent:** Saturday, September 12, 2015 4:33 PM  
**Subject:** Woodlands

I Dianne D. Mickelson own the Woodlands home at 2701 S. Eagle Court

I DO NOT favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

## Woodlands Subdivision Homeowner e-mail Petition

**From:** "Garverick, Henry A." <[REDACTED]>  
**To:** "jcanderson" <[REDACTED]>  
**Sent:** Monday, September 28, 2015 7:57 PM  
**Subject:** Woodlands Homeowner Electronic e-mail Petition

1. We (H. Allen and Genelle H. Garverick) own the Woodlands home at 2575 S. Winding Trail Drive.
2. We do not favor the connection of the Woodlands and the Vineyards via Racoon Ridge Drive.

Sincerely,  
H. Allen and Genelle H. Garverick

**From:** Amanda S. Drymalski <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Monday, October 5, 2015 3:46 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

We, Mark & Amanda Drymalski own the Woodlands home at 4580 E. Ravens Ridge Dr. We do NOT favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Dr.

**From:** Bruce and Laverne Detert <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Tuesday, September 29, 2015 7:04 PM  
**Subject:** RE: Woodlands e-mail Petition - second notice - action required - please

We Bruce and Laverne Detert are owners of 5049 East Rabbit Run Drive.  
We DO NOT favor the connection of the Woodlands and Vineyards via Raccoon Ridge Drive

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Jeri Lou Shindler <[REDACTED]>  
**To:** jcanderson <[REDACTED]>  
**Sent:** Tuesday, September 29, 2015 7:06 PM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required – please

1. We, Phillip & Jeri Lou Shindler own the Woodlands home at 2721 S. Wickerwood Court.
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

**JERI LOU SHINDLER**, ABR, CRS, GRI  
Missouri Licensed  
*Selling Columbia Since 1994*  
House of Brokers Realty, Inc.

**From:** Joann Wray <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Tuesday, September 29, 2015 8:07 PM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

We, Mark and JoAnn Wray of 2881 Running Deer Ct, do NOT favor the connection of the Woodlands and The Vineyards via Raccoon Ridge.

Sent from my iPhone

**From:** Debbie Murray <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Tuesday, September 29, 2015 9:06 PM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

On Sep 29, 2015, at 6:47 PM, John Anderson <[REDACTED]> wrote:

We (Rob and Debbie Murray) own the Woodlands home at 3170 S. Bobcat Ct.

We "Do Not" favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

## Woodlands Subdivision Homeowner e-mail Petition

**From:** "Gillis, Kevin" <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Wednesday, September 30, 2015 3:44 AM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

1. We, Kevin and Rhonda Gillis, own the Woodlands home at 4471 E Ravens Ridge Dr.
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

**From:** Jamey Wright <[REDACTED]>  
**To:** 'John Anderson' <[REDACTED]>  
**Sent:** Wednesday, September 30, 2015 9:19 AM  
**Subject:** RE: Woodlands e-mail Petition - second notice - action required - please

1. I (Jamey D. Wright, M.D.) own the Woodlands home at 2590 S Winding Trail Dr
2. I Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

**From:** "Riley, Michael I." <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Wednesday, September 30, 2015 10:28 AM  
**Subject:** petition

I, Michael Riley, own the Woodlands home at 4625 E Raccon Ridge Dr.  
I DO NOT favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Michael Riley  
4625 E Raccoon Ridge Dr.

## Woodlands Subdivision Homeowner e-mail Petition

**From:** lrobertson <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Wednesday, September 30, 2015 10:35 AM  
**Subject:** RE: Woodlands e-mail Petition - second notice - action required - please

We, Glen and Linda Robertson, own the Woodlands home at 3183 S. Winding Trail Dr., Columbia, Mo. 65201.

We do not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Dr.

Sincerely,

Linda and Glen Robertson  
Sent from my U.S. Cellular® Smartphone

**From:** Dee Gilbert <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Wednesday, September 30, 2015 1:29 PM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

We (Daniel and Evelynne Gilbert) own the Woodlands home at 2749 Wickerwood Court. We do not favor the connection of the Woodlands to the Vineyard via Raccoon Ridge Drive.

Thank you.

DR Gilbert

**From:** Virginia Huenefeldt <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Wednesday, September 30, 2015 4:45 PM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

We, Charles and Virginia Huenefeldt, own the Woodlands home at 2955 South Running Deer Ct., Columbia, Mo.  
We do not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.



## Woodlands Subdivision Homeowner e-mail Petition

**From:** Kimberley Smith [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Wednesday, September 30, 2015 7:39 PM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

1. We (David and Kim Smith) own the Woodlands home at 3210 S Winding Trail Ct.
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

**From:** Laura Tuchschiidt [REDACTED]  
**To:** "janderson" [REDACTED]  
**Sent:** Wednesday, September 30, 2015 7:57 PM  
**Subject:** The woodlands

We Steven and Laura Tuchschiidt own the woodlands home at 2700 S Winding Trail Drive we "Do Not"favor the connection of the Vineyards via Raccoon Ridge Drive

Sent from my iPad

**From:** Travis King <[REDACTED]>  
**To:** John Anderson [REDACTED]  
**Sent:** Wednesday, September 30, 2015 10:11 PM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

1. We Travis L. and Brenda M. King own the Woodlands home at 3173 S. Winding Trail Court.
2. I do not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

Travis King

Sent from my iPad

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Jennifer Hedrick [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Thursday, October 1, 2015 6:10 AM  
**Subject:** Woodlands/Vineyards - NOT in favor of connection

To Whom it May Concern:

We, Jennifer and Scott Hedrick, own the Woodlands home at 2710 S Eagle Ct.

We do **NOT** favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

Thank you for your consideration of our strong request to deny this proposed connection.

Jennifer M. and S. Scott Hedrick  
2710 S Eagle Ct

**From:** "bdwfam" [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Thursday, October 1, 2015 6:47 AM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

I Brent Wesbury 4345 E Ravens Ridge, Do not favor connection of Woodlands and Vineyards subdivisions

Sent from my iPhone

**From:** "Morris, Laura Elizabeth" [REDACTED]  
**To:** "jcanderson" [REDACTED]  
**Cc:** "amorris77" [REDACTED]  
**Sent:** Thursday, October 1, 2015 10:40 PM  
**Subject:** FW: Woodlands e-mail Petition - second notice - action required - please

1. I (Adam Morris and Laura Morris) own the Woodlands home at 5051 E Turkey Trail Dr
2. I Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Terry Dykes [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Friday, October 2, 2015 1:54 PM  
**Subject:** Woodlands e-mail Petition

John, here are my thoughts:

- 1-Shelly and I have owned the Woodlands home at 4760 E Turkey Trail Drive since 1996.
- 2-We do not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

**From:** Charles Hatcher [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Friday, October 2, 2015 2:51 PM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

1. We, Amber and Charlie Hatcher own the Woodlands home at 4815 E. Turkey Trail Dr.
2. I Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

**From:** J&M Holstein [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Sunday, October 4, 2015 12:19 PM  
**Subject:** RE: Woodlands e-mail Petition - second notice - action required - please

1. We, James & Mariann Holstein, own the Woodlands home at 3150 S. Bobcat Ct.
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

## Woodlands Subdivision Homeowner e-mail Petition

### Late Petition Additions after 10-5-2015

**From:** clint guier [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Wednesday, September 30, 2015 9:45 AM  
**Subject:** RE: Woodlands e-mail Petition - second notice - action required - please

*Clint Guier*

1. I/We (Clint and Jennifer Guier) own the Woodlands home at (4725 E Turkey Trail Dr)
2. I "Do Not" favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive - you can also say "No preference" if that is your opinion

**From:** Clayton Cheney [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Tuesday, October 6, 2015 7:49 PM  
**Subject:** Re: Woodlands e-mail Petition - second notice - action required - please

Dear Columbia Public School Board,

We (Sandra and Clayton Cheney) have been residents of the Woodlands subdivision for the past sixteen years and own a home at 2860 Wickerwood Ct.

We oppose the plan to connect the Woodlands and the Vineyards via Raccoon Ridge.

Respectfully,

Clayton and Sandra Cheney

**From:** Laura Ries [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Tuesday, October 6, 2015 8:35 PM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail petition - Respond Please

1. We (Jim and Laura Ries) own the Woodlands home at 3100 S. Winding Trail Ct.
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Eric Willmeth <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Tuesday, October 6, 2015 8:42 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail petition - Respond Please

We, Eric & Tanya Willmeth own the home at 2850 S Winding Trail Drive in the Woodlands Subdivision. We do not favor the connection of the Woodlands to the Vineyards via Raccoon Ridge Drive.

Thank you

**From:** Wendy <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Tuesday, October 6, 2015 10:16 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail Petition

I Mark Crawford own the Woodlands home at 4551 East Ravens Ridge

I do NOT favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Thanks,  
Mark Crawford

Sent from my iPad

**From:** "Plain, Cuba A." <[REDACTED]>  
**To:** John Anderson <[REDACTED]>  
**Sent:** Tuesday, October 6, 2015 11:00 PM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail petition - Respond Please

We, Ron and Cuba Plain own a Woodlands home at 2730 Wickerwood Court.

We "Do Not" favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive.

Sent from my iPhone

## Woodlands Subdivision Homeowner e-mail Petition

**From:** Annette Jostes [REDACTED]  
**To:** John Anderson [REDACTED]  
**Sent:** Wednesday, October 7, 2015 9:15 AM  
**Subject:** Re: Woodlands Homeowner Electronic e-mail petition - Respond Please

Not in favor

Sent from my iPhone

3200 S Winding Trail Drive

**From:** Scott & Laura <[REDACTED]>  
**To:** 'John Anderson' [REDACTED]  
**Sent:** Thursday, October 8, 2015 6:32 PM  
**Subject:** RE: Woodlands Homeowner Electronic e-mail Petition

1. We (Scott & Laura Maglio) own the Woodlands home at 4364 E Ravens Ridge Drive
2. We Do Not favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive



Reply to me via this e-mail stating the following.

I/We JOEY & BECKY JAMENA (please print clearly)

Own the Woodlands' home at 2886 S. Winding Trail Dr.

I/We "Do Not" "Do" "No Preference" (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Becky Jamena (your signature here)

Date 8/7/15 (today's date)

e-mail address if you would like updates on this topic \_\_\_\_\_

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

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## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which "Do Not" support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Dana & Sonny Bul (please print clearly)

Own the Woodlands' home at 3000 S. Running Deer Ct.

I/We "Do Not" "Do" "No Preference" (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed [Signature] (your signature here)

Date 10/08/2015 (today's date)

e-mail address if you would like updates on this topic \_\_\_\_\_

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Al & Alaa (please print clearly)

Own the Woodlands' home at 5050 E Rabbit Run

I/We “Do Not” “Do” “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Al Anderson & Alaa Gann (your signature here)

Date 10-7-2015 (today's date)

e-mail address if you would like updates on this topic \_\_\_\_\_

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Terry & Beth Chancellor (please print clearly)

Own the Woodlands' home at 2833 S Winding Trail Dr.

I/We “Do Not” “Do” “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Terry Chancellor Beth Chancellor (your signature here)

Date 10/7/15 (today's date)

e-mail address if you would like updates on this topic [REDACTED]

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We ROBERT H. & CAROLYN J HALL (please print clearly)

Own the Woodlands' home at 30215 WINDING TRAIL DR,

I/We (Do Not) “Do” “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Robert H. Hall Carolyn J. Hall (your signature here)

Date OCTOBER 7, 2015 (today's date)

e-mail address if you would like updates on this topic \_\_\_\_\_

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Douglas and Kathleen Vayt (please print clearly)


Own the Woodlands' home at 3110 S. Winding Trail

I/We “Do Not” “Do” “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed  (your signature here)

Date 10 7 15 (today's date)

e-mail address if you would like updates on this topic 

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive



## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Carolyn, Donna & Linda Ruder (please print clearly)

Own the Woodlands' home at 2820 Wickerwood Ct

I/We “Do Not” “Do” “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Donna Ruder (your signature here)

Date 10/12/15 (today's date)

e-mail address if you would like updates on this topic [REDACTED]

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Phillip S & C-Diana Davidson (please print clearly)

Own the Woodlands' home at 3350 Winding Tr

I/We ☒ “Do Not” ☐ “Do” ☐ “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Phillip S Davidson (your signature here)

Date 10/7/15 (today's date)

e-mail address if you would like updates on this topic [REDACTED]

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

☒ We Sarah A. Jackson (please print clearly)


Own the Woodlands' home at 3105 Winding Trail Court

☒ We ☒ “Do Not” ☐ “Do” ☐ “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Sarah A. Jackson (your signature here)

Date October 8, 2015 (today's date)

e-mail address if you would like updates on this topic 

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which "Do Not" support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Bob Mantle (please print clearly)

Own the Woodlands' home at 5095 E RABBIT RUN

I/We "Do Not" "Do" "No Preference" (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed BA Mantle (your signature here)

Date 10/8/15 (today's date)

e-mail address if you would like updates on this topic \_\_\_\_\_

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which "Do Not" support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Mindy Mantlo (please print clearly)

Own the Woodlands' home at 5095 E RABBIT RUN

I/We "Do Not" "Do" "No Preference" (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Mindy Mantlo (your signature here)

Date 10/8/15 (today's date)

e-mail address if you would like updates on this topic [REDACTED]

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Randall C Bryson (please print clearly)

Own the Woodlands' home at 376 S Winding Trail Dr

I/We “Do Not” “Do” “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Randall C Bryson (your signature here)

Date 10-9-15 (today's date)

e-mail address if you would like updates on this topic \_\_\_\_\_

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive



## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We BRUCE/CHERYL BENDER (please print clearly)

Own the Woodlands' home at 5150 E RABBIT RUN

I/We ☒ “Do Not” ☐ “Do” ☐ “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed Cheryl Bender (your signature here) Bruce

Date 10-17-15 (today's date) (agreed)

e-mail address if you would like updates on this topic \_\_\_\_\_

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

## Woodlands Homeowner Petition re connection of Woodlands & Vineyards at Raccoon Ridge

As we meet with the Columbia Planning & Zoning Commission and The Columbia City council, we need a petition that shows that the majority of homeowners do, or do not favor connecting the Woodlands and the Vineyards via Raccoon Ridge as part of building the new elementary school within the Vineyards. This will be required to substantiate the will of the Woodlands' homeowners. We have 55 e-mail responses from homeowners – all of which “Do Not” support this connection as it will make Raccoon Ridge and Winding Trail through streets and subject the Woodlands to significant increases in personal and commercial traffic. We need more responses as we have approximately 113 Woodlands' homes that feed traffic into Winding Trail today. Backup information attached.

The meeting with the Columbia Planning & Zoning Commission is October 8<sup>th</sup> and the meeting with the Columbia City Council is Nov 2<sup>nd</sup>.

Therefore, it is imperative that as many homeowners as complete the following:

Reply to me via this e-mail stating the following.

I/We Heidi Appel & Jack Schultz (please print clearly)

Own the Woodlands' home at 2730 S. Eagle Ct.

I/We “Do Not” “Do” “No Preference” (circle one)

Favor the connection of the Woodlands and the Vineyards via Raccoon Ridge Drive

Signed [Signature] (your signature here)

Date 10-23-15 (today's date)

e-mail address if you would like updates on this topic [Redacted]

Please return or mail this petition to John Anderson – 4525 E Raccoon Ridge Drive or  
Ann Simpson – 2630 S Winding Trail Drive

**From:** The Vineyards HOA [REDACTED]

**Sent:** Friday, November 06, 2015 3:18 PM

**To:** Charles Oestreich

**Subject:** Revised Pride Mountain Layout

Good afternoon, please see attached re-plating of home lots and Pride Mountain- this was not available until just now. Crockett did the original Vineyards layout and the attached reflects what we had in mind when discussion started. Please let me know your thoughts, Dr Perry actually gains lots from this (37 lots originally and 42 now with this revision), the total driveways directly off Pride Mountain would be less as well..

We understand this is late in the game, but want to put the best foot forward and offer what we have been working on.. I'm not sending this to media, but please let me know your thoughts..  
thanks! Kris

--

v/r,

Your Vineyards HOA Board

## VINEYARDS REALIGNMENT EXHIBIT

COLUMBIA, BOONE COUNTY, MISSOURI



SCALE: 1"=150'

PREPARED BY:  
**CROCKETT**  
ENGINEERING CONSULTANTS  
2608 North Stadium Boulevard  
Columbia, Missouri 65202  
(573) 447-0092  
[www.crockettengineering.com](http://www.crockettengineering.com)  
Crockett Engineering Consultants, LLC  
Missouri Certificate of Authority  
#2000151304

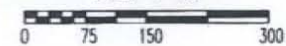


# VINEYARDS REALIGNMENT EXHIBIT

COLUMBIA, BOONE COUNTY, MISSOURI



SCALE: 1"=150'



PREPARED BY:

**CROCKETT**

ENGINEERING CONSULTANTS  
2606 North Stadium Boulevard  
Columbia, Missouri 65202  
(314) 447-0292

[www.crockettengineering.com](http://www.crockettengineering.com)

Crockett Engineering Consultants, LLC  
Missouri Certificate of Authority  
\*2000101304



Steve MacIntyre [REDACTED]

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**Fwd: Planning And Zoning Commission : 10-22-2015 08:05:02 am**

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Patrick Zenner <[REDACTED]>  
To: Steve MacIntyre <[REDACTED]>

Thu, Oct 22, 2015 at 8:40 AM

FYI. Please print for PZC packet and forward to Commissioners for review.

I have already responded to Ms. Kruse regarding here submission.

Thanks

Pat

----- Forwarded message -----

From: <noreply@gocolumbiamo.com>

Date: Thu, Oct 22, 2015 at 8:05 AM

Subject: Planning And Zoning Commission : 10-22-2015 08:05:02 am

To: przenner [REDACTED]

The following form submission was received on the City of Columbia website. The sender has been notified of the successful receipt of this request. Recipients should respond to this request within a reasonable time frame, normally within 1 to 3 business days. For more information regarding origin of this message or to report spam contact the Webmaster at [webmaster@gocolumbiamo.com](mailto:webmaster@gocolumbiamo.com).

Below are the results of a Web form submitted on: October 22nd, 2015 at 08:05AM (CDT).

Name: Kristine Kruse

Email Address: [REDACTED]

Comments: I live in the Woodlands subdivision off New Haven Road. I do NOT support the existing plan for the new East Elementary school without a DIRECT CONNECTION of the school to Rolling Hills. I further do not support the connection of the Woodlands and the Vineyards subdivisions at Raccoon Ridge unless it is "Emergency Access Only" - I do not support "through traffic" between the two subdivisions. The subdivisions were not designed to accommodate the increased traffic associated with an elementary school. The reason for location a school in the BACK of a subdivision so children could walk to school does not make sense in this case, as only 40 homes are in that immediate subdivision. Putting a school in that location without DIRECT road access to it would be irresponsible. Do not let this become another public relations nightmare as did the access to Battle High School. There are so many more realistic options.

---

IP:152.131.9.8

Form: Citizen Feedback Form

Patrick R. Zenner, Development Services Manager  
City of Columbia - Community Development Department  
701 East Broadway  
Columbia, MO 65201  
573-874-7246



Steve MacIntyre

**Fwd: Please forward to P&Z per request..**

The Vineyards HOA <[REDACTED]>  
 To: sjmacintyre@cityofcolumbia.com  
 Cc: City Of Columbia Ward6 <Ward6@gocolumbiamo.com>

Thu, Oct 22, 2015 at 1:59 PM

Good afternoon Mr. MacIntyre, please forward the below information to the Planning & Zoning Committee to include the attached map and estimate as requested.

The new East School is going to be built by Columbia Public Schools in the Vineyards Neighborhoods. The school district wants this to be the only school in town that accesses the school through the neighborhood street and not a direct access road. In addition, CPS is currently seeking additional funds for a 'construction road' that could be alleviated by following our attached proposal and turning it into a permanent road.

As an excuse to not do it, they have thrown out estimates for over 4 million dollars at certain times (and between \$2-\$4 million for the road, which is at best ludicrous and at worst downright dishonest.

The HOA has two estimates both less than 1 million dollars; \$561,500 and \$750,000 (+ purchase land estimation of \$88,000)

In addition if the school built the access road they would not have to build a construction road or emergency access road to the Woodlands neighborhood. Once they save that, the net cost is probably less than \$500,000.

The HOA feels that in a \$24 million dollar project a half million is reasonable for safety. The advantages are the preservation and safety of the neighborhood and the traffic flow and the safety of the children at school.

Attached you will some literature prepared by the HOA that makes some of these points and more.

We appreciate your time, and would certainly welcome further conversation, to date- there have been zero meetings/conversations between CPS with Vineyards to discuss alternatives to the original proposal.

v/r,

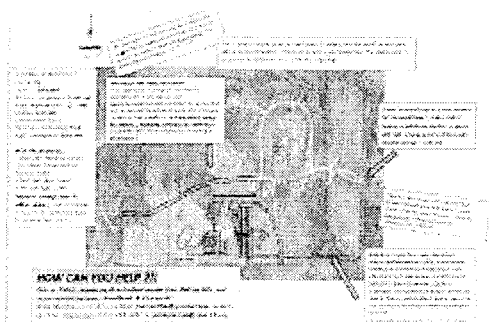
Your Vineyards HOA Board

Kristina Gaddy, President

Jessica Kempf, Treasurer

Drew Hilpert, Secretary

## 2 attachments



## THE COMMON SENSE PROPOSAL- DIRECT SCHOOL ACCESS FOR ELEMENTARY.JPG

199K

**ESS Estimate Vineyards - CPS - Rolling Hills Access Road.pdf**  
 99K





The district does not own the land where the road is being suggested and building it would cost \$2-\$4 million- Michelle Baumstark, CPS spokesperson (Tribune 10/7/2015)

The 1<sup>st</sup> point is not accurate, it's well under \$1 million, and the SAME person owns all the surrounding land... CPS could come in under budget too! The cost for direct access will be LESS than CPS is currently proposing!

### \$ 24 MILLION BUDGET currently...

Land \$850,000  
Architects/Engineers \$1.05 mil  
Road Improvements \$2.2 mil  
Utilities \$225,000  
Construction \$17.3  
Furniture, technology \$1.8  
Add'l contingency \$650,000

#### With this proposal...

- \$200,000 Changing Lanes  
- \$1 million Connection to Raccoon Ridge  
+ \$600,000 direct road  
+ \$88,000 Add'l Land

Taxpayer savings over ½ million dollars, and no reason to 'search for additional funds for construction road'...

#### THIS ROAD HAS ZERO NECESSITY

This road is not necessary to function for operation of elementary school!!  
saving taxpayers almost \$1 million for a road that will not be used by either Woodland or Vineyard residents, buses, walkers- and **not safest choice for anyone... including emergency responders**  
Since when did CPS develop roads on behalf of developers?

Leave Columbia Gorge as is main entrance for Vineyards Phase II, reduce cost of tearing up subdivision median, irrigation, and road... changing lanes not necessary- taxpayer savings = \$200,000

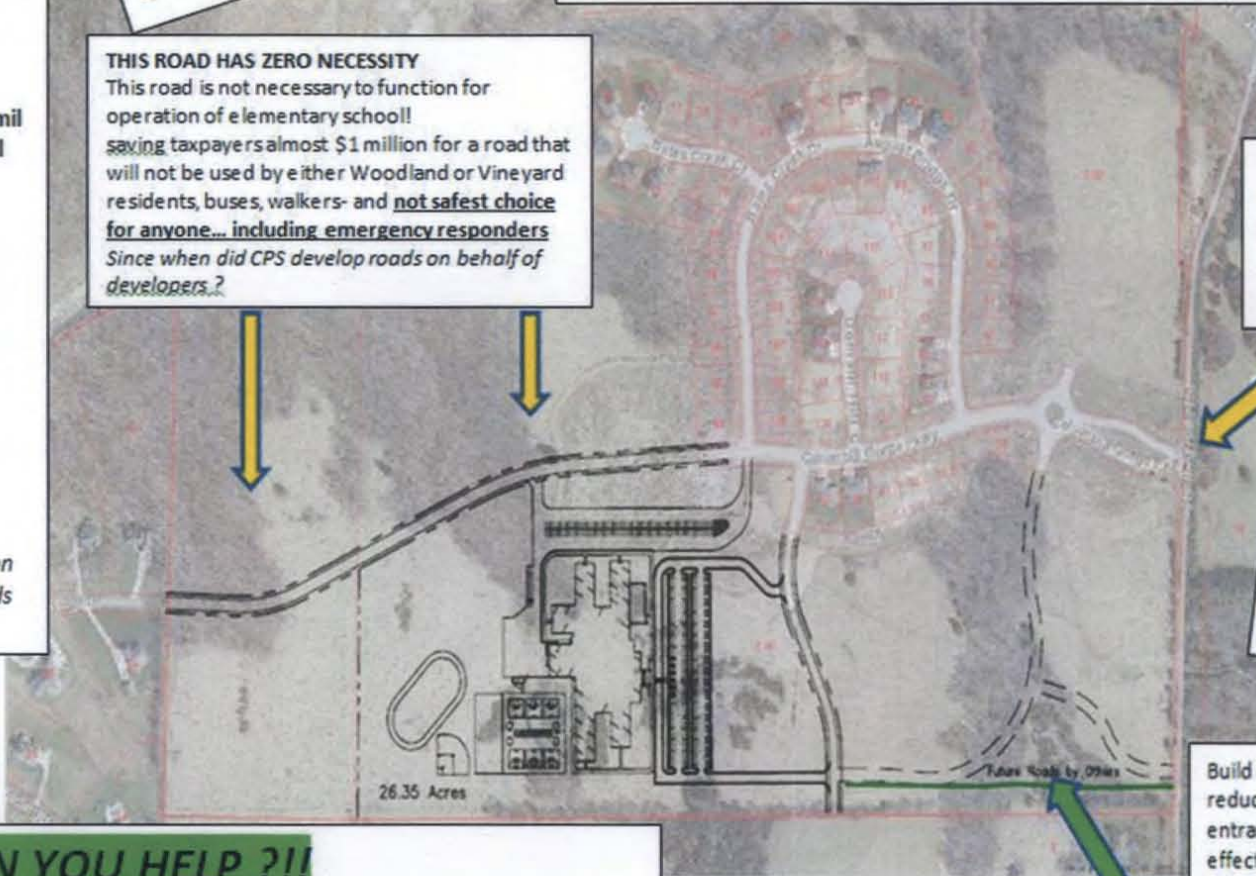
"But we also must maintain our first organizational goal that we are good steward of taxpayer money"- Michelle Baumstark, CPS spokesperson (Tribune 10/7/2015)

Build direct route here- safer alternative, reduces and streamlines traffic, protects only entrance/exit to Vineyards subdivision, cost-effective! Direct road access = 1,200 ft cost of \$600,000 + \$88,000 payable to Dr. Perry. In addition- savings to future budget monies- no need to 'future road by others' and no reason to seek additional monies for planned construction road now...

## HOW CAN YOU HELP ?!!

**CALL or EMAIL requesting direct school access from Rolling Hills, and no connection between Woodlands & Vineyards!**

Mike Matthes (573) 874-7214 or [mematthe@gocolumbiamo.com](mailto:mematthe@gocolumbiamo.com)  
Dr Peter Stiepleman (573) 214-3410 or [pstiepleman@cpsk12.org](mailto:pstiepleman@cpsk12.org)



## Vineyards Elementary Access Road

### Preliminary Budget



#### Mobilization

Mobilization & GPS Setup	1.00	LS
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\$10,000.00
-------------

#### Erosion Control

Erosion Control per LF	1200.00	LF
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\$18,000.00
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#### Clearing and Earthwork

Tree Clearing	2.00	AC
Excavation and Grading	30,000.00	CY
Fine Grade	5,600.00	SY
Backfill Pavement w/On-Site Material	1.00	LS

\$123,000.00
--------------

#### Storm Sewer

Box Culvert	150.00	LF
Extend Storm Sewer from Rolling Hills	400.00	LF
Storm Sewer per LF	1,200.00	LF

\$182,500.00
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#### Pavement

7" PCCP on 4" Base - 32' W Street	1,200.00	LF
4" City Sidewalk	12,000.00	SF

\$228,000.00
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Total	=
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\$561,500.00
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#### NOTES:

ABOVE QUANTITIES ARE ESTIMATES ONLY.

NO PLANS OR CONCEPTUAL LAYOUT WERE AVAILABLE AT TIME OF BUDGET

BUDGET DOES NOT INCLUDE ENGINEERING, SURVEYING OR LAYOUT

BUDGET DOES NOT INCLUDE LAND COSTS OR EASEMENTS

BUDGET DOES NOT INCLUDE ANY WORK WITH EXISTING OR NEW UTILITIES

EXCLUDES ROCK EXCAVATION

**PRICING IS FOR BUDGET PURPOSES ONLY**

**ESS RESERVES THE RIGHT TO ADJUST PRICING AND QUANTITIES UPON RECEIPT OF FINAL PLANS**



OBJECTIONS TO THE APPROVAL OF PRELIMINARY PLAT THE VINEYARDS  
FOR COLUMBIA PUBLIC SCHOOLS & COLUMBIA VINEYARDS LLC

Below outlines seven objections to the preliminary plat as presented to the City of Columbia Planning & Zoning Commission for their approval on October 8, 2015. While the residents of the Vineyards are supportive of a new east elementary school in this location, the below will outline why we oppose this specific plan and will also offer some very reasonable solutions in the process.

1. INCREASED TRAFFIC:

- As indicated in the traffic study conducted this summer, the level of traffic would increase to almost 800 trips down Columbia Gorge Pkwy (one single residential street). Compared to the present count of 59 trips accounted for in the traffic study, this is an astronomical amount of traffic to bear for one residential street.

**Table 4.3: East Elementary Site Generated Traffic**

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Bus	9	9	18	9	9	18
Staff	60	0	60	0	60	60
Parent Drop-off	156	156	312	156	156	312
Total	225	165	390	165	225	390

(Table from CPS Traffic Study)

- There are currently 61 lots in Plat 2 of The Vineyards. Of those, 18 are vacant lots. 10 lots abut to Columbia Gorge Pkwy, where it would put drivers in/out of those households at a risk when leaving their homes.
- The below aerial view shows the proposed elementary school site. In the SE Corner of the parcel owned by Columbia Vineyards LLC, there is an area marked as "future roads by others." These are indicated on the preliminary plat from 2005 as well. Because the proposal is a revision to the preliminary plat, the developer, CPS and City could install a street directly from Rolling Hills at Point A to Point B to provide one direct access street to the new school.
- After discussions with engineers on the additional road, it could be arranged within the preliminary plat and provide for minimal loss to the developer (approximately 4 lots out of the 40 currently platted). The direct road would require a culvert, which would be required by any street that would be installed on this parcel of land. Utilities could be brought in along this road, or it would be available to install at a later time. An access road of this type can be expected to cost \$400 a foot based on our discussions with engineers; meaning the road can be expected to costs \$400,000-\$480,000, a significant sum but minor in the cost of the project and reasonable for the School and Developer in order to protect the residents of both neighborhoods. Other estimates you may hear include cost of utilities which must be provided regardless of whether the access road is built. Installing this road would provide straight and direct access to the new elementary school, alleviate traffic problems throughout the Vineyards Subdivision and would be a perfectly acceptable solution to Vineyards residents.





attendance area for the East Elementary will lie to the North of the school the directional distribution will be skewed in that direction. The analysis of the intersections of Columbia Gorge Pkwy and Rolling Hills and Hwy WW and Rolling hills should be re-evaluated assuming a directional distribution in accordance with the school attendance areas.

- The study did not consider the possibility of significant increase of traffic on Rolling Hills if connections to I-70 and Hwy 63 are improved. The analysis should consider the possibility of significantly increased traffic on Rolling Hills.
- The traffic study assumes a multi-lane roundabout will be built at the intersection of Rolling Hills and WW. The level of service of this intersection is projected to be F without the addition of the roundabout. Considering there are no firm plans for when the construction of the roundabout will take place the evaluation of the traffic in the area should not include the effect of the roundabout.
- The level of service at the intersection of Columbia Gorge Pkwy and Rolling Hills is also projected to be F for the Eastbound approach leg if no future improvements are made to the intersection (even with the questionable assumptions made in points 1. and 2). The study assumes that future development of the Vineyard would lead to two access points to the neighborhood but does not consider that Columbia Gorge is the shortest distance route for most traffic and therefore most traffic will seek to use that intersection. The study proposes that an Eastbound turn lane of 150 ft would be sufficient for the queue length. However the 2038 level of service even with improvements noted is still a D. Furthermore, the site distance for the left-turning Eastbound traffic on Columbia Gorge is poor due to the elevation change of the Southbound Rolling Hills. Finally, the addition of the turn lane will alter the landscaping and appearance of the entrance to the Vineyards subdivision which the subdivision has worked very hard to maintain and beautify. Therefore, the addition of a turn lane on Columbia Gorge Pkwy is not a suitable solution to the traffic impact of the new East Elementary.
- As a quick example, if the 156 cars from student drop-off all expect to leave at nearly the same time, and 90% of them will wish to turn left onto Rolling Hills from Columbia Gorge Pkwy. Based on experience with the intersection in its current condition, a car can turn left approximately every 5 to 10 secs. This means it will take approximately 12 min to 23 min for the school associated traffic to clear. Although this calculation is very rough (improved computer analysis is needed), it demonstrates that the building of the East Elementary within the Vineyard subdivision will have a significant negative impact to the resident's peaceful enjoyment of their neighborhood.

### 3. SAFETY OF RESIDENTS & PEDESTRIANS/CHILDREN:

- With increased traffic comes the inherent and obvious risks of safety. If you visit The Vineyards Subdivision, you'll almost always find a resident or child riding their bike or walking. With 800 cars in and out, that will no longer be a safe option. Due to the lack of development, the sidewalks have not been completed in the subdivision. Below is a map, with the blue lines illustrating the amount of missing sidewalks. It will become hazardous for children of residents and children attending the school to walk along the streets.
- While the traffic will definitely increase in the subdivision, it will also dramatically increase at the intersection of Rolling Hills & Hwy WW, which is already a treacherous intersection.
- As part of the proposed plat, the traffic study recommended the installation of a right-turn lane east-bound on Columbia Gorge Pkwy and a left-turn lane north-bound on Rolling Hills Road. In its current condition, this intersection has become more and more dangerous. With cars southbound on Rolling Hills reaching 45 MPH as they reach the top of the hill, it will become



treacherous to turn out of the subdivision if adding even more traffic. This intersection will become very dangerous, putting the safety of our children on the line once again. While the staff report suggests a better solution for this intersection, it still does not alleviate traffic turning left out of the subdivision.



#### 4. DAMAGE TO EXISTING ROADS:

- In the above plat map, you can see the entrance to the subdivision contains a large median and a roundabout. These have been meticulously cared for by the HOA for a number of years, and include tens of thousands of dollars of landscaping work, irrigation systems, and lighting. In the coming years and moving forward, the damage the roads and common area will endure will be excruciating and most likely will be destroyed, especially during the construction phase of the school. It is very difficult for a bus to maneuver down the street & roundabout as it is today, but adding several more buses, large machinery, cranes & trucks will surely cause permanent damage.
- As previously mentioned, there could be two turn lanes installed at the intersection of Columbia Gorge Pkwy and Rolling Hills Road. When asked where those would be placed, the answer was that too many utilities existed south of Columbia Gorge, so more than likely the median to the subdivision would need to be removed to allow for space for the turn lanes. The removal of this median would all but destroy the look & feel of The Vineyards entrance, once again reducing the value and appeal of our subdivision.
- Due to the poor construction of the roads in The Vineyards when the subdivision was built, there are already several failing areas in the streets. The City has had to already make repairs to the streets, including repairing sinking storm water drains and re-doing expansion joints in some places. Adding this amount of trips per day will only increase the failing streets in the subdivision.



5. PRECEDENT FROM OTHER ELEMENTARY SCHOOLS:

- Columbia Public Schools has been very active within the last decade in building new elementary schools. The current project under construction is Beulah Ralph Elementary which sits adjacent to Thornbrook Subdivision. Like The Vineyards, Thornbrook has an existing street running the length of the school's property and it also features a stub street into the school property. However, at this location, a 2<sup>nd</sup> entrance was installed (off of Hwy KK).



- Alpha Hart Lewis was constructed several years ago north of Columbia and was placed adjacent to Arbor Pointe Subdivision. Once again, there was an existing road, Arbor Pointe Pkwy, which extended to the school's property at the time. However, a decision was made to provide a main entrance and Waco Road was extended to the west to serve as the main entrance for Alpha Hart.







#### 6. LACK OF COMMUNICATION AND ALTERNATIVES

- The Vineyards HOA had several conversations with CPS during this process. Our first meeting, June 23, was an open discussion about the concerns of traffic flow directly through the neighborhood. The HOA was told that options were being explored, but those never seemed to come to fruition.
- The traffic study provided no other feasible alternative to using Columbia Gorge Pkwy.
- Residents were made aware of the selection of the site from the 10 o'clock news. No communication was ever offered from the developer, CPS or the City. Residents were not notified (even those with property adjacent to the selected site) regarding the concept review meeting or any steps in the process until the City Informational Meeting in September.

#### 7. PROPERTY VALUES & ASSUMPTION OF PROPERTY USE

- Residents of The Vineyards Subdivision purchased lots or homes in the neighborhood with the mindset that the subdivision would grow with additional homes in future phases. Most purchased in the subdivision because of its location, limited access, privacy and low traffic in & out of the neighborhood.
- With the school next door, it provides stable property values for years for residents.
- However, the use of the main entrance of the subdivision will hinder property values in the neighborhood and may eliminate some potential buyers due to the increased traffic & safety concerns in the subdivision.





# Boone County Resource Management

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(573) 886-4330 FAX (573) 886-4340

STAN SHAWVER, DIRECTOR

PLANNING – INSPECTIONS – ENGINEERING

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Date: October 07 2015

To: Patrick Zenner – Development Services Manager, City of Columbia

From: Stan Shawver – Director, Boone County Resource Management

Re: Vinyards Plat # 2-A & Plat #4, Interconnection to Raccoon Ridge Dr in The Woodlands Plat 4B

The purpose of requiring stub streets to adjoining properties and requiring developers of such adjoining properties to construct the extensions of these public roads is a vital component for a quality road network, which is why both the County of Boone and the City of Columbia land use and land division regulations require such connections. The interconnection of the Vinyards to the Woodlands by requiring the connection of Raccoon Ridge Dr is an example of one of these vital links.

Such interconnections must not be limited in nature. Full access road connections are important for a number of reasons but primarily they are needed to provide secondary safety access to areas that would otherwise only have access from one point in the public road network. Emergency only connections do not provide the proper level of connectivity because public safety encompasses more than an ambulance, fire truck, or police car. Full roadway connections allow the traffic to re-direct and compensate for accidents or blockages in the system through a natural redirection through such linkages. These linkages would normally not be the preferred path but allow the system to continue to function when problems arise.

Connections such as the one proposed should not result in significant cut-through traffic. The only traffic that will have any incentive to regularly use the interconnection is that from the few lots at the remote ends of both of these subdivisions that will now have a choice in which way to go. It is anticipated that there will be an increase in use of Raccoon Ridge Dr above its current level of traffic because it currently does not go anywhere; however, unlike the roads designed to be permanent cul-de-sacs, Raccoon Ridge Dr was designed to be extended as a through street connection to adjoining property so the northern part of the Woodlands would eventually have a second way in and out. This connection will not carry any more traffic than any of the other through streets in the two subdivisions.

Most critically, the development agreement between the City of Columbia, the Developer, and the Columbia Public Schools seems to imply that the party that is constructing the roadways shown will only construct Raccoon Ridge Dr to the western

property line. If this is the case then the school will not have its required secondary remote access as the physical roadway will not be connected pavement to pavement. This situation has been emphasized to the engineering consultants working for the developer and for the school at all the meetings including those prior to the site selection. As with any road connection between two subdivisions the party making the connection to the road stub should connect the end of the existing pavement with the rest of the roadway that the party is newly constructing. This is especially true in this case as the County land use regulations are designed to require the connecting developer to build the connection, since most of the time the new subdivision is under County jurisdiction, the system functions as designed. The County does not construct new roadways in support of subdivision development on its own and is not set up to do so, such as the extension of Raccoon Ridge Dr. The County will be more than happy to issue the needed permits and work with the party that is going to undertake the construction but any assumption that the County will construct the possible gap between the pavement is in error. As the County has not been a party to any development agreement, it is best that this issue is clearly understood as without the pavement connection the needed secondary access for fire and other purposes will not actually exist.

A handwritten signature in black ink, appearing to read "Stan Shawver", written over a horizontal dashed line.

Stan Shawver,  
Director: BCRM  
801 E. Walnut  
Room 315  
Columbia, MO 65201  
(573) 886- 4330

**EXCEPTS**  
**PLANNING AND ZONING COMMISSION MEETING**  
**NOVEMBER 19, 2015**

**Case No. 15-204**

A request by A Civil Group (agent) on behalf of Vineyards Columbia, LLC (owner) for approval of a 289-lot revised preliminary plat to be known as "Vineyards Preliminary Plat #2. The approximate 266.20-acre site is located southwest of the intersection of Route WW and Rolling Hills Road and lying on north and south sides of the South Fork of the Grindstone Creek. (This item was tabled at the October 8 and November 5 meetings.)

**Case No. 15-205**

A request by A Civil Group (agent) on behalf of Vineyards Columbia, LLC (owner) for approval of a one-lot final plat to be known as "Vineyards Plat #4" and a variance from Section 25-48.1. (Sidewalk installation) on property platted after 2001. The approximate 24.46-acre site is located southwest of the intersection of Route WW and Rolling Hills Road south of the extension of Columbia Gorge Parkway. (This item was tabled at the October 8 and November 5 meetings.)

MR. REICHLIN: We'll take a staff report, please.

Staff report was given by Mr. Pat Zenner of the Planning and Development Department.

On Case No. 15-204, staff recommends approval of this request, subject to Council approval of a development agreement which addresses and assigns responsibility for the following concerns and needs related to the development:

1. Design and construction of the extension of Columbia Gorge Parkway and Raccoon Ridge Drive to the western boundary of the subject property.
2. Design and construction of the extension of Howell Mountain Drive along the eastern boundary of the school tract to the south boundary of the subject tract.
3. Design and construction of improvements to the intersection of Rolling Hills Road and Columbia Gorge Parkway that address City concerns related to capacity and safety of turning movement, especially considering the proposed school use.
4. Design and construction of the sidewalks along the south side of Columbia Gorge Parkway and west side of the Raccoon Ridge connector to provide complete pedestrian connectivity from the school site west to the western boundary of the subject property.
5. Design and construction of the sidewalks along the west side of Howell Mountain Drive.
6. A guarantee that land will be transferred to the City for a neighborhood park and trails per the existing 2005 development agreement.
7. A guarantee that a single lot will be dedicated to the City for park access purposes upon final platting of adjacent residential lots.

On Case No. 15-205, staff recommends the following:

- Approval of the final plat, subject to Council approval of the associated preliminary plat.
- Approval of the variance from Section 25-48.1 to allow for delayed construction of sidewalks along the north sides of Columbia Gorge Parkway, Pride Mountain Drive, and Oakville Ranch Drive, and along the east side of Howell Mountain Drive.

MR. REICHLIN: Do we have any questions of staff? Seeing no one, I had a couple. As a -- as a procedural matter, if we're to be disposed to have the gated access that has been previously agreed to, do we have to propose an amendment to our overall preliminary plat approval?

MR. ZENNER: I would suggest that our recommendation is to approve the preliminary plat as recommended. If you want, you can amend because that recommendation, if you approve as staff recommends, it would basically be to not reconfirm the 2005 gating. So the amendment that we have offered that's been placed in your packet could be what you add to your recommendation at the preliminary-plat stage or if you would desire to listen to public comment and then make a recommendation as to what that amendment may need to be, that would be appropriate as well. As long as your preliminary-plat recommendation, if you are so inclined to support an emergency access only, as long as that recommendation includes what condition you want that under, if you have any conditions, that would be good for us. So long as it's captured in the minutes, we know then what the intent of the Commission was. So that is -- that is appropriate.

MR. REICHLIN: The other question I had was most -- also regarding for the public's sake, how many other opportunities are there going to be for the public to weigh in on this matter going forward?

MR. ZENNER: This is a subdivision case and typically they, at the Commission level, at least, since they are technical, they are normally not a public hearing item. However, on October 8, we allowed the public to speak. I would imagine the Commission will allow again this evening the same. Council will have a hearing. There are two, but the first hearing is introduction only. There is no public discussion at that point. The second hearing will allow this item to be placed under old business which would not necessarily stop the public from being able to speak. So Council will entertain the public at that point, as well. Opportunities other than that, if it is not on the agenda, which in either instance if this moves forward, it would be on Council agendas. Opportunities do exist to have -- during public comment or at the end of a meeting. Typically, public comment is reserved for items that are not on a Council agenda, however, in the separate public comment section. So we realize that this item does have interest by the residents. We will recommend to the City Clerk that it not be placed on the consent agenda, which is where it would ultimately go if it is approved by the majority of the Commission in deference of the neighbors' desire to have comment on it before City Council. So there is one more opportunity after this evening. What the public does need to understand and what I believe we explained the last time you were all here, any comments that you make this evening are captured in the public record. That is why we have a court reporter here. Those minutes are forwarded to our City Council for their consideration. We will summarize this evening generally the comments that are made by the public, those for and

against and the proposal, as part of our standard Council report that we present to them. So please understand that we will take your notices, petitions, all of that is seriously considered. It is all part of the public record. All of that is forwarded to City Council along with what is stated here this evening during this meeting. But you will have an opportunity at second reading of both the items to have an opportunity to speak and address Council prior to their adoption or prior to their voting on this item to adopt or to deny. So with that, hopefully I've answered the question fully.

MR. REICHLIN: Thank you. Thank you, Mr. Zenner. We have one more question of staff.

MS. LOE: Mr. Zenner, you described how some of the streets along Columbia Gorge Parkway, the cul-de-sacs, lollipops, specifically, had been revised to pull lots facing Columbia Gorge off of it so we have no -- no longer have driveways opening onto the parkway. You also showed a plat that showed the layout of parking and potential traffic that included drop-off along the Howell Mountain Drive side. It doesn't appear that the lots to the east of the school have been revised similarly, so we still have lots facing the streets. I was just wondering if any attention had been given to that access route along Oakville Ranch and, if not, why not?

MR. ZENNER: I come back to that, the overall preliminary, and I think I can help explain this a little bit as well. Columbia Gorge is actually designed as the collector within the subdivision, whereas the remaining streets within the subdivision layout are considered generally intended to be residential access streets. When we deal with a collector, we typically will -- we typically do not have direct access. Neighborhood collectors, by code, throughout -- generally throughout the City, we avoid that where possible. So through a redesign, we redesign to pull driveway access directly off of Columbia Gorge through removal of the lollipops to the more consistent standard cul-de-sac bulb arrangement. The driveways along Howell Mountain, that has not changed. It's a residential street. It's intended to continue to act as a residential street, not as a collector through the main access of the subdivision. And then when you look at Pride Mountain, and let me go back to another graphic that has that, which I think better addresses that. When we look at Pride Mountain, and I'll use here the final plat because I don't have anything that actually -- yes, I do. This will work better. This -- this graphic itself is a little bit more illustrative. The design, as I have pointed out, has changed slightly, so you'll notice that there is a cul-de-sac here -- this bulb right here -- that has been placed, so these driveways -- actually, everything is internally fronting here. We have left driveways on the south side, and that was a discussion point. We had that as a discussion. There was concern that the curvature of this roadway was not appropriate and that it should have been a straighter roadway section. There are some environmental issues associated with that. There was some stormwater-related issues associated with that as it relates to the larger development. And the preference of our engineering staff was to remain -- to leave the roadway alignment as it was with the driveways fronting onto the roadway with the exception of what we see here with the cul-de-sac bulb based on the fact that it provides an opportunity for traffic calming. Now, as odd as that may sound and it seems contradictory to what I said by pulling driveways off of Columbia Gorge, Columbia Gorge was not intended or is not intended at this point to act really as a residential street. It is

feeding -- it is collecting all of the traffic within the Vineyards development and, as such, it doesn't meet the same rule that Pride Mountain has nor Oakville Ranch. To create Oakville Ranch or Pride Mountain as it's aligned in this particular area with no driveways onto it may potentially make it more of a hazard, and that is one reason why the driveways have been left. It was considered, however, from a traffic-management perspective, it was believed best to leave the driveways in their limited nature in this instance to help manage traffic. Instead of having it, because of the curvature, initially the connection to the north to the traffic circle was not proposed. And so the driveways actually, in and of themselves, and I can let our engineers that are all there explain this better than I. When you complete that connection, the hook that exists from the traffic circle back into the access point to the drop-off, without driveways there, it potentially becomes a speedway because it is a quicker route than coming all the way down. If you leave driveways on a residential street, you'll manage your traffic a little bit better. The collector that runs, Columbia Gorge, is collecting all of the traffic from the subdivision; therefore, it should not have driveway access directly to it because it will ultimately carry a higher volume. And that is why it shows the way that it shows, not a straight route because of stormwater and environmental issues that we saw from a staff perspective that affect not only the school district, but they would also affect the overall development. And then leaving the driveways on there is traffic calming. It is a different class of street and it was always intended to be a different class with driveways fronting it. We have an opportunity to remove the driveways along Columbia Gorge with the replatting, and that's what we have been able to achieve.

MS. LOE: Thank you.

MR. REICHLIN: Are there any other questions of staff? Seeing none. We'll move this matter forward. As we did -- as we had the conversations about this matter and public comment, I would like to suggest that there has been significant changes in -- in what we're doing here tonight. However, that doesn't preclude the fact that I'm sure there's significant interest on both sides. That said, we're going to handle this as if it's a complex matter, which will have an effect on the time frame for those who are representing, whether it be a neighborhood association or the -- the school district, to have an extended period of time, which will result in the six-minute time frame to comment. We will, for the sake of keeping a sense of order so we know whose -- so we can gauge who is for and who is against, if we can have the proponents present their case and have their designated representative take that six minutes, and then moving forward to the opponents and have those representatives who might require some more time, whether it be -- I see the potential for one from the Woodlands and one from the Vineyards. So if there's a designated speaker representing the group as whole, that -- those individuals will get six minutes. And if I could be made aware of whether or not the proponents of this matter have more than one representative who would require additional time, we would like to have the proponents come first and the initial -- the initial conversation be from somebody who is representing the larger group. With that said, here we go.

MR. SMITH: Good evening, Commissioners. My name is Tom Smith; I'm with the law firm of Missouri Ed Counsel, LLC, at 2401 Bernadette Drive, Suite 117, here in Columbia. I -- my firm represents

Columbia Public Schools. And with me here tonight is Linda Quinley, the CFO of the district. We also have Charles Ostreich, Director of Facilities and Construction Services, but you'll also hear tonight from Tom Trabue, he's the consultant working with the District on this project, as well as Chris Sander from A Civil Group. He would like to speak, as well. I just want to start by thanking you for allowing us to get in front of you and talk about this project and what we're anticipating with it. I want to start by kind of framing the issue a little bit, because from the District's perspective, what we're looking at here is we want to build a school. We want to educate kids. That's what this is about, that's why we're here tonight, and that's why we want you to approve these plats. We're not talking about a big box store or a strip mall, it's a school. It's kids. That's what's involved here. So as you go through and you hear the public comments tonight, I just want us all to keep in mind what the overall goal is that we're all trying to achieve here, and that's to build a school and educate kids. With that in mind, I want to give you an understanding of the background involved with this and how we got to where we are with it. Right now, the attendance area where the proposed school site is located, that's serviced by Cedar Ridge Elementary, and that school has the capacity for less than 300 students. There's more than that there right now. A large portion of students are being educated in trailers, but that's where their classrooms are. Bottom line is, we need an additional school, we need more space. So because of that, the District went out and tried to find different sites. We looked at a lot of different sites and we gave everything consideration, even one that was in the middle of a lake. And as much as -- as cool as it would have been to have an elementary school with a moat, that one just wasn't going to do it. Like the City, the District has a duty to be stewards of taxpayer dollars and pick the best site that would give it the most bang for its buck and this site is it. This one was picked. It met all the criteria. The District entered into negotiations with Vineyards Columbia; ultimately, a purchase agreement for the property, and part of that purchase agreement required certain infrastructure improvements. Those infrastructure improvements are now made a part of the development agreement and I'm happy to report that the Board of Education approved the development agreement this morning at its work session. So now we have City staff, the District, and Vineyards Columbia all agreeing to what's in the development agreement and these infrastructure improvements that are presented to you now. The plan for the actual school site, we're going to put a building on there that can house up to 650 students, about 60 faculty and staff members, and six to eight buses coming in and out twice a day. So you've already been presented with the plan. Tom Trabue is going to discuss some more about the infrastructure improvements with you, and Chris Sander will discuss the platting itself. What's being presented to you is agreed to by the District, it's agreed to by the property owner, and it's agreed to by City staff right now. And we acknowledge that the traffic flow in the Vineyards will be affected by placing a school there. There's no denying that. But the City, the District, and the property owners have worked very hard to figure out a plan and agree to a plan that will minimize that disruption as much as possible while still serving the overall goal of building the school and educating the kids. That's what we're here. You'll likely hear from residents tonight and I -- I would ask that, at the end of it, if we could reserve some time to allow the District to respond to some of those comments, either

myself or Tom Trabue or Chris Sander. So, with that, I'll turn it over to Chris Sander to discuss the platting a little bit more. Thank you.

MR. SANDER: Good evening. I'm Chris Sander with A Civil Group, 3401 Broadway Business Park Court here in Columbia. We have, on behalf of the Columbia Vineyards, prepared the final plat and the preliminary plat that -- that you have seen. Mr. Zenner had a very thorough explanation of the details and appreciate the detail that he goes through there, and I would just offer to help answer any questions about the technical matters of the platting, the preliminary plat.

MR. REICHLIN: Any questions of this speaker? Thank you.

MR. SANDER: Thank you.

MR. TRABUE: Good evening. My name is Tom Trabue with THHincMcClure Engineering Company with offices at 1901 Pennsylvania Drive here in Columbia. As Tom indicated, we are the engineering consultant working on behalf of Columbia Public Schools. I also want to thank Pat and the staff for all the work they've done on that. With the staff report, I don't really feel like I need to get up here and say very much, but I kind of feel like I'm obligated to say a little bit, so I will say a few things. But we do very much appreciate the work that the public works staff and the planning staff have done on this project. A few additional highlights I'd like to make with regard to traffic studies, platting of roadways, and the proposed street intersections, we have found in our experience that most people are in favor of schools in their neighborhoods, but they are very concerned about the traffic that is generated. And CPS is very sensitive to the impact that the placement of a school has on a neighborhood. And to that end, we had a traffic study prepared to evaluate the traffic impacts of placing an elementary school at this site. We conferred with City staff in providing the scoping for this report. We wanted to make sure that the projections that our traffic consultant used matched with what the City staff would be expecting to see when they got the traffic study back. The traffic study was prepared in June and July of this year prior to the City transportation tax ballot in August. One item on the ballot initiative has been -- has been alluded to was to provide funding for road construction at Discovery Ridge Parkway to essentially connect Rolling Hills Road with Highway 63 and eventually we might see the connection on north to I-70. And we recognize that that's going to have a long-term impact on the traffic on the Rolling Hills Road that was not considered as part of the traffic study that we undertook earlier in the year. It seemed -- we didn't immediately identify that after the tax was approved, either us or the City staff, I think would say that. But once it became clear that we did have that potential traffic impact, we thought it was a good time to call a time out, which we did by tabling at the October 8th meeting to allow the City staff additional time to evaluate the traffic impact on a much more global scale, and they did that. The traffic study that we completed on behalf of CPS identified that the proposed road improvements, the turn lanes at Rolling Hills Road and Columbia Gorge Parkway, were sufficient to meet the projected traffic demands into year 2038. After the additional review from the City staff with regard to the impact of the -- the ballot initiative and potential connection of Discovery Ridge Parkway into Rolling Hills Road, the City staff also found that the improvements that were proposed would be sufficient. The -- the intersection improvements are



sufficient to handle the projected traffic in a safe manner and at an acceptable level of service. With regard to the platting and roadways, our first goal in evaluating the development of this tract was to respect as much as we could the general intent of the previously approved preliminary plat from 2005. At the staff's direction, the owner has updated the preliminary plat, as you have seen, to reflect removing approximately 60 residential lots with a single large lot for the school. Also as reflected in the staff report, a one-lot final plat has been prepared for the school site. As has been indicated, the platting includes the roadways directly adjacent to the school site, and we are also proposing to have platting Pride Mountain Drive and Oakville Ranch Drive as a second access point to Rolling Hills Road. It was extremely important to us and almost mandatory that we had two access points to serve the school for emergency services. This was a major change from the original concept and the previously submitted plan. We have always felt that these additional roadways were important to the overall local road network and we felt like they will be constructed at some time as the development progressed after the school was built. Unfortunately, some time is not very precise and provided some uncertainties for the City and for the homeowners in the neighborhoods. By construction these roadways as part of the school construction, we are able to remove this uncertainty, provide an immediately relief valve for traffic, and address temporary construction access. The construction -- temporary construction access has just been touched on a little bit, but we are agreeing -- CPS is agreeing, through the development agreement, that construction access to the school site will -- will be designated to only be through Pride Mountain Drive and Oakville Ranch Drive. We are going to strive to keep all construction traffic -- school construction traffic off of Columbia Gorge Parkway until the school is completed in 2018. The roadways are being platted along with the school site so that they can be constructed as part of the school project. The platting of the roadway does not reflect final platting of the adjacent tracts except for the school site. Sidewalk connectivity is also very important. We've got kids. That's -- it's very important to us. And so per the ordinance, the sidewalks will be constructed directly adjacent to the school site as indicated in the graphics that Pat indicated -- that he showed you. Additionally, we have agreed to provide sidewalks along the south side of Pride Mountain Drive and Oakville Ranch Drive to provide that connectivity from the school site to the existing sidewalks on Rolling Hills Road. It is common practice in residential neighborhoods to install sidewalks as the individual homes are constructed. As such, we are proposing that all those sidewalks along the roadways will be constructed when the rest of the property is final platted and as the homes are constructed. I wanted to talk just a little bit more about the intersections. As I indicated, the traffic study recommended the addition of left-turn lanes at the intersection with Rolling Hills Road and Columbia Gorge Parkway. Based on the recommendations of the traffic consultant and review with the City, CPS is proposing improvements to the intersections consisting of a northbound left-turn lane off of Rolling Hills Road onto Columbia Gorge Parkway and eastbound right- and left-turn lanes off of Columbia Gorge Parkway onto Rolling Hills Road. As Pat indicated, we're very concerned about left-turn lanes and so the proposed arrangement of the left-turn lane off of Columbia Gorge Parkway northbound onto -- onto Rolling Hills Road provides for a dedicated receiving lane and a northbound

through lane so that people are not turning directly into the northbound traffic that's already on Rolling Hills Road. We think that's a very important safety consideration and it's -- we think that's a really good plan in that area. The other intersection will be the intersection of Rolling Hills Road and Oakville Ranch Drive. Again, Pat covered this very well, but a northbound left-turn lane off of Rolling Hills Road onto Oakville Church -- Oakville Ranch Drive is proposed to be constructed along with the necessary associated widening of Rolling Hills Road at that location. This secondary left-turn lane, in addition to the left-turn lane at Columbia Gorge Parkway, will provide additional capacity off of Rolling Hills Road and really provide a little bit of a relief from that particular intersection with the increased traffic over the years. This intersection is proposed to be a three-quarter access. Due to its proximity with Columbia Gorge Parkway, the northbound left-turn lane onto Rolling Hills Road will be restricted in the final intersection configuration. We believe that the collaboration with the City staff, the Vineyards and the Woodlands Homeowners Associations over the last 45 to 60 days have been very fruitful in providing a plan that will meet the requirements of the school and is satisfactory to the property owner, the City, and the adjacent neighborhoods. We're glad to clarify any points or answer any questions that you might have for us. We certainly appreciate your time and consideration.

MR. REICHLIN: Thank you, sir. Are there any questions of this speaker? Ms. Loe?

MS. LOE: I have two. How does the number of bus trips for the school compare to other elementary schools in Columbia?

MR. TRABUE: It's very similar.

MS. LOE: Okay.

MR. TRABUE: Generally, we see about six to eight buses at each of our elementary schools two times a day.

MR. STONE: Morning and evening.

MR. TRABUE: Morning and evening, six to eight.

MS. LOE: And does your traffic study include looking at cueing buses and parent pick-up and drop-off on collector streets versus residential streets?

MR. TRABUE: Yes. Actually, we have done that. Can you go back to our display, Pat? This is -- this is something we've identified as -- as very important to us. First is a separation of bus traffic and parent drop-off traffic. That's just very much a safety concern just for the school property.

MS. LOE: Residential commuter traffic, I'm thinking.

MR. TRABUE: Yes. And so we've -- we've brought all the bus traffic in separately. And then the parent drop-off traffic, one of the things that's very important about parent drop-offs is to make sure that we provide sufficient room off of the roadways for stacking of the cars. And so what we did is we -- and we looked at some -- some national transportation standards for these types of parent drop-offs and the cueing that was required, but we took an extra step because Columbia is not average. And so we looked at what we considered to be one of the worst school sites with regard to cueing of parent drop-offs, and many of you may be familiar with Mill Creek Elementary School. We have a tremendous number of

parent drop-offs down in that area. So what we did is we did a physical count and traffic analysis of their parent drop-off situation and utilized that for developing the cueing requirements for this site. And what we found is -- is that the cueing requirements for Mill Creek Elementary School were pretty significant.

MS. LOE: And finally, can you just tell me how you expect parent traffic to travel when they leave that area -- that parking area?

MR. TRABUE: We've -- we've purposely -- and this has been in conjunction with City staff and the traffic engineers -- and, actually, Pat, that display -- well, whichever display you want to go to. We -- that's fine.

MS. LOE: Well, I'm looking for how they get back to Rollins.

MR. TRABUE: To Rolling Hills Road?

MS. LOE: Or Rolling Hills Road.

MR. TRABUE: Okay. So on this display, when the parents come in, they'll -- we've got one driveway coming in. They'll come in and they'll turn right on that first parking lane and wrap all the way around to the front of the school, so that's what provides us a tremendous amount of cueing. But as they leave the front of the building and then come back out, we've purposely aligned that driveway directly across from Pride Mountain Drive so that those folks would -- the intention is that those folks will continue straight on Pride Mountain Drive. If folks are --

MR. ZENNER: Well, I have the actual plat with the actual layout.

MR. TRABUE: Okay. Yeah. That's fine.

MR. ZENNER: I apologize.

MR. TRABUE: No. That's fine. As -- as folks leave and get on Pride Mountain Drive, they'll really have two options. If they're going southbound on Rolling Hills Road, and we know a number of folks, when they drop their kids off, either work on the south side of town or they work in Jefferson City -- Ashland or Jefferson City, they'll take Oakville Ranch and they'll be able to make a right turn then onto Rolling Hills Road going south. And if they're going northbound, they'll continue on Pride Mountain Drive into the traffic circle, just do that -- the right turn on the traffic circle, and then they'll have the option there to either go north or south at their -- it depends on where their destination is.

MS. LOE: And this really is the final question.

MR. TRABUE: Sure.

MS. LOE: Are there any other drop-off areas that disgorge onto a residential street for more than a block -- a wholly residential street?

MR. TRABUE: I'm not sure I understand the question.

MS. LOE: You're directing all the drop-off traffic onto a residential street. And I understand we have some, but they're pretty close to collector streets, like within less than a block. I'm wondering if you can give me an example in town where we have drop-off disgorging onto residential streets.

MR. ZENNER: I would suggest, Ms. Loe, if we look at Russell Elementary.

MS. LOE: Yes. My neighborhood.

MR. ZENNER: So the point you're trying to make, I take it --

MS. LOE: Well taken. Thank you.

MR. TRABUE: And we'll certainly be available to answer any other questions that may come up, as well.

MR. REICHLIN: Anybody else at this time? Mr. Trabue, just for a minute.

MR. TRABUE: Yes.

MR. REICHLIN: To expand on her -- her final question. It -- it appears to me that there are numerous schools in residential areas, whether they were put there before the area was developed or not, you know. I think of Parkade, Russell, and very many others. What -- what analysis or factual data do you have with regard to accidents?

MR. TRABUE: Actually, we -- we looked at -- we did a safety analysis of this and -- and the most critical location for accidents is the Columbia Gorge Parkway and Rolling Hills Road intersection. And so our traffic consultant -- and I think I've got that here. Our traffic consultant evaluated the safety analysis and he broke it down. In its current configuration today, they anticipate, based on a safety analysis, 1.37 crashes per million entering vehicles. And in the design year -- in the design year 2038, based on the projections -- traffic projections, the expected crash rate would be .83 crashes per million. And so actually the crash rate per million goes down, and that's really a function of the much increased volume. I think what that speaks to is the way we're looking at developing that intersection with this protected left-turn receiving lane. We think that's very important. So, right now, if you're on a two-lane street -- a two-lane roadway and you turn left onto that two-lane roadway, you're turning directly in front of somebody that's already going that way, and you hope that you give them enough room. In this particular case, we're providing a left-turn receiving lane that -- that only is receiving that left-turn traffic, and there is a northbound through lane that's paralleling that, and they merge on up the road a ways. So instead of having T-bone-type crashes, if we have a crash, it's a merging-type crash.

MR. REICHLIN: Well, historically, at the other locations, what -- is there any -- is there any data with regard to the incidents of crashes?

MR. TRABUE: I'm not sure I understand question.

MR. REICHLIN: At existing locations, whether it be Russell or Parkade or Paxton Keeley. I mean, is there any data saying that -- that historically these kind of environments have been unsafe?

MR. TRABUE: There certainly is that data. I do not have it here this evening. I -- you know, what we typically find immediately around schools, especially when they're embedded in neighborhoods, is the traffic -- the speeds are very low. And so what we do have is we have fender-benders. And actually the -- the City staff has alluded to that very much as we looked at developing these roadways is if we have a roadway that's just a straight shot through there, it's nice and wide, no driveways on it, one of the very first things that we see is they're requesting traffic-calming devices to be installed. Whether that be median barriers or speed bumps or whatever it might be, we begin to look at that. What we try to do through design is to provide some curvature of the roadways, things that will naturally slow down the

speeds, and so that's what we look at. And from an accident point of view, though, it's really we begin to look at the major intersections and -- because at -- at that very local level, it's a lot harder to predict.

MR. REICHLIN: Thank you. In case anybody was keeping track, those three speakers combined just barely got to 12 minutes. So that said, if there are any other people from this point forward wishing to speak in favor of this matter, we'd like to hear from you before we go forward with opponents to this -- this matter. Seeing no one. We'll entertain our first opponent who hopefully is representing a neighborhood association or something like that.

MR. HILPERT: Shall I proceed?

MR. REICHLIN: Yes. Feel free.

MR. HILPERT: My name is Drew Hilpert; I'm a resident at 2001 Bates Creek Drive, Columbia, Missouri. I'm a resident of the Vineyards, and I'm here today on behalf of the Vineyards HOA Association, and we want to make it a little bit clearer. A few people have used the terms Columbia Vineyards or Vineyards Columbia, and that is the LLC owned by Dr. Perry, who is the developer. So whenever you've heard of that, making the Vineyards LLC -- Columbia Vineyards happy is -- is in regards to the developer, not the neighborhood. I want to thank you all for your time, and I want to thank you for serving on the Board. I know that it's time-consuming tonight particularly. The proposal presented tonight is a good start. It's not ideal for us. I believe our residents can find it acceptable with some -- with some minor modifications. As you know from our previous information we provided to you, our primary issues are traffic and safety, and you've heard them somewhat addressed here tonight. We do have a host of other concerns including environmental, noise, stormwater and, yes, even the bad habitat that they're planning to destroy to build -- or I shouldn't say destroy, but take down for the road. But that's not really reflected by the platting process, so I want you to understand that we're focusing on the two issues we think that you'll have a -- have an interest in. Before I get too much further, I want to -- I want you to remember that the vast majority of the people, if not, frankly, all the people, are coming from WW. Cedar Ridge is -- is primarily that part of town. New Haven picks up everyone on the south side. And I understand one argument might be that that may change someday. Well, okay, then we can change what we're talking about, left turns and right turns, if that ever does change. Broken down in its most basic for safety, the residents of the Vineyards HOA -- residents of the Vineyards want to avoid cars on Columbia Gorge past the roundabout. We walk our children, we walk our pets, we walk our neighbors. We are parents who know what it's like to rush to get their kids to school, and we know also that cars don't have accidents all the time. We recognize that. We're not trying to suggest that every car is an accident, but there is certainly an increased risk when you put 400 cars into -- into a neighborhood. Broken down in its most basic for traffic, we want school traffic to use Oakville Ranch entering to the school. I'm sure you can all understand that we just want to be able to get in and out of our neighborhoods. Four hundred cars turning left out of one exit is a disaster, and it's certainly a disaster for a people in our neighborhood who just want to get out and get our kids to -- our older kids to our school, to get to our jobs, to get to our shopping, to get wherever we need to go, as well. If that was -- if the only

way for this to happen was to have this as they designed it, then we would accept it, but it's not, and so there's no reason to inflict this on our neighborhood. But nothing is worse than people that come before you and just complain and don't have any solutions, and that's not how we've operated. We've provided solutions that are acceptable to us and we believe should be preferable to the developers. However, for their own reasons, they've chosen not to do that. But we've brought -- we want to bring you here today some solutions. We're asking that P & Z deny this plan unless CPS, the City, and the developer agree to include into the development agreement three items. One is a sign at the entry of Oakville Ranch denoting that Oakville Ranch is the entry to the school. Two, an agreement by the school again written into the development agreement that it will not allow vehicle access except buses from Columbia Gorge and the placement of a fixture gate with one movable arm to assure ease of closure. And we understand that there will be some access need during times of emergency. And number three, and most importantly, is the ability to turn left out of Oakville Ranch. Why we're asking for this to be put in the development agreement is because if it's not written down, it doesn't really matter. We -- we believe with all sincerity that the people who are talking to us today intend to do what they say they're going to do. They intend to use the traffic routes here. They intend to not utilize Columbia Gorge more than necessary, but people change. New people are elected, new people are appointed. They may change their plan. If it's an agreement with the City, at least the Vineyards has -- the Vineyards Homeowners Association and residents have some assurance that it will continue to be that way. If you approve this today without anything in the development agreement, or if the Council doesn't, then they can change their mind later on and they really don't have to come back to anyone else for permission. The sign, we understand, is not foolproof, but it will drive people to that entry, and there -- the fewer people on Columbia Gorge, the better for both traffic and safety. We know that people will use Columbia Gorge to access Howell Mountain. We know that the school can't stop that, however, we want -- we want people to drive away from that as much as -- we want to drive people away from that as much as possible. The people using the Columbia Gorge will hit a three-way stop, and it will back up. And it will back up into the roundabout, and the people in our neighborhood will again be stuck. As to the left-hand turn, we know that the MUTCD, which is, you know, the traffic bible, calls for 1,000 feet between left turns, but it does not mandate that. The backup -- I'm sorry. This turn will be about 800 feet between Oakridge -- Oakridge -- whatever is -- Oak Village [sic] -- thanks -- and Columbia Gorge. There are other examples very close where it's -- it's less than that. If you go to Pergola Drive and Morning Drive on Rolling Hills Road, which is the first and second streets as you go north, it's two entrances to Hawthorne exist, they're closer yet. They're closer than 800 feet. One is a commercial access, one is a residential access, so it's basically exactly the same, yet those accesses are allowed. To allow a left-hand turn does not exacerbate any existing problems. There are no other close intersections that add to this problem, so in other words, these would be the only two left-hands within -- with any area. Sorry. I'm timing myself -- within any area that -- it won't exacerbate the problem. So anyhow if you allow a left-hand -- left out of Oakland [sic] Ranch, there would be very limited left turns out of Columbia Gorge because only the residents will

be using that. So again you're really only having one left-hand area. Safety -- all the safety concerns for the neighborhood are met, and in a true emergency snarl, you can go ahead and open up that gate. One last point, and I'd sure like to talk the rest of it, but cut me off, if you will. Staff has talked about Columbia Gorge being a collector street, and I think that's kind of a reimagining of it because there's already seven houses that front on Columbia Gorge. It was never intended to be a collector street. That's just the -- what they're trying to utilize now to -- to declare it. So I know it's timing issue for the school, they're in a hurry, but, you know, they've created this problem by not talking to the neighborhood until after this last meeting, and so they've created their own timing problems. I don't have a lot of sympathy for them, but we -- we would appreciate your support in this. Thanks. Happy to answer any questions.

MR. REICHLIN: Are there any questions of this speaker? Mr. Stanton?

MR. STANTON: Can you go over your second point? You had three suggestions.

MR. HILPERT: Yes, sir.

MR. STANTON: What was your second suggestion again?

MR. HILPERT: The second suggestion was putting into the development agreement that the school would only allow vehicle access, except for buses, to Columbia Gorge. So could you put up the -- next one, next one. Yeah. Where they're going to pull the buses in on Pride Mountain -- Columbia Gorge -- from Columbia Gorge to the first -- yeah. That one there. I believe that's where they're pulling in the buses.

MR. ZENNER: No, sir. That's Howell Mountain Drive.

MR. HILPERT: Okay.

MR. ZENNER: This -- Columbia Gorge comes all the way back out to the west.

MR. HILPERT: Yeah.

MR. ZENNER: This is the parent --

MR. HILPERT: Right.

MR. ZENNER: This would be Howell Mountain --

MR. HILPERT: That's right.

MR. ZENNER: -- to the south and the parent access into Pride Mountain here.

MR. HILPERT: Okay. The buses come in at the point --

MR. ZENNER: On the north.

MR. HILPERT: To the north, yeah. Really one of the -- okay. That's it. We just -- we're just asking that in the development agreement, it be written that they would only allow buses to use that access to discourage any cars from driving up, and then we would like to see a gate that prevents ease of access by other parents who just are wild cards and drive in.

MR. STANTON: Thank you.

MR. REICHLIN: Anybody else? Thank you very much.

MR. HILPERT: Thank you.

MR. REICHLIN: So I'll be assuming that there's another opponent who is a representative of

perhaps the Woodlands?

MR. PARKER: My name is Dale Parker. I just wanted to clarify, do I have six minutes for the Woodlands?

MR. REICHLIN: We're allowing --

MR. PARKER: -- and then are there three minutes.

MR. REICHLIN: We're allowing -- yeah. We're allowing.

MR. PARKER: Okay. Thank you.

MR. REICHLIN: And I'll start over -- I'll start it over right now. Okay?

MR. PARKER: Okay. Dale Parker, 4675 Raccoon Ridge Drive in the Woodlands. There's four speakers, including myself, Chris Kiley, Lieutenant General Rich Harding, and John Anderson. John Anderson and I wrote an advance letter to the Commission with attachments, and I hope you've had a chance to review. The Woodlands and Vineyards homeowners both oppose the direct connection of our two subdivisions at Raccoon Ridge Drive. Instead, we are requesting the connection be gated emergency access only with pedestrian and bicycle access. The primary driving factor in the original school traffic design that drove the Raccoon Ridge direct connection was to provide secondary and emergency access to the new east school. Due to the new second access to Rolling Hills, this direct connection is no longer needed as the secondary emergency access to the school. However, the plat before you still shows a full connection of the two subdivisions. Therefore, our position in the Woodlands has not changed. We have surveyed the Woodlands homeowners and have received 134 e-mail and written petitions from them. All 134 oppose this direct connection. I would like to ask at this time residents of both the Woodlands and the Vineyards that are present to stand. If you are opposed to this direct connection, please raise your hand. We are requesting the connection be gated emergency access only with a pedestrian and bicycle path on one side. This is a compromise from the more restrictive access that was approved in 2005, which we will discuss later. Columbia Public Schools' leadership is supportive as evidenced by an e-mail I received from Superintendent Dr. Peter Stiepleman, and I quote, "We will continue to be your supporter when it comes to an emergency entrance only connection. I drove your neighborhood again and absolutely understand how traffic, even marginal traffic, would markedly change your current situation." As currently platted, we believe there will be a very significant increase in traffic flow through the Woodlands. The Woodlands lies directly in a path between a large subdivision, the Vineyards, and south Columbia. The subdivision will now contain a large school. I submit to you that anyone residing on the western half, even the western two-thirds of the Vineyards will often use Raccoon Ridge Drive and Winding Trail Drive. Also many drivers, as Tom Trabue mentioned, traveling to the south side of Columbia, heading south on 63, they're going to drive through the Woodlands to get to New Haven Road. People are going to find this route and they will use it. As platted, direct connectivity with the Vineyards will cause a very significant increase in traffic flow in the Woodlands. I want to talk about traffic volume and capacities. Raccoon Ridge connects to Winding Trail, which was designed as a local subdivision road. It is only 24 feet wide. We have no sidewalks. Current



county standards would require it to be 30 feet wide. However, with this direct connection proposed tonight, it would be turned into a collector. Collectors in the City are 32 feet wide and they have sidewalks. Collectors in the county are 38 feet wide. Collectors are designed to carry between 750 and 1,500 ADT. The south half of Winding Trail is currently carrying over 1,000 ADT, and it was only designed to carry 750. Think of it this way: If a developer were applying to build Winding Trail Drive now, it would be required to be 38 feet wide. With a direct connection, you would be asking Winding Trail to handle the traffic of a collector road, yet it's only 24 feet wide. Also like to point out about 30 of our driveways directly back out onto Winding Trail. Widening Winding Trail to the 38-foot width of a collector is not a viable option as it would involve the relocation of utilities -- they're all underground -- sewers, drainage, mailboxes. It would require additional right-of-way and the addition of the streetlights and sidewalks. Drainage would likely have to be moved underground requiring very significant construction costs. Based on two local commercial contractor estimates, the total cost of all modifications is in excess of \$4 million. This is neither economically viable nor desirable to the Woodlands residents. In 2005, this direct connection was suggested by City staff. Instead, emergency vehicle access was approved by unanimous votes of Planning and Zoning and City Council. In the last ten years since then, we've had 31 more Woodlands homes constructed and they're accessing Winding Trail. As currently platted, another subdivision and a school is added. Schools develop more traffic than a subdivision. And just as in 2005, emergency vehicle access is preferred or acceptable to the parties directly affected. The Woodlands and the Vineyards Subdivision oppose the connection and prefer gated emergency access only. Columbia Public Schools has stated the gated emergency access is acceptable. The developer has stated that he is leaving it up to the City and the County to work this out. In summary, if the roads are directly connected, we have a dangerous situation. We are already over capacity and any additional traffic is unacceptable. The emergency access provides access for fire, police, and ambulance. It also allows for pedestrian and bicycle traffic and a natural transition between developments. Gated emergency access only is the best solution. Woodlands homeowners request that you amend the revised plat to provide gated emergency access only with pedestrian and bicycle access. Any questions I could answer?

MR. REICHLIN: Any questions of this speaker? Mr. Stanton?

MR. STANTON: Do you have any examples either locally or examples at all where this works --

MR. PARKER: The gated access?

MR. STANTON: -- the emergency only --

MR. PARKER: We do have another speaker that is going to speak to that. I am aware of Auburn Hills Subdivision having knockdown bollards and sidewalks. That was actually what we suggested in 2005, and there was going to be no direct connection of pavement in 2005. That's a real point of clarification. Read that ordinance that was passed. It says shall not make a direct connection. There was supposed to be sidewalks in between. So this is a compromise. Park 7, I believe, was approved with some type of a gate, but that didn't move forward, but I am not aware of any other in this area.

MR. REICHLIN: Anybody else? I just -- just would like to suggest that -- or get your response to

since 2005, the awareness about connectivity and -- and the ease of movement between subdivisions has been a policy that's, you know, generated -- been generated throughout the community. Why should the Woodlands and/or the Vineyards be exempt from that?

MR. PARKER: Our main concern is that our road cannot handle additional traffic. We have no sidewalks. We recreate on our roads, walk pets, children are out there riding their bikes, potentially walking to the school, and we're going to speak to some of these issues. But that's -- that's our primary concern is that our roads simply can't handle it. And then you look at where we are, and if you want to show the overhead, I mean, we are directly between the Vineyards and south Columbia. And I find -- in my driving around town, I find these easier ways around the congested traffic of, say, a Rolling Hills and a Columbia Gorge. So we really feel strongly that people are going to use our access.

MR. REICHLIN: Is there anybody else? Thank you very much. And so now we're assuming that the next speaker who is representative of one of the homeowners' associations, and we'll -- this will be -- this will be the other six-minute allotment.

MR. PARKER: No. This is going to be --

MR. REICHLIN: .Oh. We're going to split up the six between two threes?

MR. PARKER: Yes.

MR. REICHLIN: Okay. Just wanted to be clear. Thank you.

MS. KILEY: Hi. I'm Chris Kiley; I live at 4650 East Raccoon Ridge. And again I'm just speaking from a -- for the Woodlands homeowners that were requesting relief and safety from the traffic by the installation of the gated emergency vehicle access. There is precedent to this -- for this request in a similar arrangement with knockdown bollards that Dale mentioned earlier. They were approved by the City in the Auburn Hills Subdivision. Recently, another development, Park 7, was approved through the City Planning with emergency vehicle access. With our suggestion, pedestrian and bicycle traffic could exist. This eliminates the dangerous traffic condition and it also provides a natural transition area. Developers, neighbors, and the City would have a wonderful opportunity to enhance both the Woodlands and the Vineyards. We feel this is the best option for all parties as it is a compromise that does meet everyone's needs. And I would also just like to draw your attention to some of our own City ordinances that apply to this situation and show why a direct connection is problematic based on the City standards. If you look at Section 25-43, street widths, the neighborhood collectors must be 30 feet. Major collectors, which are two or more subdivisions, are 32 feet. Sidewalks are required by the City. Our streets are too narrow for the connection and we also lack any sidewalks. Also Section 25-38, the character of the land. The land shall be neither subdivided nor developed except under appropriate safe -- special safeguards where the Commission finds that a proposed subdivision or development poses a potential or existing threat to the safety, health, and general welfare of the inhabitants of the land or surrounding areas. That much traffic poses a threat to the safety, health, and general welfare of the Woodlands. So develop the land, but do it in a safe manner. Planners have stated that the direct connection is partly needed to protect future purchasers of homes in our subdivision who may desire the direct connection. We feel this

is simply not true. The Woodlands attracts a type of resident that values the space and limited access. Of the 78 homes that accessed Winding Trail ten years ago, approximately 30 have new owners. Additionally, a phase of 29 new homeowners have been added since 2005. All of these owners desired gated emergent access only. This is -- this is the largest sample of almost 60 new homeowners coming to the same conclusion. They all want the gated emergency access only. So, in summary, if the roads are directly connected, we will have that dangerous situation. We are already over capacity, so the additional traffic is just unacceptable. So we're asking for the gated emergency access only as the best solution, and that's what we're asking for tonight.

MR. REICHLIN: Are there any questions of this speaker? Seeing none. Thank you very much.

MS. KILEY: Thank you.

MR. ANDERSON: Point of clarification, we were under the impression that we were going to have three minutes and we have two more speakers.

MR. REICHLIN: You have -- you -- anybody who wants to speak at this juncture can get three minutes.

MR. ANDERSON: Okay.

MR. REICHLIN: We're not going to limit the number of people who come forward.

MR. HARDING: Good evening. I'm Lieutenant General Rich Harding; I'm an Air Force retiree, and I live in the Woodlands at 4367 East Ravens Ridge Drive. And I'd like to address some of the safety concerns that the Woodlands are very much concerned about -- about Case 15-204 and its proposal to build a road that connects the Woodlands to the Vineyards. The original justification for connecting the two developments to the school was and remains to permit children to walk or ride bicycles to and from the school. I ask you to carefully consider the child safety risk inherent in encouraging young children to ride bicycles or to walk to school from the Woodlands on Winding Trail Drive to Raccoon Ridge Drive and then down the proposed connecting road to the new school. As children walk or ride their bicycles to and from school on these roads, they will face a heavy volume of traffic. The traffic on Winding Trail is already, as has been indicated, well over its planned capacity. Connecting the two developments will encourage more than just added vehicle child -- and child pedestrian and bicycle traffic on these roads en route to the new school, it will also encourage through traffic having nothing to do with reaching the school. The Woodlands roads are narrow. They have no shoulder. They have no sidewalks. They have no street lightings. They curve through wooded areas and hills and making early detection of pedestrians, especially children, challenging to the best of motorists. Encouraging young children, ten and under, to ride their bicycles or walk on a narrow road congested with automobile traffic without shoulders, without sidewalks, without adequate street lighting, and sometimes with standing water in the roadway, fails to protect the safety of children. They have a right to expect to get to school and home again without injury. Plan 15-204 fails to mitigate the significant risk. No child -- repeat -- no child should be injured or worse, killed, because the road they were encouraged to use on foot or with a bicycle was well known to be unsafe. Children are injured and killed, unfortunately, all too often in unpredictable and

surprising ways. They certainly should not be injured or killed in ways which were entirely foreseeable and entirely avoidable. No child should be injured or killed in the name of neighborhood connectivity. Thank you for your time and attention. I'll be happy to answer any questions I can.

MR. REICHLIN: Any questions of this speaker? Thank you very much.

MR. HARDING: Thank you.

MR. ANDERSON: Good evening. I'm John Anderson, and I live in the Woodlands at 4525 East Raccoon Ridge Drive. You've heard a significant collection of facts, information, and opinion from all of tonight's presenters, filtered with a good deal of passion and dedication. The reason for that passion is that this project has a significant potential impact on where we live -- our homes, our neighborhoods, and our families. The Woodlands is requesting, as many others have said, that the connection between the Woodlands and the Vineyards be gated emergency access only. The second direct connection to the school from Rolling Hills, there is no need for a through-traffic connection. The connection is opposed by residents of both subdivisions. There's nothing to connect to anyway today, in the next couple of years probably. Subdivisions, in most cases, specifically the case of the Woodlands and the Vineyards are somewhat like independent communities or small towns. They have common bylaws to abide by and show courtesy to other residents and homeowners, especially when driving through the neighborhood. In short, the residents respect each other and respect for diversity of other homeowners is a given. Adding through traffic to such a subdivision actually destroys a part of that community. Through traffic, no matter what the volume, does not show the same respect for speed limits and the same courtesy to pedestrians and children as exhibited by the subdivision residents. That alone changes the neighborhood as it tends to inhibit some of the trusted neighborhood feeling and freedom that residents have. This, along with pedestrian safety and security concerns, are major reasons why both the residents of the Woodlands and the Vineyards oppose that connection and through traffic. You know, the founders of our country were visionary in so many ways. As an example, in 1788, 225 years ago, Alexander Hamilton wrote the following warning: "The representatives of the people seem sometimes to fancy that they are the people themselves." That is just a part of a much longer statement, but one that is powerful in and of itself and one that we all, private citizens and government employees alike, should keep in mind every single day. Let's prove that Alexander Hamilton's warning does not apply here tonight, and that there are still places in America where government of the people, by the people, and for the people still exists. Please listen to the residents of the Woodlands and the Vineyards that have spoken tonight. Approve our request for the gated emergency access only connection and then listen to the ovation you will receive. Please do the right thing. Thank you.

MR. REICHLIN: Are there any questions of this speaker? Thank you very much. I think we need to do a rebuttal.

MR. ZENNER: Based upon the complex rule procedures that we would normally follow, that is what is standard practice.

MR. REICHLIN: Okay. Well, before we go forward with that -- the potentially -- any time for that,

are there any other members of the audience who would care to come forward at this time to comment regarding this matter?

MS. RIGGERT: Mr. Chairman, Commissioners, my name is Beth Riggert. I live at 1605 Ballentine Lane in the Vineyards. And this may be a point of clarification as much as anything. In regard to Case No. 15-204, at the -- at a City planning meeting that the City hosted in September, there was a map shown -- a colored map much like this one that showed the Vineyards approved 2005 preliminary plat, and that map -- I want to direct your attention to the little triangle sitting up above phase one along Rolling Hills. In the -- in the proposal tonight, Case 15-204, it has not been discussed. Nobody's attention has been drawn to it, but it reflects an extension of Ballentine Lane north and then curving west and terminating at the property line of a private farm and renaming the road to Ballentine Court. So I don't know whether that is a mistake that that's being included in this, because it has not been discussed. But to the extent that that is part of the proposal to amend the preliminary plat for the Vineyards from what was approved in 2005 to now, I would ask that because there has been no discussion or justification provided for that extension, that the Commission reject that portion of the proposal. Thank you.

MR. REICHLIN: Any questions of this speaker? Seeing none. Thank you. Anybody else caring to comment?

MS. KEMPF: Good evening. I'll be quick, I promise. I'm Jessica Kempf, address is 2003 Bates Creek Drive with the Vineyards Association. I do have a couple of images that I think will help clarify the left-turn access, which is a very important point to us, and I want to make sure that we get that across. So the intersection at Oakville Ranch and Rolling Hills Road, like Mr. Zenner had stated, is a three-quarter turn access where parents or buses or any traffic will not be allowed to turn left out of Oakville Ranch onto Rolling Hills. This is disturbing because all of the traffic will be forced through on Columbia Gorge Parkway, which is the only exit for the back half of the Vineyards Subdivision, so the residents that live all back there. I want to also clarify that the -- the majority of the traffic that is going to be leaving the school either after they drop their kids off or after they pick them up will be going north because the majority of the district for this school is north; i.e. Old Hawthorne, El Chaparral, which is off of WW, the first phase of Vineyards. So this is just kind of -- gives a better visual of what that traffic would look like. So being able to turn left out of both spots. You're going to get some serious backup on Columbia Gorge trying to turn left out of that -- I know that they're -- you're only have to turn into one lane of traffic, but it will still back up, especially with resident traffic and parent and bus traffic all trying to leave left out of there. The bus barn is north of us. Most of the residents for Cedar Ridge right now live north of this location. So we just want to make sure that you guys -- the Commission understands how important having that left-turn lane is. It's currently in the development agreement draft that it is a three-quarter turn lane, so it can be changed at this point. And I think -- I think that if anybody has any questions about that, I'll be happy to address it, but I just want to reclarify that issue.

MR. REICHLIN: Any questions of this speaker? Seeing none. Thank you very much. It doesn't look like anybody is jumping up. Can we proceed forward with the potential rebuttal from the public --

public school representatives?

MR. SMITH: Hello, again. Thank you for allowing us to come back up here and make some comments.

MR. REICHLIN: Can we have your name and address --

MR. SMITH: Tom Smith,

MR. REICHLIN: -- just for formality.

MR. SMITH: 2401 Bernadette Drive, Suite 117, Columbia, Missouri.

MR. REICHLIN: Thank you.

MR. SMITH: Sorry about that. Just really quick, I wanted to address a couple of things. But with respect to the claim that all of the traffic is going to be traveling north, we don't know that. The attendance areas haven't been drawn yet. The boundary lines haven't been drawn. And just to give you an idea, there are six different elementary schools that are going -- that kids will be pulled from there to go to this new one: Cedar Ridge, New Haven, Rockbridge, Shepherd, Benton, and Lee. So we don't know where the majority of traffic is going to come from at this point. And as another point of clarification, we've had public -- we -- the first public meeting on this was held back in May. We went to the homeowner's association over the summer and met with them, so the District has tried to reach out to the -- the homeowner's association. Beyond that, we've worked very hard with the City, with Columbia Vineyards, LLC, to come up with a plan that will best serve the students and best serve the citizens of Columbia and the residents of the Vineyards, and we would very -- we would respectfully request that the Commission approve the revised preliminary plat and the final plat so that this can move forward and we can build the school. Thank you.

MR. REICHLIN: Are there any questions? Mr. Stanton?

MR. STANTON: I heard from, I believe it was, the Vineyards Homeowners Association that the Superintendent shows support for the emergency access -- emergency access proposal. Okay. Is there any truth to that or --

MR. SMITH: I cannot confirm that e-mail. I didn't know about that e-mail. But what I can say about the connection of Raccoon to Columbia Gorge Parkway is that -- that that is something that the City and the Woodlands will need to talk about. That's not really -- for the District, the main two access points which were the concern are being taken care of by the addition of Oak Ridge Ranch -- or Oakville Ranch.

MR. STANTON: So I guess -- where I'm at is it seems like that we tabled this before, it came back. Between us tabling it and it now, was there any communication? I was expecting that we would come to this meeting with more happy faces. What happened that there's -- we're still -- there's still a big gap and why is that and where -- who is not talking or who is not listening? Where -- where is it at? Is it the homeowner's association not wanting to compromise? Is it the -- is it the school district? Why is there still such a big gap in --

MR. SMITH: Well, I know from -- from the District's -- and we -- the concerns that were presented to us initially when the original plan was developed, those were addressed with this revised plan. The --

the new concerns that have been brought up are different from the original ones. Essentially what is the end goal it seems is to make Columbia Gorge nonaccessible for this school -- for parents coming to this school. But that it's -- and it's been coming in phases to get to that point. But the main concern initially, with the original plan was that Columbia Gorge was going to be the sole access, except for the secondary access to Raccoon Ridge, and that's what the original plan had called for is just extending Columbia Gorge over to Raccoon Ridge. So we provided this new road, this secondary access off of Rolling Hills as was requested.

MR. REICHLIN: Anybody else?

MR. SMITH: Thank you.

MR. REICHLIN: Thank you. Okay. So at this time, we can accept the rebuttal from the opponents or not?

MS. LAMAR: Can the developer provide a quick rebuttal?

MR. REICHLIN: Could we have your name and address, please?

MR. SANDER: You bet. Chris Sander with A Civil Group, 3401 Broadway Business Park Court. Just -- the question that came up about Ballentine Court being different, that may not have been shown real clearly on the graphic that was presented at the neighborhood meeting, but the -- the alignment of Ballentine through there and the -- there's a note speaking to the possibility of future development of that, and that would be an item that would need to come before the Board for further review if -- whenever something is proposed for that, but, at this point, it's reserved for possible development, and the alignment -- there's actually a note and this is copied from the 2005 preliminary plat that says the alignment of that and the configuration is to be determined.

MR. REICHLIN: Thank you.

MR. SANDER: Thanks. Yes?

MR. REICHLIN: Ms. Loe?

MS. LOE: While I have you up there, can you just clarify for me exactly what access is allowed. Just because the school said we've added a second access, can you tell me exactly what type of access is allowed at both Oakville Ranch and Columbia Gorge Parkway and -- both for entering and leaving, and how they're similar or different. Are they not equal?

MR. SANDER: You're asking about the access that is being proposed for the school?

MS. LOE: Off Rolling Hills Road.

MR. SANDER: Off of Rolling Hills Road. So the southern access, Oakville Ranch, will be a three-quarter access, so the left turns will be restricted at that point. The Columbia Gorge --

MS. LOE: Entrance onto Oakville ==

MR. SANDER: Columbia Gorge.

MS. LOE: -- or off of Oakville?

MR. SANDER: I'm sorry. Off of Oakville.

MS. LOE: So I cannot go north off of Oakville?



MR. SANDER: That's correct.

MS. LOE: So the school considers it access, but not necessarily exit?

MR. SANDER: Yeah.

MS. LOE: Okay.

MR. REICHLIN: What was the other part of that question?

MS. LOE: And then so the only full exit is Columbia Gorge Parkway?

MR. SANDER: Correct.

MS. LOE: All right. Thank you.

MR. ZENNER: So I believe to clarify for you, if we're trying to get to the issue of what serves as an acceptable access to the City for the purposes of being able to distribute traffic and for fire, our fire service has reviewed a three-quarter access. Our fire service, which is what would be driving how this building would need to have a secondary access, has indicated that it is supportive of a three-quarter.

MS. LOE: But I –

MR. ZENNER: It is -- it is a fully serviceable access and it has been reviewed as it relates to the future traffic movements in this particular scenario based upon the traffic study that was presented and based upon our review of our traffic model numbers. Mr. Stone is here to explain if you have detailed questions as to the relevance and the acceptability of those improvements and why they work. That is why we've asked him to be here this evening. That is why this project was delayed. So to the point that what is proposed here does not meet our City standards is not correct. What is proposed here does meet the City standards. What is proposed here actually is better than what was originally proposed that met our City standards.

MS. LOE: I apologize if I intimated they didn't meet City standards. I merely wanted to clarify the distinction between the two.

MR. ZENNER: And they do serve both accesses. While one is not a full access, and I want to make that clear also, as the three-quarter access may not allow for full turning movements both north and southbound, it does meet the fire service's requirements for the secondary access point. Since our fire department will be coming from the south and then exiting the site with the connection of Pride Mountain to the traffic circle, we will have the opportunity to head southbound again after potentially deploying whatever emergency equipment. So they're very satisfied that for the fire access requirement, it would meet the requirements, as well.

MS. LOE: Okay.

MS. BURNS: Ms. Zenner, could you put the graphic up with the rendering of the school and how -- the drop-off for the parents and the buses. Okay. Thank you. This is -- I'm -- thank you.

MR. REICHLIN: So did we ever -- did we address the question about rebuttal from the opponents?

MR. ZENNER: The opponents can provide clarification of potential misstatements, but it is not a back-and-forth rebuttal --

MR. REICHLIN: Okay.

MR. ZENNER: -- process. So if there was a misstatement of some nature, not advocating or promoting a particular position, is typically what would be utilized in an opponent rebuttal --

MR. REICHLIN: Okay. Does that -- do you -- do you feel like what you have to add is in compliance with what Mr. Zenner has suggested?

MR. ZENNER: The clarifications of some misstatement that may have been made.

MR. REICHLIN: Okay.

MR. HILPERT: Drew Hilpert, 2001 Bates Creek Drive. Quickly, obviously. We did have a meeting back in June with the school district. That was correct. They indicated they' would keep us informed, and then we didn't have any further communication of any meaningful purpose until after this last meeting, so I did want to clarify that. We had asked about redistricting, and they advised us that there was no redistricting studies that were done, so I think our -- our point here is, if they redistrict, then you can go back and look at whether or not you need a left-hand turn to head south -- head north and south, both, but we need that there. And I hope this complies with -- Commissioner Stanton asked about who is being obstinate, and I would like to say that we have tried to work with them. In fact, we hired an engineering firm to provide a plat that essentially was a straighter road. And I think Mr. Zenner mentioned that the straighter road wasn't acceptable. And we -- we brought it down a little bit farther, and had a little bit straighter road that we felt would accomplish everything. Primarily, the reason that was -- we were told that it wasn't acceptable is because it would take too long to replat because the trees had to be cut down within a certain period because there's a bad habitat. Again, that's really my point, maybe -- hopefully, not too snarky, but had we had more time to do this, we really think this could have been a win-win for everybody, and you still have the power to make that happen. Put it on the table again. All right. Thank you.

MR. REICHLIN: Any questions? Seeing none. Thank you.

MR. PARKER: I just have a short comment about the e-mail. Dale Parker, 4675 Raccoon Ridge. I do have a copy of the e-mail here. It was included in your packet. Also just for clarification, this is the first time that I have heard about redistricting from that many schools. If New Haven School starts sending children there, that district -- that's more opportunity for traffic through Winding Trail because those residents are all down in that direction and they would have a much better route to come through us, and we can't handle that traffic, as I have stated. Any other questions?

MS. BURNS: May I ask you a question?

MR. PARKER: Yes.

MS. BURNS: So I, too, am concerned about the redistricting. So we don't have on the table where these students would be coming from and which elementary or how many from which elementary? There is no hard and fast number for that?

MR. PARKER: I am not aware of anything. What we heard is there will be redistricting down the road. I think that was an obvious statement that we always know there's going to be some redistricting,

but this was a little bit more clarified there that that many schools were going to be -- so there must -- maybe there's a plan that we don't know of. But would I leave this e-mail with anyone or does anyone want to see it?

MR. ZENNER: Mr. Parker, we have the e-mail.

MR. PARKER: Okay.

MR. ZENNER: It was provided to you in your packet.

MR. PARKER: All right. Any other questions?

MR. REICHLIN: Thank you, Mr. Parker.

MR. PARKER: Thank you all.

MR. REICHLIN: I think we're through that portion of the matter and --

MR. ZENNER: To respond to one of the comments that was made by the public about Ballentine. Ballentine is shown on the current 2005 preliminary plat as a stub street to the adjacent private parcel here to the north. It is shown as well on the proposed preliminary plat as the same stub street that is coming to that private property, and that is again a requirement of our City regulations that you provide stubs to the adjacent undeveloped tracts of land. That particular stub street, if I am correct, and Mr. Sander can correct me if I am wrong, actually aligns with Elk Park Drive on the west side of the private property. So the plat between preliminary and final -- or preliminary 2005 and preliminary today, shows the same road. There may have been an interim document that showed a cul-de-sac there and I do not have that here in my possession. I apologize.

MS. RIGGERT: It is the -- it is a map --

MR. REICHLIN: Come to the podium, please.

MR. ZENNER: I'm looking what I've done here.

MS. RIGGERT: I'm sorry. If I knew I had to print a picture of this, I would have. It is described as Vineyards --

MR. REICHLIN: Give me an address and your --

MS. RIGGERT: Beth Riggert, 1605 Ballentine Lane. I'm sorry. It's a picture shown as -- sorry -- shown as the Vineyards approved 2005 preliminary plat. It's a color picture, and it describes itself as having been created by the City of Columbia Community Development Department. And as you can see, and maybe it's just a bad rendering, but as you can see there, it shows Ballentine Lane stopping.

MR. ZENNER: Uh-huh.

MS. RIGGERT: It shows nothing at all continuing beyond that.

MR. ZENNER: And here is -- here is the approved preliminary.

MS. RIGGERT: Okay. So you're --

MR. ZENNER: From 2005.

MS. RIGGERT: So, in other words, the City map that they provided at the planning meeting was incorrect?

MR. ZENNER: No. The City map that was provided at the planning meeting showed what was

platted as of today. It did not show the preliminary plat.

MS. RIGGERT: Okay.

MR. ZENNER: That is the platted property as it exists today.

MS. RIGGERT: So, I guess, as a matter of clarification, is that extended road part of the proposal before this Commission today?

MR. ZENNER: Yes, it is. And it is no different than what was previously approved in 2005.

MR. REICHLIN: Thank you. Okay. With that said, I'm going to suggest we have a recess, and then we'll come back and we'll dive on it. Is that okay? Five minutes. Thank you.

(Off the record.)

MR. REICHLIN: We're going to call the meeting back to order, please. Thank you very much. Okay. So now it falls on our laps to entertain a discussion on this matter. So, Ms. Russell?

MS. RUSSELL: Okay. I just basically have issues with this -- the whole thing. I'm sorry. I know that we need a new school. I'm sorry they're in trailers, but the neighborhood needs to have their voice heard. I absolutely support the safety and keeping that connector gated. I do not like the left-turn lane or the nonability to turn left. Personally, I think it needs to go back to the drawing board and come up with something better, and, I mean, everybody needs to talk to each other, so when it comes back, we can all smile and say thank you. But, right now, I'm not supporting the plat.

MR. REICHLIN: Anybody else care to comment? Mr. Stanton?

MR. STANTON: I tend to agree with the neighbors, but I also think of this, too. I don't want to set a precedent because some neighborhoods don't want to embrace change in our community. Where I stay with my kids and the kids in my neighborhood got to walk -- walk down Worley, cross Worley and cross Providence. I don't have any -- you know, I can't have restricted access to these roads and my kids have to walk across busy streets in high traffic and all of that. So should every neighborhood have an emergency access point wherever they think there's going to be increased traffic because there's a school there? I tend to say no. I -- I see your point, but the school district also has walking school buses. They have other things that help address those kind of high-traffic issues. My issue with this, I feel like the parties haven't really budged enough. The neighborhood associations, you guys got to give something. I think that -- I think the school district needs to give something else. I think they both need to work together, bring something to the City that the staff can say, okay, we can live with that. I think there's still some discussion, but each side has got to give somewhere. That's my take. There's got to be a win-win in this somehow. I'm still on the fence. I'm a big supporter of the school district, so I want to see the school move forward, but this organization, this is exactly what Columbia is about, an organized community, so I definitely want to support this kind of activity, so I'm praying on it right now.

MR. REICHLIN: Ms. Burns?

MS. BURNS: Yes. I appreciate everybody for all their contributions tonight. We're here late, so I don't want to take a whole lot of time. I see there are three issues here. There's the connection issue, which I don't think that -- I think that that should be an emergency-access connection only. I think that

that was agreed upon and that makes sense for the arguments that were brought forth. The in and out for school, I don't think I have enough information for that. I'm going to need more information, so I don't think I can support that. The Ballentine Court is a whole new wrinkle that we've learned about tonight. That's something I think I also need more information on. I did have a point. If -- if the school district had any additional information on the redistricting comments tonight, I would appreciate additional clarification. And I understand if they don't, I just didn't know if there was more information that possibly could be offered.

MR. REICHLIN: Mr. Strodtman?

MR. STRODTMAN: Oh. I'll go next.

MS. BURNS: I think we have someone offering information -- I think.

MR. REICHLIN: Oh.

MS. QUINLEY: Is that -- is that okay to respond?

MR. ZENNER: We can't respond on behalf of the school district, and I would suggest that it would be beneficial for the Commission, as well as the public, to have a response from those that can.

MS. BURNS: Thank you.

MR. REICHLIN: Okay.

MS. QUINLEY: Thank you. I'm Linda Quinley, Chief Financial and Operations Officer for the school district, 1818 West Worley here in Columbia. It is common practice when we redistrict that we wait until we own the land and that we know where we're going to be, and then that we work with all of the schools that are in the area of need based on current populations in those buildings. We have begun meeting with those schools, anticipating that we'll be owning this land and then we'll be moving ahead. So it's -- it is -- and it's not reasonable that we would have that done yet, but we would getting started, which is what we're doing. And redistricting doesn't necessarily mean that all the children who are changing from those schools will be coming to the new schools. There might be children who are in Lee who end up at Benton in that process. And so it is -- it's a significant amount of work that we hire experts on to help us, guide us through that, but we have begun the process, but it won't be finished until we know for sure where we're going to be and work with our Board of Education.

MS. BURNS: Thank you.

MR. REICHLIN: Any questions? I just have one. Is it -- is it reasonably safe to say that the bulk of the children going to the new elementary school will be from the immediate area?

MS. QUINLEY: Cedar Ridge and, yes, the immediate area.

MR. REICHLIN: Okay. Thank you. Mr. Strodtman?

MR. STRODTMAN: I would also like to thank everyone for coming tonight. It's definitely very beneficial for us to hear, especially of things that have happened ten years ago. Not all of us were on the Commission ten years ago, so it's nice to know from the residents what was promised and what commitments were made ten years ago, so we do thank you for that. You know, I -- I actually, contrary to some of my other Commissioners, I plan on supporting this. You know, I've been out in this area quite a

bit. I do a car pool with a child that lives in the Woodlands, so I'm very familiar with that area. I've been out -- I was out there again this morning just to watch the morning traffic coming out of the Vineyards just to kind of get a feel for the current flow, so I think I've spent quite a bit of time trying to figure this one out. And, you know, a couple of thoughts is is, you know, I would be supportive of the -- keeping the emergency road access closed to emergency vehicles only. Even though I do agree with connectivity and I think that's the right thing to do, big picture, for the City, you know, we made a commitment to you, the neighborhood, ten years ago, and so I will stick with that commitment. The only change that I would like to see to be fully supportive of this is, I think that that second southern access needs to be a full entrance. I think it needs to take some of that -- even though it might be too close, you know, to that northern entrance, I think having a full intersection is important to me so that I know that people could go north there and that it's not only everybody going to that -- through that roundabout to go travel north. So I do plan in being supportive of this project. I would like to see that southern entrance changed to a left also, so not a three-quarters, but a full entrance. Otherwise, I do plan on supporting this project.

MR. REICHLIN: Ms. Loe?

MS. LOE: I would pretty much echo Mr. Strodman's comments in that I would support the project with the restriction -- the access with the allowance identified by City staff that it remain until requested to be removed either by the homeowners association or the Columbia Fire Department or Boone County Fire Department. I could those being valid and supportable reasons. I -- we haven't talked about the sidewalk variance very much, but I reviewed that and that seems reasonable to me, so I would also support that. And then I think this has developed since it came forward to us before. I do appreciate the work that was done on that. As you may have guessed, I'm very interested in that second access, and I do feel as if it may not go quite far enough and that I would agree with Mr. Strodman that having full left and right exit privileges at that would be key to making it successful.

MR. ZENNER: If I may, we can let you all comment and then, if we can, we'll let Mr. Stone comment on some traffic-related issues to potentially address a question or two that you may have, as well as address this particular question of full access versus a three-quarter. I think that that may help at least be able to address many of the concerns that were raised here about that functioning properly. But we would like to hear the rest of the comments and then, specifically, if there are traffic-related matters, again, that is why we have Mr. Stone here this evening. And at this point, I can't again but reiterate, the project as it has been submitted is supported by staff, and it does meet our regulatory requirements. We can address traffic-related issues with you here, though, that you're raising during the comments and that the public has raised though, as well. So I thank you for allowing me to just make that statement, and we -- if you will allow us, we'll be able to come back and be able to address a couple of points you're raising.

MR. REICHLIN: Anybody else care to comment? Mr. Harder?

MR. HARDER: Yeah. I'll comment as well, too. I -- on the emergency access between the Woodlands Subdivision and the Vineyards, I -- I just -- I don't think I could support opening that up. I think

emergency access is -- the Woodlands Trail Road, when it was built, did not anticipate this, and so I don't think there's not -- the road is not wide enough and without sidewalks, well, too, I think it's -- there's a safety factor there. My -- my biggest concern as well, too, at first, I thought everything seemed okay, but there are some sticking points, I think, and it's mainly just getting out onto Rolling Hills Road and making sure because I -- if you have a lot of -- you know, because it's all happening in the morning and the afternoon, and it's -- if, you know, I think it could back up pretty quickly. So I just want to make sure that I feel confident that all the cars are going to be able to get out of that area, including, you know, the residents of the subdivision, you know, every day fairly easily. So I don't think I can support it this evening until some of these things have been changed.

MR. REICHLIN: Anybody else?

MS. RUSHING: I guess that leaves me. I have a general support of connectivity, and so, generally, I would not support not having access from one subdivision to another. However, in this particular instance, I think that ship sailed a long time ago, and I don't really see the benefit of having that connection. So I would support, even though I hate the word gate, I would support a gate. And as staff has recommended, if we desire to not have that access, then having it so that if fire department or either of the subdivisions see a necessity for that connection in the future, that at least the infrastructure would be there to allow that. I also have concerns about turning out onto -- is it north-south, is that Rolling Ridge?

MR. REICHLIN: It is Rolling Hills.

MS. RUSHING: And I can see why they want a three-quarter turn, but I agree that that's going to put a lot of traffic going up north on -- onto the -- and I never can think of that road -- Columbia Gorge? Yes. And I think it's going to put a lot of traffic up onto Columbia Gorge from people who want to go north and can't go north further down.

MR. REICHLIN: I guess that leaves it to me. From a historical perspective, I want to thank and commend the school board and the Columbia Public School system as a whole for going through this process. When I first came on the Commission some seven or eight years ago, there were various different ways that schools where property was purchased and the necessity -- that necessitated scrambling to provide infrastructure. And over the course of time, an engagement has occurred which, I think, is beneficial for the community as a whole. And although this might be -- might appear to be somewhat more troublesome, it's been -- it's less expensive from a development point of view. So I want to thank -- personally thank you people and the -- the school system as a whole for going down this path with us. And I also want to say that the -- there are numerous, too numerous to mention, schools in subdivisions where people back out, have to deal with traffic, have to watch out for their kids, where they're going, why they're going there, and this particular situation is no different. I think the school is an integral part of a neighborhood. It's a focal point for a neighborhood. For all the concerns regarding safety or -- they're all warranted, but they're all addressable. And, to me, it seems like a school in a neighborhood is an asset over the long term. It provides cohesiveness, it'll create more of a sense of



community that goes beyond the two or three neighbors you know on your block, and I therefore would be in support of the way this was platted, the changes that have been made since the last time we were here with regard to the access, whether or not it can be a three-quarter or a full. I mean, that's kind of a small item compared to what we were looking at a month ago. So we've made progress in that regard. As far as the -- the overall access into the Woodlands, I think if there is a substantial reason for it to be there and there has been other locations throughout the community where it's been allowed, then that -- that said, this may be another opportunity to allow it. I do have some questions about it, but I am not opposed to the restricted access into the Woodlands. So that said -- all things considered, I intend to support it with potential amendment for the limited access into the Woodlands. Do you want to -- before we go any further, does anybody have any questions of staff?

MS. BURNS: I'd like to hear if Mr. Stone has anything to offer, given what he's heard tonight.

MR. STONE: Yes. Richard Stone, engineering manager for Public Works. Generally, I'd just like to note, I don't think necessarily that the school district is maybe the driving force on the limited access -- the left-turn access out of Oakville Ranch. That's -- that's mostly from staff. We're concerned in everything that we do about traffic safety. So anytime you've got a conflict point -- and a conflict point, basically, is where one vehicle is going to cross another vehicle or a pedestrian, so when you have a left out of any location, that's a conflict point with the through-moving traffic and that's the collision point that will occur. Well, the reason why we restrict lefts out, they tend to be the worst type of collision -- T-bone type collisions. So whenever you drive around town and my wife -- my wife likes to beat me up about whenever she comes across something that's access managed, that's why we do it is for safety. Essentially, you would like for everybody to make the right decision, but they don't always make the right decision. Examples of that would be the outer roadway along Providence near Green Meadows, Nifong. That outer roadway used to go all the way through. There were numerous amounts of accidents at those locations -- collisions at those locations, so we managed that access by putting medians in there where people couldn't go across or turn left out. So whenever we deal with a road like Rolling Hills, it's an arterial road. Even though the traffic currently isn't a super high volume, eventually, I mean, that's its purpose is to move traffic sort of subregionally throughout the area, so there is going to be more traffic on that road. You know, our position would be that if we can limit conflict points, then we probably should be thinking about doing that. One of the things we looked at at Columbia Gorge was, you know, is that a better location to do a roundabout at that location. It didn't really seem to fit because of the proximity of WW, so then we started looking at ways to allow the traffic moving out of there with that separated turn lane that actually probably works best, even better than a roundabout -- which sometimes I'm referred to as Roundabout Richard, so I kind of like them, but it seemed to be a better approach at that location. So all traffic that would be turning left out of this entire development, including people that would be leaving, say, the school with children in their car, would have a protected turn lane to turn into versus just turning left across traffic that's going up and down Rolling Hills Road. There -- there could be some opportunity to -- to, you know, maybe install it as a full access to begin with. That's something that we could consider,

but we consider access as right-in/right out, so any other access is just additional access at that location. So it -- it would be something that we would consider. I'm going to have to talk to the director of Public Works and, you know, we didn't arrive at this decision to make this recommendation, you know, lightly. We knew there would be some concerns. But having folks that want to go left -- go up to Columbia Gorge and make that left out of Columbia Gorge would be a safer maneuver for the traveling public, including people that are on Rolling Hills and people that are leaving Columbia Gorge. So from that perspective, and I was just sitting here looking at some of the possibilities, we had indicated to the school district, and I haven't -- haven't talked about this. It's just running through my head here. You know, probably extending the -- the turn lane into that would -- would actually connect their improvements up at Columbia Gorge all the way back to Oakville Ranch. That would be about a 15-foot-wide section of pavement. So it is possible that we could find a way to do both, but from our perspective, having people that are leaving this area turn left at Columbia Gorge does make more safety sense than turning left at Oakville Ranch. I'd be happy to answer any questions after saying that.

MR. REICHLIN: Is there -- are there any questions regarding Mr. Stone's comments?

MS. RUSHING: I have a question. Howell Mountain Drive, which goes down the east side of the school property --

MR. STONE: Yes, ma'am.

MS. RUSHING: Yeah. And so someone could turn left out of the school property and go north on it?

MR. STONE: Yes, ma'am.

MS. RUSHING: Okay.

MR. REICHLIN: I had an unrelated question to the -- regarding the bollard situation in Auburn Hills. Can -- can -- is there any history with regard to how and why that got put in place and that -- that -- are there -- that anybody from staff is familiar with?

MR. STONE: You know, since that's been mentioned tonight, I've been racking my brain trying to figure out what -- what you're talking about, and I can't -- I can't --

MR. REICHLIN: Well, I -- I was just curious. I heard mention of it, as well, and I just wondered.

MR. PARKER: I have some pictures of it if you want to see it.

MR. REICHLIN: Okay. Now, I see the picture.

MR. ZENNER: Now you're seeing the picture, you still don't know why it was done.

MR. REICHLIN: Yeah. No. Yeah.

MR. ZENNER: It was pre-me.

MR. REICHLIN: I was looking for a caption, you know, but --

MR. ZENNER: Well, as Tim was explaining --

MR. TEDDY: Yeah. Is that Brown School Road that's being connected to there? It's in the southwest portion of the development?

MR. ZENNER: That's the road that goes --

MR. TEDDY: Okay. Okay. Eddington. Okay.

MR. ZENNER: So, that's the -- that's the road that goes out. Yeah. I think it's Eddington that goes out north to Harvester.

MR. TEDDY: Yeah. Yeah. It was an agreement, I believe, and a compromise between an original request to actually just put the street there, and the parties agreed that a full street intersection wasn't -- it wasn't necessary.

MR. PARKER: Okay.

MR. ZENNER: And if I recall correctly, it was based on units, as well.

MR. STONE: It was not pre-me. I do remember what we're talking about here, and there's a reason why I've chose to forget it. It was based upon -- it was a collector roadway that was in -- on place on the CATSO major thoroughfare plan. The Parks Department obtained a parcel of property and desired not to construct a roadway through their park, which is what they tend to do a lot, which can happen, but --

MR. REICHLIN: So it wasn't --

MR. STONE: -- in discussion with the neighbors, that's where that decision was made, yes.

MR. REICHLIN: Okay. So this wasn't -- this wasn't quite the same as what's at Raccoon Ridge then, I mean in terms the overall situation?

MR. ZENNER: No. We're connecting two -- we're connecting two residential subdivisions together that have an internal roadway network.

MR. REICHLIN: Right.

MR. ZENNER: I -- I think it's worthy to point out that in the documents that were provided to you that came directly from Mr. Parker and Mr. Anderson, there is a revision to the language that's in the staff report. And to the point that it modifies basically one of the conditions that's in the staff report, which I think is important to both neighborhood associations should the Commission be desiring to support the gated emergency access, it is that both -- the majorities of both homeowner's associations petition. It's not one or the other, it's a joint action that both homeowner's associations ask for it to be opened, or either fire service -- Boone County or the City's -- seek that it be open. The statement as well further clarifies the fact of if such action is taken by any of those entities, the item does appear before City Council at a public hearing as an ordinance. And in many respects, the additional language provides clarity to a process that does generally exist for the public hearing side. If the Commission is so inclined to take the homeowner's association's version of this, staff is not at all married to what it has. It offered that as an option. What is written by the Woodlands Homeowner's Association, which refers to majority of the Woodlands and the Vineyards, it's combined, it's not nor anymore, is more than acceptable and the clarification of the actual process on the opening of that emergency access would be acceptable because that is what we would do anyways, so it's a clarification. The other thing I need to point out is is that while this is a condition that you would be potentially supporting, it will not show up on the plat. What is shown on the plat is a connection. What is done is that the ordinance or the resolution that would approve this

preliminary plat would include this particular condition. Not unlike what we had happen when we reviewed the plat for this particular case, we, as a staff, when we approve final plats go back and we look at the documentation. And we would reference that approved -- the approving resolution with the condition before we would present a final plat to be recorded. So the mere fact that it's not showing up on the preliminary does not mean that it does not apply. It's -- what we would be doing is following our standard procedure. And so either condition is acceptable to staff. I think the preference would be that the condition that has been offered that says Woodlands and Vineyards majorities have to make that request is what's preferred, and again we don't have an issue with that. The one other thing as it relates to just the access requirements -- the one thing that we need to look at, and as Richard said, we didn't lightly consider how the access issue here was being addressed. You will notice on the plat how Mound comes to the south and it terminates at the southern property line. And then to the rear of the school to where Columbia Gorge makes its way westward towards the Woodlands, there is another street that is stubbed to the south. As I pointed out earlier, we do look at the comprehensive view, not just the immediate, and part of the idea of the three-quarter access that was discussed and why it was generally supported was the connectivity that comes to the south through the southerly tracts, while they are not proposed for development today, has a critical impact as to how the circulation of traffic within not only the Woodlands and the Vineyards would function at some point in the future, and more the Vineyards, it would function down to an intersection that would be a major intersection that would sit halfway between WW and New Haven. And we have to plan -- we're planning into the general future as to why the access at this particular location was considered to be restrictive because we are anticipating, as we further develop further to the south, as private property is converted, just like the Vineyards property was, it will have a roadway network, and that roadway network has to all blend together. And that's why we provide stub streets. That's why we encourage connectivity. It allows for additional outs and it allows for additional traffic dispersion. It allows for routes in case accesses that are common get blocked. That is the whole idea of why we require multiple points of ingress and egress into subdivisions. So that's -- it's a broader view of what we're looking at when we look at why do we choose particular intersections to be controlled, why would we allow them to be fully open. And that's part of what the thought process and the philosophy was behind how we arrived here. So just as a broader perspective of why we are where we're at as it relates to this southerly access. It's predicated on something happening in the future that will make the situation potentially not nearly as difficult for somebody to come back to head north.

MR. REICHLIN: And you -- ostensibly, you can't have every access point on Rolling Hills be a full intersection where -- where you have multiple places where people are turning left to cross traffic then; is that what you're saying?

MR. ZENNER: That would be correct.

MR. STONE: Yeah. That would -- I mean, it would degrade the overall safety of the roadway -- capacity of the road.

MR. REICHLIN: Getting back to the -- the matter of the gating, are you saying that because the

decision was made in 2005 to restrict access into the Woodlands, that that -- that agreement is still in place even though it's not showing up on this plat; is that what -- is that what you were saying?

MR. ZENNER: The 2005 preliminary plat resolution included the condition within it, and that is what Mr. Parker referred to. So had there been no change within this preliminary plat that required it to come back and be reapproved, yes. That condition still would apply. Because the preliminary plat is coming back for reapproval, it opens up the table again.

MR. STANTON: Whole new thing.

MR. ZENNER: So what we are -- what the Woodlands and the Vineyards are asking the Commission to consider is basically reaffirming in a slightly modified version the 2005 emergency- access only connection. What I am telling you is our staff recommendation and the recommendation presented by the Woodlands is almost identical with the exception of a majority of both homeowner's associations having to petition the City to remove the gate. The likelihood of that happening, based on what we have heard this evening, is probably limited. Given also that we have multiple points into the Woodlands for fire access off of Rolling Hills, from a fire-access perspective, that may not be a necessity either. The school is adequately covered by the two points that it currently has, as well as would the rest of the Vineyards when it develops out.

MR. REICHLIN: If we approved it today and the Council approved it however many weeks from now, would it be cast in stone, or could it be removed -- you know, can that -- could -- could it be nullified by some other process?

MR. ZENNER: The only way that it becomes nullified is based on the conditions being fulfilled; either the fire services ask for it to be opened, Council approves that through a public hearing process, or the homeowners ask for it to be opened through petition by majorities of both homeowner's associations and Council approves it. Otherwise, staff is at no position to be able to force the connection until such time as Council actually mandates the connection to be opened. That is how the condition is structured. It is to protect the interests of both homeowner's associations, but not limit the City's ability to have its fire service ask for it to be opened and it does not limit or restrict the requirement that the pavement surfaces between Raccoon Run and the extension of Columbia Gorge be physically connected. Unfortunately, we have examples within the community to where we have expended capital funds after the fact of a developer putting in a subdivision that was adjacent to another to actually make connection. Now that is what we are trying to avoid here. We are not necessarily nonsupportive theoretically or logically from having it gated at this particular point. As I pointed out earlier, though, from a technical perspective, staff cannot support that action because it is inconsistent. That is why the conditions have been offered for the Commission to make that action, which is what you're entitlement is.

MR. REICHLIN: Okay. So the Council has -- if it's approved -- if we make the amendment and the Council makes the amendment, ten years from now, there's wiggle room?

MR. ZENNER: Only if a petition is submitted by either the residents or by the fire service --

MR. REICHLIN: Yeah. Okay.

MR. ZENNER: -- and Council agrees.

MR. REICHLIN: So it's not cast in stone is what I'm getting?

MR. ZENNER: No.

MR. REICHLIN: Okay. Thank you.

MS. BURNS: And, quickly, Mr. Zenner --

MR. REICHLIN: Anybody else?

MS. BURNS: -- if we voted not to support the recommendation, then everything would stay the same and there still wouldn't be connection between the Woodlands and the Vineyards?

MR. ZENNER: No. The preliminary plat is being revised, and if you do not support a gated action at this point, the requirements of the City code would be that it is connected. That is the requirement of the code, and the County would facilitate the permitting for the construction of the extension of Raccoon Run at the time that the last development phase of the Vineyards was presented. Since it is a County road that we would be tacking onto in essence, it's a complicated permitting process, but it would require both the City and the County to jointly work to make the connection occur, if you do not approve an amendment or an amendment to gate it.

MS. BURNS: Thank you.

MR. REICHLIN: I think we're a little closer.

MR. ZENNER: A little closer, maybe still confused.

MR. REICHLIN: Well, you know.

MR. STANTON: Well, the formal -- the formal process of the two having associations petitioning, they would still have to do that right now or --

MR. ZENNER: Yeah. In the future scenario, yes.

MR. STANTON: Do --

MR. ZENNER: Based on what we're proposing or what's been proposed by Mr. Parker and Mr. Anderson in their amendment, both neighborhood associations would have to -- the majority of those neighborhood associations would have to petition the City. We would have a petition from the majority of both organizations. They would give it to us. City Council would hold a public hearing. They would have to all agree that they wanted it open. I will say this, if it's a majority of both homeowner's associations presenting, at that point, the tide has changed significantly and we would be a little bit surprised why anybody would come and protest it if you have a majority. Now, if the fire services of either asked for it to be opened, that's a different story. The residents probably would still come out and they would probably still suggest we have enough fire access. Council would have to weigh that against what the fire service is presenting as evidence, and then they would need to make a decision. It is not a guarantee that if our own fire service came and wanted it open, that it would be opened, but it does allow for that. That was what we -- we -- that is what the 2005 agreement really does not address clearly. I believe Mr. Parker would argue that it did address it in the scenario that you saw at Auburn Hills. That, unfortunately, however, I don't believe would be today really the supported way of gaining access between two

subdivisions. So the full pavement connection is really what we are more interested in as a City staff because it is closer to compliance with our current regulations. The gating is a compromise on our end. I think the connection of the asphalt is a compromise on the Woodland end from what was previously approved in '05. But we have arrived at a compromise in that respect, Mr. Stanton, but maybe not in some others.

MR. STANTON: It's almost a win-win.

MS. BURNS: And I hate to prolong this, but the other things that we've been discussing, the Ballenger [sic] Court wrinkle and then the in and out for the school. I understand we're talking about a preliminary and final plat. Will those discussions continue then?

MR. ZENNER: The Ballenger [sic] Court termination –

MR. STONE: Ballentine.

MR. ZENNER: -- or Ballentine Court –

MR. REICHLIN: Ballentine.

MR. ZENNER: -- into Ballentine Lane, which is in the northern portion of the project, the connection -- the map that the resident was referring to was a map that was provided as a part of our public notice for the public information meeting. The preliminary plat that is presented here on this graphic was not laid behind that graphic that we sent out, so the road connection that was being questioned as a stub street going into the undeveloped parcel in the middle actually is the exact same stub street connection that existed in 2005. The final plat is still going to have to be reviewed for that northern section and how that comes about and how the road name is changed or constructed is still yet to be seen. There may be a modification to that that's just -- the way that the land lies, it's probably not really going to be significantly different from what we see here with just a road stubbing up to the west. And then for the school access, and so you're talking the southern access still, Ms. Burns, or which school access are we referring to?

MS. BURNS: I believe to the east, when we were talking about --

MR. ZENNER: So you're referring to –

MS. RUSHING: Onto Rolling Hills.

MS. BURNS: On the Rolling Hills Road.

MR. ZENNER: Okay. So you're referring to the one that is over here that comes out. This access, which is basically Pride Mountain as it comes back into Oakville Ranch. So we're talking still -- the concern or the discussion that you're still not comfortable with, if I understand from what I've heard, is the three-quarter access as it's currently proposed being converted to a full intersection access as –

MS. BURNS: I guess my question is: Could there be additional conversation on this after -- if we would support this?

MR. ZENNER: I would suggest that what we can -- the way that the development agreement is currently being proposed is with a three-quarter. And I think as has been stated this evening, the development agreement is not yet finalized. And I think that the question and the issue needs to be



brought to David Nichols, who is our director of Public Works, as well as John Glascock, our Deputy City Manager, formerly our director of Public Works, to ensure that there is consideration as it relates to that and that there may be an opportunity by which to, as Mr. Stone was pointing out, to connect the improvements that are shown at Columbia Gorge and Rolling Hills, how that may be able to be achieved. Unfortunately, we do not have that information here this evening because it was really not part of what of our analysis was for this.

MS. BURNS: Right. Right.

MR. ZENNER: Quite honestly, you can condition the approval on that modification on an either/or scenario. What again I have to reiterate is is the way that the project has been proposed and the improvements that are included in the development agreement, they do meet our traffic management standards. They are, from a public safety perspective, what we believe to be a safe environment. While it may not be optimal, we can get confirmation if a modification to that could convert it to a full access. What I would like to point out is a full access anywhere within the City can be reduced to a three-quarter access, and that is a discretion of the City at any point at any time. And again, the reason I went through the broader transportation picture here is to make everyone aware that should the broader transportation picture come together the way that we believe or we would like it to come together, the likelihood of that intersection being reduced due to the potential safety hazard it could create, and time will only tell if it is a safety hazard, it may be reduced at that point. We may start with a full access and we may, at some juncture, after the school is fully occupied, the entire development is built out, determine that no, it is not the best to have that as a full access. The traffic patterns in the neighborhood by that point would be established. We would have a better understanding of the traffic flow. Right now, there's a lot of unknowns as to how this site will be accessed and exited. A lot of that has to deal with just the fact that we don't know how a potential redistricting plan may affect where traffic is coming from. The best we can tell you is what we've given here tonight as a recommendation, based on these traffic improvements, from our professional opinion and our primary concern, safety. We're more than willing to go and discuss after we get through this point if an opening can be made. We do not want to assure anything, though, to the public or to the Commission, that a change could be made, because it may not be deemed safe. And if you're waiting for an answer, that has an implication and, obviously, it's a delay. You may want to ask the school district if a two-week delay or a three-delay, to be quite honest, because it's December 10th is when your next meeting is, will kill a sales contract to build a school. I think as it was pointed out, this is a relatively minor issue from our perspective, major issue from the public's, but that is -- that's basically where we're at at this point. If that is the last piece of the puzzle that you're wanting a response to, unfortunately, we won't be able to get that this evening.

MS. BURNS: Thank you.

MR. REICHLIN: Any other comments, question? Anybody want to make a motion?

MS. LOE: Well, can we hear from the school district if a delay would kill off the sale or proposal. I'm not sure what's on the table, but what position does that put you in, because it does sound like we

may need more information?

MS. QUINLEY: Linda Quinley, 1818 West Worley. It's difficult to answer. That's really a decision of the Board of Education, not mine. We are on our third amendment, as we have delayed and extended the project, because we started this process with the seller -- last May was our first public meeting on the matter. And so, I can't answer the question as to whether it would or wouldn't. It becomes a little more difficult and a little more costly each time we amend, but that's a decision for the Board of Education.

MS. RUSSELL: I have a question. Tell me, has that sale closed, or is it just pending this plat?

MS. QUINLEY: It cannot close until we have a satisfactory development agreement.

MS. RUSSELL: Okay.

MR. REICHLIN: I would like to suggest that a three-quarter turn can be turned into a full access just easily as a full access can be turned into a three-quarter turn. So with -- with that in mind, and -- and the nature of the rest of the development and plat that's in front of us, I would find it hard to justify an additional delay. Mr. Strodman?

MR. STRODTMAN: With that, I would like to go ahead and make a recommendation for a motion. For Case 15-204, I would like to make a recommendation for approval of the revised preliminary plat subject to Council approval of a development agreement and also the amendment to include the emergency-access would be maintained between the Woodlands and the Vineyards with the majority of both homeowner's associations having to petition the City and/or the fire department to petition the City to open that access back up, but I would like to include that as an amendment that it would stay closed as an emergency exit only -- or entrance. I'm sorry. The road would be connected, yes, but it would be still closed with a gate -- and still maintained with a gate.

MR. STANTON: I'll second that.

MR. REICHLIN: We have a motion and a second. May we have a roll call, please.

MS. LOE: Yes, sir. On Case 15-201. This is the preliminary plat.

MR. REICHLIN: 204.

MS. LOE: I'm sorry. 204, preliminary plat.

**Roll Call Vote (Voting "yes" is to recommend approval. Voting Yes: Mr. Harder, Mr. Reichlin, Mr. Stanton, Mr. Strodman, Ms. Rushing. Voting No: Ms. Burns, Ms. Loe, Ms. Russell. Motion carries 5-3.**

MS. LOE: The vote -- one, two, three, four -- 5-3 carries. Recommendation for approval will be forwarded to City Council.

MR. REICHLIN: Mr. Strodman, go right ahead.

MR. STRODTMAN: I'll go ahead and for Case 15-205, I make a motion for approval of the requested final plat, subject to Council approval of the pending amendment to the preliminary plat of the Vineyards Plat #2, and also approval of the sidewalk variance from Section 25-48.1.

MR. STANTON: Second.

MR. REICHLIN: May we have a roll call.

MS. LOE: In Case 15-205.

**Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Mr. Harder, Mr. Reichlin, Mr. Stanton, Mr. Stodtman, Ms. Rushing. Voting No: Ms. Burns, Ms. Loe, Ms. Russell. Motion carries 5-3.**

MS. LOE: The vote is 5-3. It's approved. Recommendation for approval will be forwarded to City Council.

MR. REICHLIN: Thank you, Ms. Secretary.

MR. ZENNER: Just for clarification purposes and for the public, these will both be on old business, which means there will be one additional opportunity at Council's second reading for public comment.