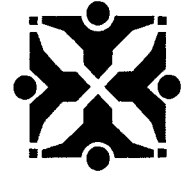


City of Columbia

701 East Broadway, Columbia, Missouri 65201



Agenda Item Number: B 348-15

Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: December 7, 2015

Re: The Vineyards, Plat No. 4 - final plat (Case #15-205)

Documents Included With This Agenda Item

Council memo, Resolution/Ordinance

Supporting documentation includes: Summary of Board/Commission Reports (includes maps, plat, and development agreement exhibit), Excerpts from Minutes

Executive Summary

Approval of this request will result in the creation of a one-lot final plat to be known as "The Vineyards, Plat No. 4," in order to accommodate a public elementary school.

Discussion

The applicant is requesting approval of a one-lot final major plat to accommodate a public elementary school. The plat includes rights-of-way to accommodate concurrently proposed street extensions which are intended to ensure adequate access is provided to the school and surrounding neighborhood. Public schools are a permitted use within the R-1 district.

This request is being reviewed concurrently with a revision to the preliminary plat for the Vineyards subdivision (Case #15-204) and an amended and restated development agreement to cover off-site transportation improvements. The amended and restated development agreement will replace the original development agreement approved for The Vineyards subdivision in 2005.

In addition to the requested one-lot final plat, a variance is sought from the requirement to construct sidewalks along both sides of Columbia Gorge Parkway, Howell Mountain Drive, Pride Mountain Drive, and Oakville Ranch Drive concurrently with the platting of streets to serve the proposed school site. In lieu of the required sidewalk construction, Columbia Public Schools (CPS) (contract purchaser) desires to construct sidewalk along the entire length of the north and east sides of their lot, and along the south sides of Pride Mountain and Oakville Ranch Drives to support a walkable route to the school site. If construction is waived along the remaining roadway segments, the sidewalks required along those segments would be constructed prior to the issuance of a certificate of occupancy for any newly constructed home.

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 Vineyards met to discuss possible changes to the preliminary plat (Case #15-204),

City of Columbia

701 East Broadway, Columbia, Missouri 65201



the school site plan, and the final plat. As a result of these discussions several significant revisions to the request and development agreement were made.

On November 19, 2015, this request was considered by the Planning and Zoning Commission. The applicant's representatives and approximately eight individuals representing the Woodlands and Vineyards subdivisions addressed the Commission. Public comments focused on traffic impacts within the adjacent subdivisions and along Rolling Hills Road and the lack of public engagement by the applicant and Columbia Public Schools. (A detailed account of the public comment is shown in the staff report for Case #15-204.)

The Planning and Zoning Commission voted 5-3 to approve the plat and the requested sidewalk variance subject to the revised preliminary plat (Case #15-204) receiving Council approval. In rendering its decision, several Commissioners noted that the proposed sidewalk variance was appropriate given that the waived sidewalk construction would be completed once individual lots were platted and built upon. The Commission acknowledged that the traffic impacts would be addressed as part of the amended and restated development agreement considered with Case #15-204.

The Commission report (including maps, plat, and development agreement exhibit), 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, Infrastructure, and Mobility, Connectivity, and Accessibility

City of Columbia

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Suggested Council Action

Approval of the final plat of The Vineyards, Plat No. 4 and sidewalk variance, 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)

Patrick R. Zenger, for Tim Feely
Department Approved

Wally Matt
City Manager Approved

Introduced by _____

First Reading _____

Second Reading _____

Ordinance No. _____

Council Bill No. B 348-15

AN ORDINANCE

approving the Final Plat of The Vineyards, Plat No. 4, a major subdivision; accepting the dedication of rights-of-way and easements; granting a variance from the Subdivision Regulations regarding sidewalk construction subject to a condition; 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 Final Plat of The Vineyards, Plat No. 4, as certified and signed by the surveyor on November 23, 2015, a major subdivision located on the southwest corner of the intersection of Columbia Gorge Parkway and Howell Mountain Drive, west of Rolling Hills Road, containing approximately 28.29 acres in the City of Columbia, Boone County, Missouri, and hereby authorizes and directs the Mayor and City Clerk to sign the plat evidencing such approval.

SECTION 2. The City Council hereby accepts the dedication of all rights-of-way and easements as dedicated upon the plat.

SECTION 3. Subdivider is granted a variance from the requirements of Section 25-48.1 of the Subdivision Regulations so that sidewalks shall not be required along the north side of Columbia Gorge Parkway, the west side of Howell Mountain Drive, and the north sides of Pride Mountain Drive and Oakville Ranch Drive; subject to the condition that sidewalks shall be constructed along the entire length of the south side of Columbia Gorge Parkway adjacent to the property, the entire length of the property's east side adjacent to Howell Mountain Drive, and along the south sides of Pride Mountain Drive and Oakville Ranch Drive.

SECTION 4. 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



SUPPORTING DOCUMENTS INCLUDED WITH THIS AGENDA ITEM ARE AS FOLLOWS:

Summary of Board/Commission Reports (includes maps, plat, and development agreement exhibit), 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 Raccoon Ridge in coordination with construction of the new elementary school.

The revised final plat is preferred because it provides the opportunity to more effectively distribute school traffic entering and exiting the subdivision and affords opportunities to address long-term transportation planning objectives. The proposed intersection improvements to be installed at Columbia Gorge Parkway and the new southern entry with Rolling Hills Road have been reviewed by the City's Traffic Engineer. Such improvements have been found to be sufficient to mitigate the additional traffic impacts generated by the school and will be designed to ensure public safety is not compromised for entering and exiting vehicles from the development. It should be noted that the proposed southern access will serve as the school site's sole construction access as the school is being built and will be fully improved as a public street subject to the terms of the development agreement between the City, Columbia Public Schools and the applicant.

In addition to final plat approval, the applicant is requesting a variance from Section 25-48.1 of the Code which requires that sidewalks be constructed along both sides of all new roadways being platted. In lieu of the required sidewalk construction, Columbia Public Schools (CPS) (contract purchaser) desires to construct sidewalk along the entire length of the north and east sides of their lot, and along the south sides of Pride Mountain and Oakville Ranch Drives to support a walkable route to the school site. If construction is waived along the remaining roadway segments, the sidewalks required along those segments would be constructed prior to the issuance of a certificate of occupancy for any newly constructed home.

Staff believes the sidewalks the applicant is proposing to construct will provide for adequate pedestrian access to the school site from adjacent residential lots until remaining segments are required to be installed upon completion of subsequent phases of the Vineyards development. Additionally, the City and CPS will partner to facilitate the installation of a temporary sidewalk across two undeveloped lots along Columbia Gorge Parkway to provide a safe pedestrian connection to the sidewalk along Howell Mountain Drive.

The proposed plat meets all applicable City development regulations, and is consistent with concurrently proposed amendments to the preliminary plat of The Vineyards and an associated development agreement being negotiated between the City, Columbia Public Schools, and the applicant to address off-site transportation network improvements intended to mitigate impacts related to the proposed school development.

RECOMMENDATION

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.

ATTACHMENTS

- Locator maps
- Revised final plat of The Vineyards, Plat No. 4
- Development agreement exhibit
- October 8, 2015 staff report (including maps and final plat)

Report prepared by Steve MacIntyre; Approved by Pat Zenner



2015 Orthophoto Source: Boone County Assessor

15-205: The Vineyards Plat No. 4 Revised Final Plat



City of Columbia Zoning



Boone County Zoning

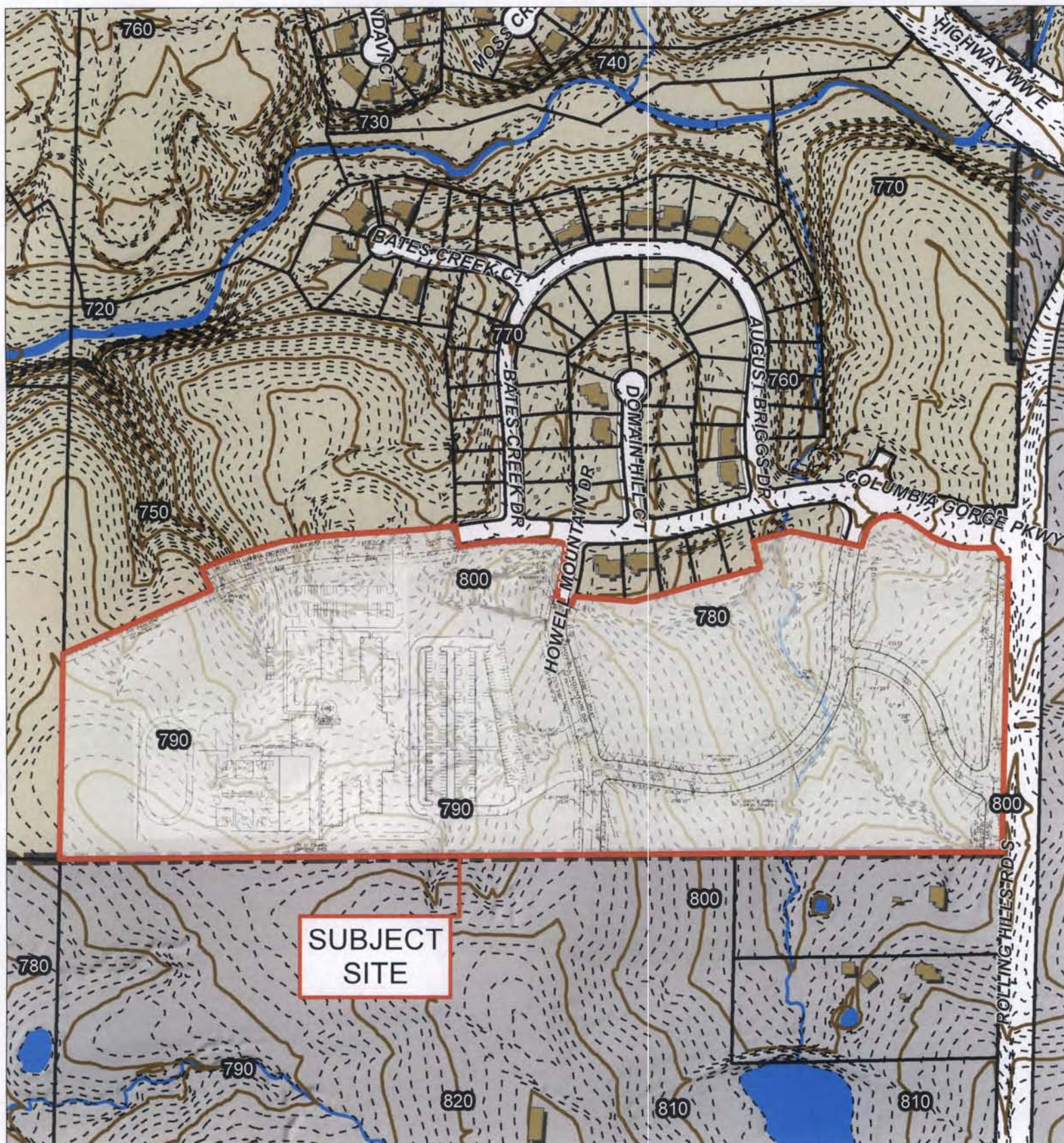


Columbia City Limit



100-Year Flood Plain

Parcels

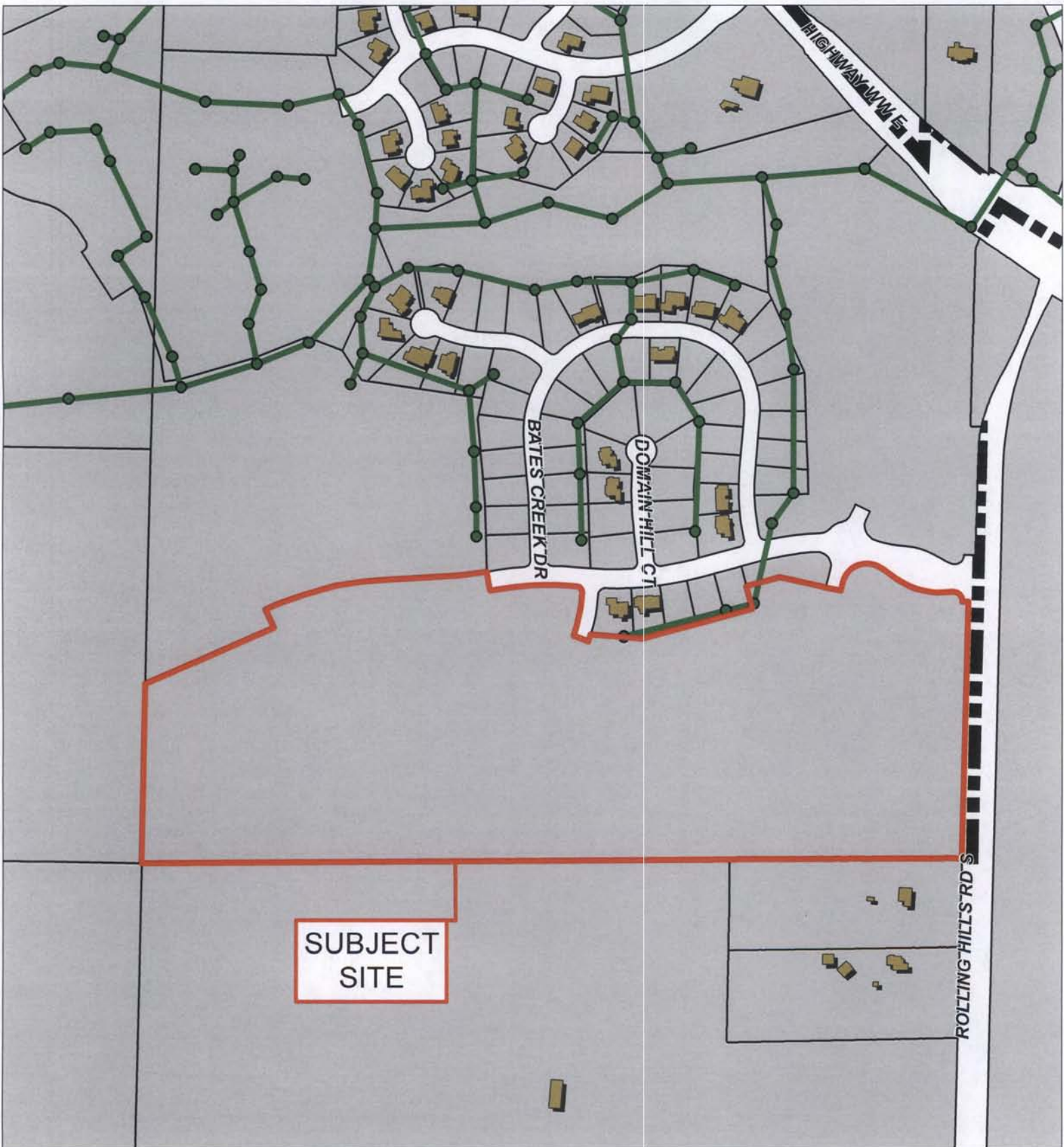


15-205: The Vineyards Plat No. 4 Revised Final Plat



- 10 Foot Contour Lines — Stream ■ Building Footprint
- - - 2 Foot Contour Lines □ Parcels ■ Bodies of Water





15-205: The Vineyards Plat No. 4 Revised Final Plat



- City Sanitary Structure
- City Sanitary Line
- Building Footprint
- Parcels



Vineyards Plat 4
Development Agreement Display

Extend Public
Sanitary Service

Columbia Gorge Parkway
(700 LF)

Proposed Sidewalks
(School Frontage)

Oakville Ranch Drive

School Building
Site

Howell Mountain Drive

Pride Mountain Drive

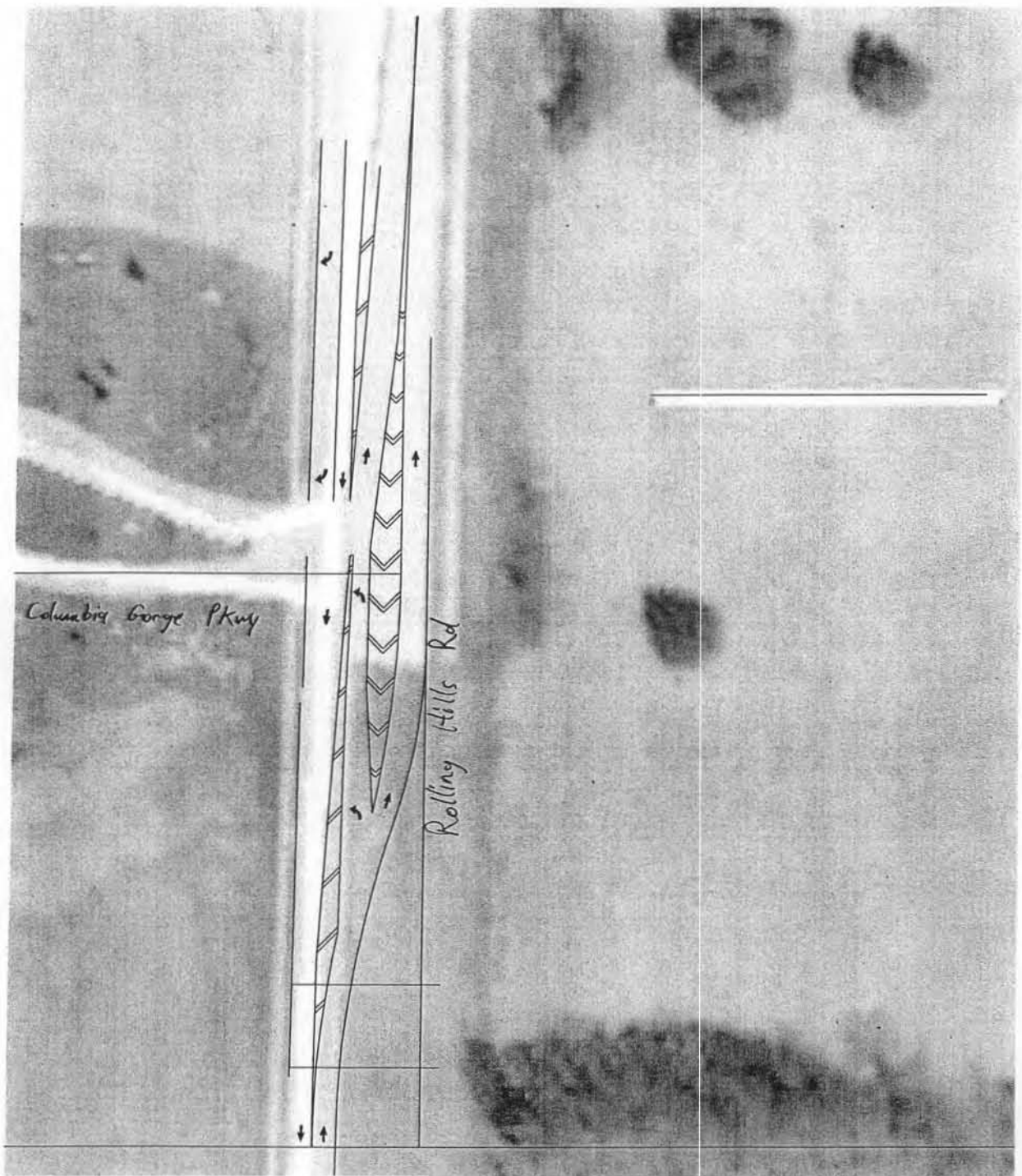
Proposed Sidewalks
(One Side)

Turn Lanes

Rolling Hills Rd.

NOT TO SCALE
FOR INFORMATION ONLY
DO NOT CONSIDER THIS A DEVELOPMENT AGREEMENT
UNLESS IT IS SIGNED BY THE CITY OF ASTORIA AND THE
DEVELOPER AND NOTARIZED.

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 one-lot final plat of R-1 (One-Family Dwelling District) zoned land to be known as "The Vineyards, Plat No. 4", and for a variance from Section 25-48.1 of the City Code regarding the construction of sidewalks along streets. The 28.29-acre site is located southwest of the intersection of Columbia Gorge Parkway and Howell Mountain Drive, within The Vineyards Subdivision (Case #15-205).

DISCUSSION

The applicant is requesting approval of a one-lot final major plat of R-1 (One-Family Dwelling) zoned land to accommodate a public elementary school. The plat includes rights-of-way to accommodate concurrently proposed street extensions which are intended to ensure adequate access is provided to the school and surrounding neighborhood. Public schools are a permitted use within the R-1 district.

The applicant is requesting a variance from the requirement to construct sidewalks along both sides of Columbia Gorge Parkway, Raccoon Ridge, and Howell Mountain Drive concurrently with the platting of streets to serve the proposed school site. Columbia Public Schools (CPS)(contract purchaser) has agreed to extend Columbia Gorge Parkway and Raccoon Ridge Drive beyond the limits of their proposed lot (Lot 401) in order to connect to The Woodlands neighborhood to the west, and are willing to construct a sidewalk along the entire length of the south and west sides of this westward extension in order to support a walkable route to the school site. However, CPS is requesting a variance from the obligation to construct sidewalks along the north and east sides of these streets, as well as the east side of Howell Mountain Drive so that future developers would be responsible for this improvement which is customarily required prior to the issuance of a certificate of occupancy for a newly constructed home.

Staff believes the sidewalks the applicant is proposing to construct will provide for adequate pedestrian access to the school site from adjacent residential lots until remaining segments are required to be installed upon completion of subsequent phases of the Vineyards development.

The proposed plat meets all applicable City development regulations, and is consistent with concurrently proposed amendments to the preliminary plat of The Vineyards and an associated development agreement being negotiated between the City, Columbia Public Schools, and the applicant to address off-site transportation network improvements intended to mitigate impacts related to the proposed school development.

RECOMMENDATION

Staff recommends the following:

- Approval of the requested final plat, subject to Council approval of the pending amendment to the preliminary plat of The Vineyards, Plat No. 2.
- Approval of the a variance from Section 25-48.1 to allow delayed construction of sidewalks along the north side of Columbia Gorge Parkway and along the east side of Howell Mountain Drive.

ATTACHMENTS

- Locator maps
- Sidewalk variance map
- Proposed plat of The Vineyards, Plat No. 4

SITE HISTORY

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

SITE CHARACTERISTICS

Area (acres)	28.29 acres
Topography	Gently sloping
Vegetation/Landscaping	Hay fields with intermittent groves of trees
Watershed/Drainage	Grindstone Creek drainage basin
Existing structures	None

UTILITIES & SERVICES

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

ACCESS

Columbia Gorge Parkway (extended)	North side of site
Major Roadway Plan	Neighborhood Collector (Unbuilt; City-maintained)
CIP Projects	None

Sidewalk	Needed
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Howell Mountain Drive (extended)	East side of site
Major Roadway Plan	Local Residential (Unbuilt; City-maintained)
CIP Projects	None
Sidewalk	Needed

PARKS & RECREATION

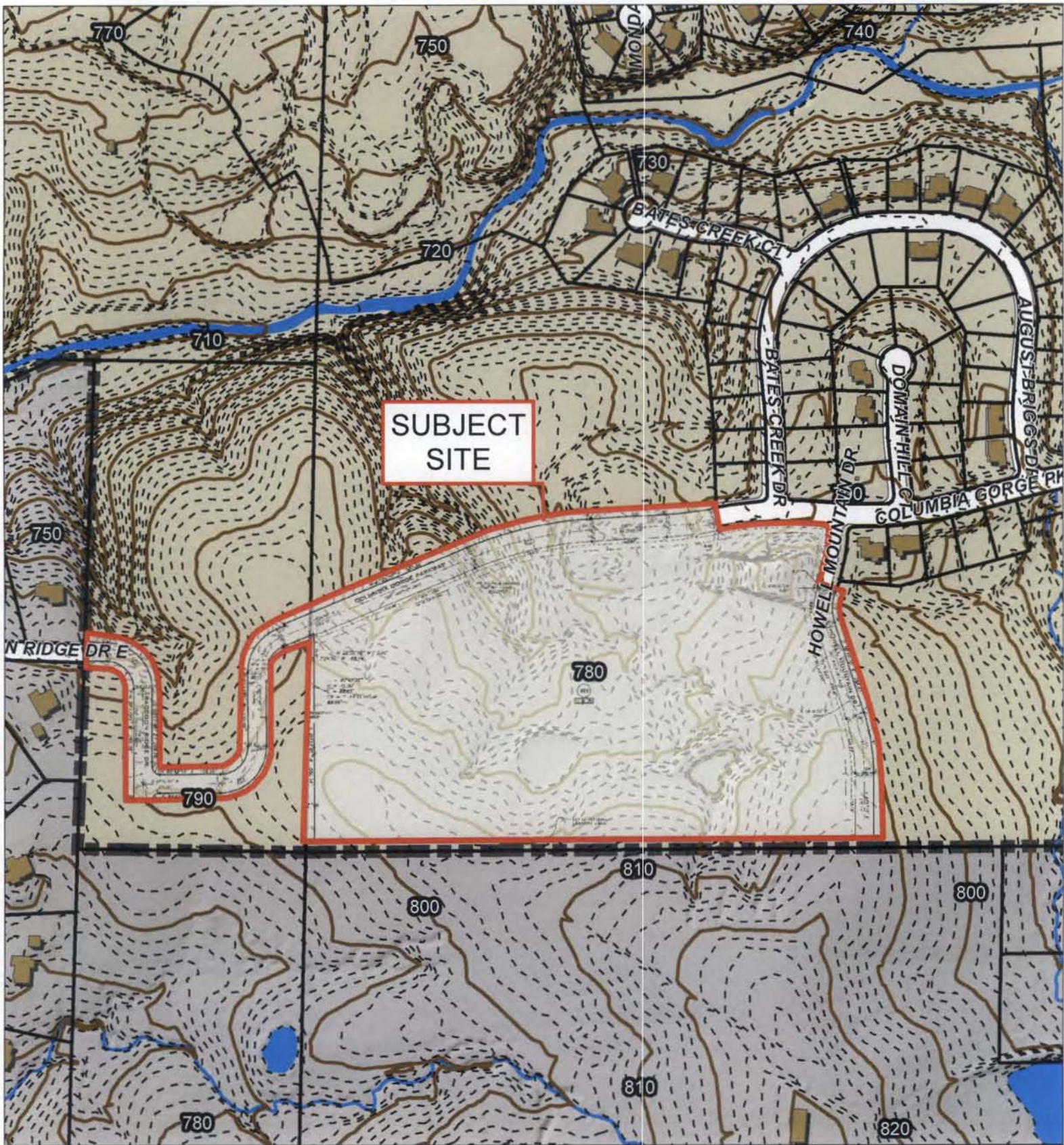
Neighborhood Parks	Future City Neighborhood Park approximately 0.5 miles northwest
Trails Plan	Trail planned along South Fork of Grindstone Creek, which flows through site
Bicycle/Pedestrian Plan	N/A

Report prepared by Steve MacIntyre; Approved by Pat Zenner



15-205: Vineyards Plat 4 Final Plat & Sidewalk Variance



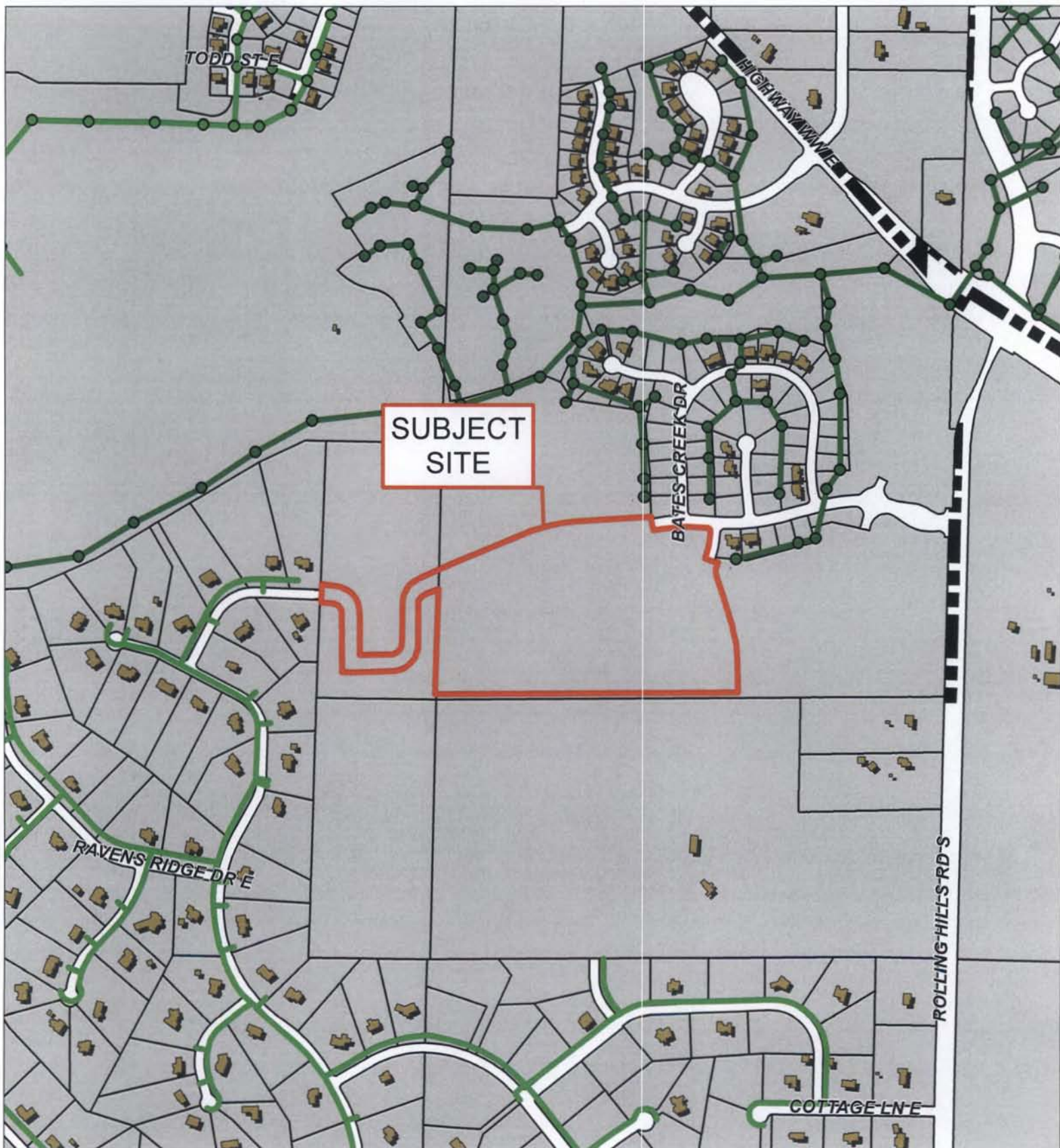


15-205: Vineyards Plat 4 Final Plat & Sidewalk Variance



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





15-205: Vineyards Plat 4 Final Plat & Sidewalk Variance



● BCRSD

— BCRSD

■ Building Footprint

● City Sanitary Structure

— City Sanitary Line

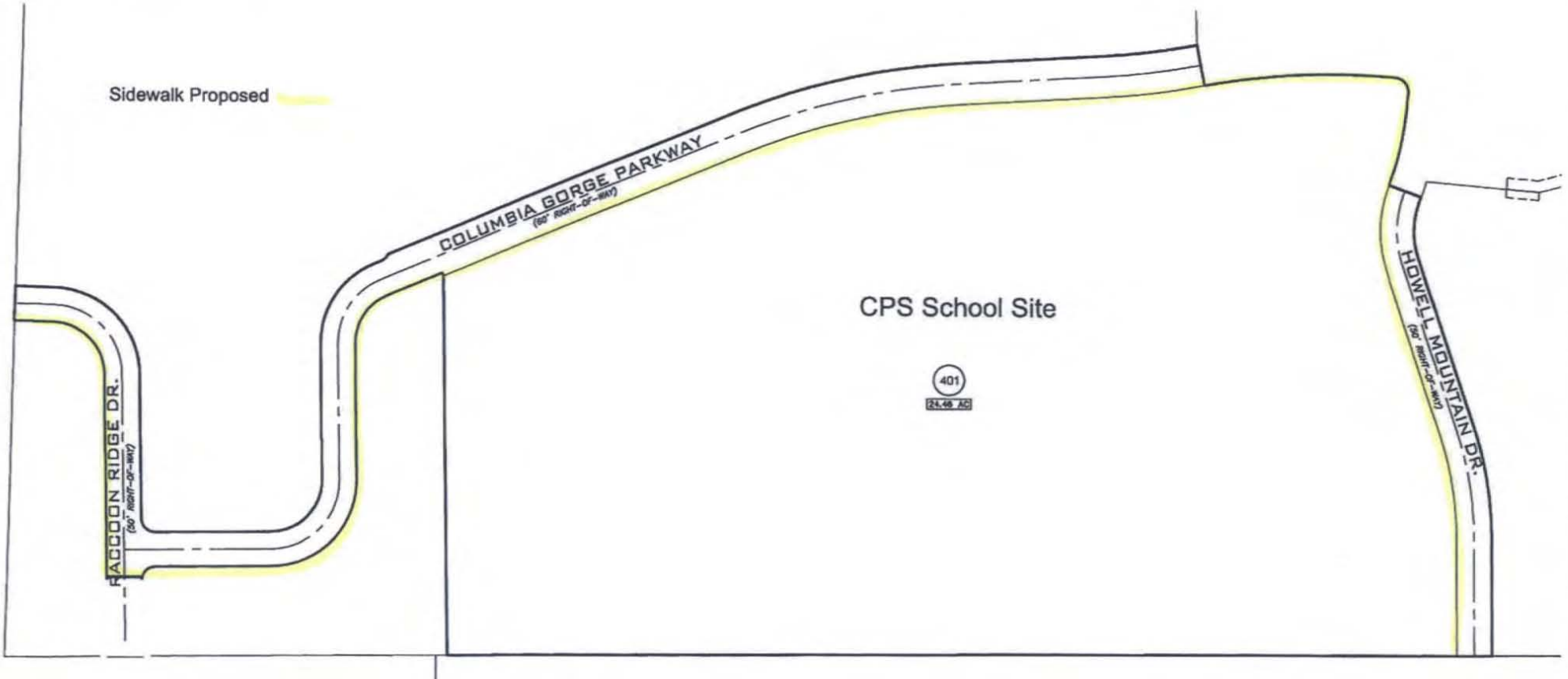
■ Parcels



Vineyards Plat 4

Graphical Display - Development Agreement
September 16, 2015

Sidewalk Proposed



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.