REPORT TO COUNCIL

BY THE

CITY OF COLUMBIA
HISTORIC PRESERVATION COMMISSION

RELATING TO THE

PROVIDENCE ROAD
TRANSPORTATION PROJECT

FEBRUARY 18, 2013



AUTHORITY

According to the City of Columbia's Code of Ordinances Section 29-21.4.d, the Historic Preservation Commission has the power and duty to:

> (*20) To review any proposed change of zoning, zoning variance or any matter affecting historically, archaeologically, culturally and architecturally significant property, structures, sites and areas, upon referral from the planning and zoning commission or city council.*

At the request of Councilman Gary Kespohl at a meeting of the Columbia City Council on January 7, 2013, the Historic Preservation Commission was asked to hold a public hearing for the purposes of presenting alternatives to the proposed Providence Road transportation project.

The Historic Preservation Commission's public hearing was advertised in the Sunday, January 27, and Wednesday, January 30 editions of the Columbia Daily Tribune. In addition, postcards were mailed to all potential stakeholders including approximately 200 property owners in the Grasslands Neighborhood Association.

Following the Historic Preservation Commission's public hearing on January 31, 2013, Mayor Bob McDavid requested a report from the Historic Preservation Commission at the February 4, 2013 meeting of the Columbia City Council.

Our report, including a transcript of the Historic Preservation Commission's public hearing, follows.

THE HOMES

Phase 1 and Phase 2 of the City of Columbia's Providence Road transportation project includes the acquisition, demolition, and removal of eight homes on Providence Road between Burnam and Stadium.

Phase 1 has been approved by City Council and includes acquisition through eminent domain of 903 Providence, 905 Providence, and one vacant at the corner of Burnam and Providence. Phase 2 includes the acquisition of 6 additional properties between Bingham and Stadium. All eight properties are part of the Grasslands Addition neighborhood.

The Historic Preservation Commission asked historic preservation consultant Deb Sheals to review the history of these eight properties and whether they contribute historically to the Grasslands neighborhood. A copy of Deb Sheals survey is attached to this report.

The Grasslands Addition to Columbia was laid out in 1925 by renowned planning and landscape design firm Hare and Hare of Kansas City, who also planned the Country Club Plaza Addition to Kansas City. The upscale residential development was created by members of the locally prominent James S. Rollins family, widely considered to be the founder of the University of Missouri, from the original Rollins estate. The development includes fraternities, duplexes, student apartments, condos, and owner-occupied single-family residences.

Although Hare and Hare's original plat included 101 lots, the first plat filed in 1926 included only the east end of that plan, with 34 lots. The eight homes contemplated for demolition in Phase 1 and Phase 2 represent eight of the first 34 homes in the Grasslands Addition.

The parcel at 905 S. Providence was the first home built in the Grasslands Addition to Columbia. There is evidence it was designed by notable architect Harry Satterlee Bill, who also designed several homes in neighborhood including his personal residence (designated a Most Notable Historic Property by the City of Columbia in 2012). The parcel at 905 S. Providence is a structural asset to a potential National Register Historic District.

As proposed in Phase 1, removal of 903 and 905 S. Providence would create a broken or missing tooth effect in the streetscape of this important neighborhood. Demolition of 903 and 905 disrupts the rhythm of the street as the University transitions from institution to residential form architecture in this collegiate neighborhood.

These two parcels should also be considered in context with the six homes contemplated for demolition in Phase 2. Demolition of Phase 1 makes it more likely Phase 2 will proceed. According to Sheals, the homes proposed for demolition in Phase 2 are highly intact. The architecture and patterns of fenestration are unchanged from their original design as built. The most contemporary home in Phase 2 was designed by notable architect Hurst John. Mr. John's original pencil drawings of this home are on file at the Missouri State Historical Society.

Removal of these eight properties clearly requires additional review, especially when viable alternatives to demolition exist.

THE PROCESS

Because the Historic Preservation Commission was not involved in the original discussions which led to the City Council's approval of Phase 1 and the resulting demolition of two homes, HPC requested access to public records to understand the dialogue that may have informed the decision-making on this issue.

In records provided by the City of Columbia, the Historic Preservation Commission reviewed:

- Maps of the proposed transportation changes to Providence Road from Stewart to Stadium Boulevard.
- Meeting minutes, e-mail correspondence, letters, meeting notes, status reports, or staff memos relating to proposed changes to Providence Road from Stewart Road to Stadium Boulevard.
- Correspondence to homeowners and property owners in the area of Providence Road from Stewart Road to Stadium Boulevard.

As a result of HPC's review of these records, several observations can be made:

1. In 2008, City staff advised Councilperson not to meet with stakeholders.
2. The City must follow the code of ordinances including an Interested Party meeting when making public improvements.
3. The new Phase 1/Phase 2 plan was not part of Interested Party meetings held in 2008 and 2010.
4. City staff and Council members were aware of the Interested Party requirements.
5. City staff proceeded with notice of a Public Hearing on November 19, 2012, before the hearing was approved by the City Council on November 5, 2012.
6. There was no significant involvement by stakeholders in the development of Phase 1 and Phase 2.

In 2008, City staff advised Councilperson not to meet with stakeholders.

In an email to then-City Manager Bill Watkins, then-5th Ward City Councilwoman Laura Nauser states,

> *"I am a little frustrated in getting this after it appears there have been several meetings with stakeholders. I was not made aware of any of these meetings."* [1]

Watkins replies:

> *"I would not recommend you meet with the three warring factions yet. Let staff meet individually (which is what we are doing currently) and get the lay of the land before bringing them together. This also gives staff the most flexibility."* [2]

The practice of meeting separately with stakeholders on potential traffic solutions for Providence Road appears to have continued until the City Council's rapid approval of the new Phase 1 on November 19, 2013.

The City must follow the code of ordinances when making public improvements.

Section 22-71 of the City of Columbia's Code of Ordinances clearly define how public improvements are to made. The Standard Public Improvement Process requires an Interested Parties meeting, followed by a resolution of necessity adopted by City Council, then a Public Hearing.[3]

Interested Parties Meeting: Before formal proceedings for a public improvement project can begin, a meeting must be held with interested parties to explain the basic concept of the proposed project and receive comments and suggestions.

According to Section 22-71(a), "City staff shall make reasonable efforts to notify those most likely to be interested in or affected by the project, of the time and place of the interested parties meeting. Staff, when feasible shall attempt to personally contact by telephone or in person, the owners of property abutting the proposed public improvement to advise the property owners of the nature of the proposed improvement and the time and place of the interested parties meeting."

Resolution of Necessity: Following the interested parties meeting, the city council, if it determines to proceed with the project, shall adopt a resolution declaring the necessity of the improvement.

The resolution shall describe the improvement, state the estimated cost of the improvement, state the method of payment for the improvement, and set a public hearing on the improvement. Notice of the public hearing shall be published at least once in a newspaper of general circulation in the city. Notice shall be published at least seven days before the hearing.

Staff, when feasible shall attempt to personally contact by telephone or in person, the owners of property abutting the proposed public improvement to advise the property owners of the time and place of the public hearing.

Public Hearing: After a Resolution of Necessity is adopted, a public hearing can be set.

According to Section 22-71(c), "At the public hearing on a public improvement project, all interested persons shall be given an opportunity to be heard. After the hearing, the council shall determine

[1] Laura Nauser email to Bill Watkins; 2/16/08.
[2] Bill Watkins email to Laura Nauser; 2/16/08.
[3] Please see Section 22-71 Standard Public Improvement Process.

whether it is in the public interest to make the public improvement or any part of the improvement. If the council determines that the public improvement or any part of it should be made, the council, by motion, shall direct the city manager to proceed with having plans and specifications prepared. If plans and specifications have already been prepared and made available at an interested parties meeting, the council may determine to proceed with the project as set forth in subsection (e) of this section."

Please note, Section 22-71(c) clearly states the Council may determine to proceed with the project **"if plans and specifications have already been prepared and made available at an interested parties meeting."**

The City is required under Section 22-46 to follow the Code of Ordinances when making public improvements.[4] The only exceptions to the duty to conduct an Interested Parties meeting are[5]:

1. Ordinary maintenance of public improvements.
2. Projects where there are no obvious interested parties.

Clearly this exception does not apply to the Providence Road plans currently under consideration.

The new Phase 1/Phase 2 plan was not part of Interested Party meetings held in 2008 and 2010.

Interested Party meetings were held in 2008 and 2010, but the concept of acquiring and demolishing eight homes through eminent domain and building an access road parallel to Wayne Road and Providence Road was not one of the proposals presented to stakeholders.

At the April 2008 Interested Parties meeting City staff presented eight alternatives:

1. Four optional Providence Signals were shown at:
    - Rollins to Burnam (D)
    - Rollins to Clarkson (B)
    - Turner to Clarkson (C)
    - Burnam Signal (G)
2. MoDOT required access management median on Providence is shown as being needed for any option where a signal is added or modified on Providence (A)
3. One option showed connection from Clarkson to Garth
4. One option (F) showed connection to Stadium at Carrie Franke Drive
5. Do Nothing Option Shown (H)

At the April 2010 Interested Parties meeting City Staff presented five alternatives:

1. Burnam-Rollins Split Tee ($1.07 Million)
2. Rollins to Burnam ($1.26 Million)
3. Turner Signal-Burnam Signal ($1.49 Million)
4. Rollins to Clarkson ($2.57 Million)

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[4] **Section 22-46 Authority to make public improvements; scope.** The city shall have the authority to make public improvements of every kind. The city shall follow the procedures set forth in this code when making public improvements. (Code 1964, § 14.290; Ord. No. 20880, § 2, 2-21-11)

[5] **Section 22-73 When interested party meetings not required.** Not withstanding any other provisions of this code, interested party meetings shall not be required for any of the following: (1) Ordinary maintenance of public improvements. (2) Projects where there are no obvious interested parties. (Code 1964, § 14.380; Ord. No. 20880, § 2, 2-21-11)

5. Turner to Clarkson ($2.84 Million)

Please note, the new $6.9 million Phase 1/Phase 2 Providence Road plan from Turner to Stadium was never an option presented either in 2008 or 2010. Not a single plan from the 2008 or 2010 Interested Parties Hearings included activity on Providence south of the Burnam intersection, demolition of homes in the Grasslands neighborhood, or new interior roads in the Grasslands neighborhood. Only $997,500 was budgeted for the Transportation 2005 Ballot Project List for the Burnam/Rollins/Providence-Intersection Improvements.

In fact, the April 2010 Interested Parties meeting resulted in preference for the Turner to Clarkson alternative.

As stated in a joint letter from the City of Columbia and MoDOT to John Ott—based on input from the April 2010 Interested Parties meeting—the preferred option was for the Turner to Clarkson alternative.[6] Ott, the 2011 President of the Grasslands Neighborhood Association, hired a consultant to develop a traffic model based on the Turner to Clarkson alternative.

In an email to Patricia Riebold, a Providence Road homeowner, City of Columbia's Supervising Engineer Scott Bitterman states:

> *"An interested parties meeting and a Public Hearing are needed before plans can be drawn up for construction. We are actively finalizing exhibits for the interested parties meeting in April. Once we gather input at the interested parties meeting, a Public Hearing before City Council is held where the **preferred option for design is** discussed."* [7] [Emphasis added.]

But the preferred option was never presented for a Public Hearing. Instead, a new Phase 1/Phase 2 plan was developed. Phase 1 was adopted without an Interested Party meeting as required by the City of Columbia's Code of Ordinances.

<u>Staff and City Council were aware of the Interested Party requirements.</u>

In documents provided by the City, several emails, media accounts, and public testimony during the Historic Preservation Commission's January 31, 2013 Public Hearing, City staff was aware of the requirement for an interested parties meeting.

For example:

1. In an email to the president of the Grasslands Neighborhood Association Robbie Price, former Councilwoman Helen Anthony writes *"we will meet with the Mayor and probably Barbara Hoppe before our council meeting on October 15th to address any of their concerns. If all goes well, we can take the next step which is an Interested Parties Meeting."*[8]

2. On October 8, 2012, Councilwoman Anthony is quoted in the *Columbia Missourian*, *"The next step is to gather representatives of all these groups for an "interested party meeting."*[9]

[6] City of Columbia/MoDOT letter to John Ott, 2/23/11.
[7] Scott Bitterman email to Patricia Riebold, 3/31/10.
[8] Helen Anthony email to Robbie Price, 10/5/12.
[9] "City Officials Consider Projects to Ease Congestion on Providence Road", by Richard Webner, *Columbia Missourian*, October 8, 2012.

3. At 10:46 a.m., on October 8, 2012, City of Columbia Assistant Director of Public Works David Nichols writes to Bitterman with a link to the *Missourian* article, *"According to the article, Ms. Anthony says our next step is an "Interested Parties Meeting", we are working on setting a public hearing unless you direct differently."*[10]

4. Later, at 11:48 a.m., David Nichols asks John Glascock, *"So do we plan another IP meeting or are you going to discuss with Ms. Anthony?"*[11]

   Glascock responds, *"No. Just me and her."*[12]

The Interested Parties meeting as required under the City of Columbia's Code Ordinance for Phase 1 and Phase 2 of the new Providence Road plan was never held.

In fact, John Glascock had announced prior to Helen Anthony's request for an Interested Parties meeting, "I am planning a public hearing in November and December."[13]

City staff proceeded with notice of a Public Hearing that had not been approved by the City Council.

Because the Phase 1/Phase 2 project relies upon federal transportation funding from the Federal Highway Administration and MoDOT, the City of Columbia was required to provide 21-day notice of any public hearing to all impacted property owners.[14]

This would have required a vote by the City Council on November 5, 2012, to approve the Resolution of Necessity and set a public hearing date. The 21-day notice would have required the City Council to schedule the hearing date at the Council's December 3, 2012, regular council meeting.

However, City Staff sent notice of a public hearing slated for November 19, 2012 before the City Council adopted a Resolution of Necessity on November 5 as required by Section 22-71 of the City of Columbia's Code of Ordinances.

In an email to John Glascock, David Nichols, the City's Assistant Public Works Director, writes:

> *"Scott and I had a meeting with Stuart and Wendy about how to proceed with setting the Public Hearing and sending out the necessary letters telling the affected property owners about the meeting. Stuart said the letter needs to say when the Public Hearing is, where, time etc.*
>
> *The problem we have is the public hearing is not officially set until the Nov 5th meeting when council takes action on the resolution setting the public hearing for the 19th. Then we need 21 days notice putting the public hearing in December.*
>
> *We could send letters out next week meeting the 21 day requirement however we really don't have the authority of setting the public hearing for the 19th, only an intention of having it, which Council could (not likely) not pass that resolution on the 5th.*
>
> *That is why we have always waited until the resolution is passed. This may be a legal question and need to make you aware of this situation."*[15]

[10] Dave Nichols email to Scott Bitterman, 10/8/12.
[11] Dave Nichols email to John Glascock, 10/8/12.
[12] John Glascock email to David Nichols and Scott Bitterman, 10/8/12.
[13] John Glascock email to Bitterman, 9/21/12.
[14] Wendy Lister, Property Acquisition Manager to, to Scott Bitterman, 10/18/12.
[15] David Nichols email to John Glascock, 10/19/12.

Glascock's response was *"Proceed with notification."*[16]

The official notice of Public Hearing was sent on October 24, 2012, notifying property owners of a Public Hearing on November 19.[17] However, this official Notice about the November 19th Public Hearing was sent 12 days **before** City Council had voted on November 5 to set the Public Hearing.

The official notice[18] to property owners dated October 24 states:

> "There will be a Public Hearing concerning the referenced street construction project on November 19, 2012 at 7:00 p.m. in the Council Chamber of the City Hall Building, 701 East Broadway, Columbia, Missouri."

This statement would not be true until 13 days later, when the City Council adopted the Resolution of Necessity and set the date for a Public Hearing, as required by Section 22-71 of the City of Columbia's Code of Ordinances.

City staff understood the problem of sending the notice to stakeholders prematurely: Section 22-71 requires staff to personally contact by telephone or in person, the owners of property abutting the proposed public improvement to advise the property owners of the time and place of the public hearing.

On October 25, 2012, the day after the certified Notice of Public Hearing was sent to affected property owners that a hearing had been set for November 19 (although Council had not yet approved the hearing), Scott Bitterman writes to City Engineer Rick Kaufmann:

> *"I'd like for you to make the calls. I think we should wait until after the Nov 5 meeting to make sure the Public Hearing is set."*[19]

<u>There was no significant involvement by stakeholders in the development of Phase 1 and Phase 2.</u>

There appears to be significant confusion as to how the new Phase 1 and Phase 2 of the proposed Providence Road Transportation Project was developed and approved.

Following the April 20, 2010, Interested Parties Meeting #2, city staff developed a written procedure for evaluating all alternatives presented to stakeholders.[20] The written procedure included:

- *Alternatives Posted on city website with open comment period.*
- *Compile and summarize public comments*
    - *Citizen comments have been considered in making some modifications to the alternatives.*
- *Provide comparative cost estimates.*
- *Evaluate Alternatives- identify preferred alternative.*
    - *The preferred alternate is the alternate scoring highest when evaluated on a matrix with respect to: cost, benefit, community issues, how well the alternate meets the goals of the project.*

[16] John Glascock email to David Nichols, Scott Bitterman and Cavanaugh Noce, 10/21/12.
[17] Rick Kaufmann email, 10/23/12.
[18] Notice of Public Hearing: Providence Road (Turner Avenue to Stadium Boulevard).
[19] Scott Bitterman email to Rick Kaufmann, 10/25/12.
[20] *Providence Road, Timeline Summary*; author unknown. Obtained from Public Works folder from the City of Columbia under a request for public records under Chapter 610.

The process continued with *Public Hearing—council endorsement of Preferred Alternative* (sic).

However, this process was not used to properly vet Phase 1 and Phase 2 prior to adoption by the City Council. City staff appears to have discarded this process, including its elaborate matrix for evaluating public input.

Instead, the city staff allowed one key stakeholder—the Grasslands Neighborhood Board of Directors—to develop a new Phase 1/Phase 2 concept without review and comment by other stakeholders, not the least of which were the property owners of the eight homes proposed for demolition. This is evidenced by at least three references.

1. According to an email from Helen Anthony to the owner of 927 Providence Road:

   "The plans for Phase 1 and 2 were formulated by John Glascock, Director of Public Works and Robbie Price, President and John Ott, prior President of the Grasslands Neighborhood Association with input from University of Missouri and MoDot. As you know the City has been trying to solve the traffic issues on Providence from Stadium to Turner for the past ten years."[21]

2. At the Historic Preservation Commission's Public Hearing on January 31, 2013, Scott Bitterman said the new Phase 1/Phase 2 concept was developed at a meeting in the Grasslands neighborhood:

   In 2012, there was a meeting in the Grasslands neighborhood, and a concept was developed that would look at an addition to this connector street between Burnam and Bingham, that there could also be a connector street that extended from Bingham down to Brandon. And this is, basically, a sketch to come out of -- or that might have been shown at that meeting.[22]

3. Robbie Price, the president of the Grasslands Neighborhood Association, confirmed the new Phase 1/Phase 2 plan was developed at a meeting with John Glascock and Helen Anthony:

   MR. TREECE: *Yeah. You said that the City presented their plan, which was Phase 1 and Phase 2. Scott said Phase 1 and Phase 2 was not their plan, it came from somewhere else. And MoDOT told me it's not their plan. Want to comment on where it came from?*

   MR. PRICE: *Phase 1 was a plan -- help me out, Scott, if -- and correct me. But Phase 1 came first, and that was -- that was the generator of the idea that an internal drive could help keep traffic along our streets going along the same lines. The second phase that the interior road from Bingham to Brandon came out of, I believe, a discussion through Helen Anthony and John Glascock, I was at the meeting, and I believe other representatives of the Grasslands where it was -- but this was before May that they suggested that this might be an alternate idea. And so it went back to -- to the City. I provided a plan that I drew myself that showed what it could look like, presented it to the City, and they took a look at it and they felt that this might be something that would work.*[23]

But Phase 1 and Phase 2 have not been under development for 10 years. The new Phase 1/Phase 2 was developed in May 2012 by a select group of stakeholders. The new Phase 1/Phase 2 plans were never vetted through an Interested Parties meeting or broad stakeholder engagement process.

As a result, key stakeholders were left out of the process, including:

[21] Helen Anthony email to Robert Mainini; 11/30/12.
[22] Testimony from Robbie Price; Historic Preservation Commission Public Hearing on 1/31/13; Transcript p. 5.
[23] Testimony from Robbie Price; Historic Preservation Commission Public Hearing on 1/31/13; Transcript p. 30.

Columbia Transit: In an email from Dale Lynn, City of Columbia Para-Transit Supervisor to Scott Bitterman on October 26, 2012[24], Columbia Transit noted the following concerns:

> *"After review of the documents regarding the proposed changes to Providence Road (Grasslands location), Columbia Transit has the following concerns.*
>
> 1. *We currently use the intersection of Providence Road & Rollins Road, to enter & exit for buses traveling to Campus View Apartments and Gateway Apartments. The proposed changes would force our vehicles to use Tiger Avenue to Stadium Boulevard, adding time to our current constrained schedules.*
> 2. *Columbia Transit vehicles and other Private carriers, along with student vehicles, comingled with student pedestrian traffic, would create a constant traffic backup, throughout the day. The current scenario creates congestion hourly, as classes are dismissed.*
> 3. *Columbia Transit could not use either of the proposed traffic signals, due to narrow lanes on Turner Avenue & Burnam Road."*

This input from the City's own Columbia Transit never appeared in the public record nor was it presented to City Council at the November 19 hearing materials. But the concerns of Columbia Transit may have been considered had there been broad stakeholder engagement or an Interested Parties meeting.

Historic Preservation Commission: As previously indicated, the City of Columbia's Historic Preservation Commission has concerns regarding the demolition and removal of eight contributing properties to the Grasslands Addition. The Historic Preservation Commission did not have an opportunity to meet with Public Works prior to the adoption of the project by City Council.

In addition, the City of Columbia's Historic Preservation Office recently obtained a copy of the Department of Natural Resources State Historic Preservation Office's Cultural Resource Assessment—Section 106 Review for the Providence Road Project. The City of Columbia's Department of Public Works request to DNR is dated December 20, 2012. This project was described as:

> *"This project involves improvements to the Providence Road corridor from Stadium Boulevard Northward to Steward Road, and includes removing the signalized intersection at Rollins Road and installing signals at Burnam Rd and Turner Avenue."*

In the past, the City of Columbia's Historic Preservation Commission has been a consulting party to the Section 106 review process. Our commission was not notified of this Section 106 request by either Columbia Public Works or the Missouri DNR-SHPO.

Columbia Area Transportation Study Organization (CATSO): CATSO is the City of Columbia's metropolitan planning organization (MPO) for transportation planning. Federal law requires MPOs to "*develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of pedestrian walkways, and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the Metropolitan transportation planning process."* [25] CATSO did not have an opportunity to review the new Phase 1/Phase 2 plan on a major arterial road in Columbia prior to its adoption by City Council.

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[24] Dale Lynn email to Scott Bitterman, 10/26/12.

[25] Columbia Area Transportation Study Organization (CATSO) Public Participation Plan; Approved by the CATSO Coordinating Committee on December 1, 2011.

Neighboring Property owners: Several neighboring property owners contacted the city or testified at the Historic Preservation Commission's public hearing that they were unaware the City was considering the acquisition and demolition of eight homes and an access road:

1. Bruce Beckett and his family own property adjacent to the proposed access road on Bingham and Burnam. In an email from Stuart King to Scott Bitterman and Rick Kauffman on October 30, 2012[26], King writes:

   "…[Bruce Beckett] was not aware the connector street was one of the options until he went to a neighborhood meeting led by Robbie Price, it sounded like this meeting was recent. He asked me how long the connector street has been in consideration, I said I thought it was a recent idea brought up by the neighborhood group."

2. According to the Property Owner Contact Log created by City Engineer Rick Kauffman, the Alpha Gamma Sigma Building Association, represented by Larry Schuster, had concerns that a step had been skipped in the process. Larry Schuster is also a former member of the Columbia City Council:

   "Mr. Schuster is a representative for Alpha Gamma Sigma. He asked if there had been any stakeholder meetings for this project since 2010. I said there has not been any public meetings since then. He is concerned that a step was skipped in the process. He asked me to email him the PH materials since he was not listed as the contact for Alpha Gamma Sigma. He thanked me for the call. I sent email on 11/8."[27]

3. Robert Mainini, the owner of 927 Providence Road, repeatedly contacted the City and the Grasslands Neighborhood Association to find out about the development of the new Phase 1/Phase 2 plan.

   City Engineer Rick Kaufmann emailed Scott Bitterman on November 21, 2012, and said that Mr. Mainini called him and *"said that during the PH, a 2012 meeting with the Grasslands subdivision was referenced. He would like to know when that meeting was. He didn't say it but I assume his next questions will be, why didn't I know about it?"* [28]

   Bitterman forwarded Rick Kauffman's email to John Glascock on November 21, 2012, and writes:

   "John,

   There was a meeting 5-23-12 at 6:30 with the grasslands neighborhood that I did not attend. I prepared a powerpoint that you shared with the neighborhood; it had their penned option for phase 2.

   Is it correct to state that the neighborhood took care of inviting residents and the City hosted at their request?[29]

   Glascock's response to Bitterman on November 23, 2012, is:

   "I believe the meeting was held in the council chambers that the Neighborhood Assn setup and they took care of the invitations." [30]

   On November 26, 2012, Mainini emailed then-City Council member Helen Anthony. Mainini writes:

[26] Stuart King email to Scott Bitterman and Rick Kauffman, 10/30/12.
[27] Property Owner Contact Log; created by Rick Kaufmann; per phone call with Larry Schuster on 11/8/12.
[28] Rick Kaufmann email to Scott Bitterman, 11/21/12.
[29] Scott Bitterman email to John Glascock, 11/21/12.
[30] John Glascock email to Bitterman, 11/23/12.

"Dear Mrs. Anthony;

My name is Robert Mainini. I own the property at 927 S. Providence Rd. I learned that you are the ward representative for that area so I wanted to get in contact with you on some questions I have.

I recently became aware of the Providence Rd. Improvement Plan as it pertains to Phase 1 and Phase 2. My property is in the Phase 2 plan. I viewed the city council meeting on 11/19/12, on the internet, that involved this plan and it seems to me that Phase 2 is probably 10 years into the future or longer depending on funding or that it may never happen due to funding or a different plan being adopted. Am I correct in assuming this? Also since you are the Grasslands ward representative, could you please tell me when the Phase 1 and Phase 2 plans were conceived and who was involved in coming up with these plans? Thank you for any information you can give me on this.

Robert Mainini"[31]

Mainini writes again on November 28, 2012:

"Dear Mrs. Anthony

With reference to the first email I sent you inquiring about the phase 1 and phase 2 plan to improve Providence Rd., could you also tell me how far in advance of the 5/23/12 meeting for the Grasslands neighborhood, which discussed the phase 1 and phase 2 plan, did the homeowners of the Grasslands know about this? The time line is very important to me. Thank you for your time.

Sincerely,

Robert Mainini"[32]

Helen Anthony replies on November 30, 2012, at 1:00 p.m.:

"Mr. Mainini- As you may know, Phase 1 was approved by City Council on November 19th. Phase 2 is on the Capital Improvement Plan but is unfunded. Phase 2 cannot go forward without Council approval. While Phase 2 probably will not be scheduled for 5 to 10 years, I would not assume that the project will not go forward.

The plans for Phase 1 and 2 were formulated by John Glascock, Director of Public Works and Robbie Price, President and John Ott, prior President of the Grasslands Neighborhood Association with input from University of Missouri and MoDot. As you know the City has been trying to solve the traffic issues on Providence from Stadium to Turner for the past ten years."[33]

Helen Anthony replied again on November 30, 2012, at 1:04 p.m.:

Mr. Mainini- I have to refer you to Robbie Price, President of the Grasslands Neighborhood Association. He will be able to answer your question. I do not know the answer.

Today is my last day on City Council. There will be no Ward 5 representative until a special election occurs on Feb. 5,2013.

Thank you,

[31] Robert Mainini email to Helen Anthony, 11/26/12.
[32] Robert Mainini email to Helen Anthony, 11/28/12.
[33] Helen Anthony email to Mainini, 11/30/12.

Helen Anthony

Mainini then contacts Grasslands Neighborhood Association President Robbie Price seeking to understand who was involved with designing this plan and when it was first conceived[34].

In an email from Robbie Price to John Glascock on November 27, 2012, Price writes:

> *"I received an email from the present owner of 927 S. Providence, Mr. Mainini, concerning a timeline on the Providence Road Project….I smell a potential lawsuit but I am not sure of its directions. My first instinct is to believe he might want to go back on the seller claiming they withheld pertinent information on the possible future conversion of this property. He cites our neighborhood meeting with you on 5/23/12 as the presentation of the two phase plan and he closed on the house 6/15/12. I see the gears turning in his head. All this is nonsense as the former owners were never present, to my knowledge, at any of the neighborhood meetings and therefore probably had no understanding of this plan. I thought it might be best to have you answer his questions about when the plan was conceived and all the stakeholders who were involved. I feel it has more weight coming from the City. If it is acceptable, I will refer Mr. Mainini to you for the establishment of the timeline."*[35]

Two days later, on November 29, 2012 at 2:03, Mainini emailed City Public Works Director John Glascock and Scott Bitterman:

> *"Mr. Robbie Price, of the Grasslands neighborhood, suggested I get in touch with the both of you to answer some questions I have about the phase 1 phase 2 plan of the improvements to Providence Road. I have so far learned that the meeting on 5/23/12 by the Grasslands neighborhood at City Hall, discussed this plan. I also understand that several different entities of Columbia were involved with putting this plan together. Could you please tell me how far in advance of the 5/23/12 meeting did the homeowners of the Grasslands know about the phase 1 and phase 2 plan. I assume that the homeowners were involved in some discussions about this plan before 5/23/12. The timeline is very important to me."*[36]

At 2:18 p.m., on November 29, 2012, Glascock asks Bitterman (even though Public Works had this same debate just a week earlier):

> *"Do you remember? Did we not have a public meeting in the council chambers?*[37]

At 2:31 p.m., on November 29, 2012, Bitterman writes to Glascock:

> *"John,*
>
> *I was not at the meeting on 5-23. Please let me know if you want me to handle the response to Mr. Mainini. If so, I'd need the answers to his questions to provide a consistent and transparent answer."*[38]

At 2:35 p.m., on November 29, 2012, Bitterman writes Glascock again:

> *"…I don't have knowledge of the events leading up to the 5-23 meeting, but it seems like the neighborhood was responsible for the notifications and we provided the meeting space."*[39]

---

[34] Robert Mainini email to Robbie Price, 11/26/12.
[35] Robbie Price email to Glascock, 11/27/12.
[36] Robert Mainini email to Glascock and Bitterman, 11/29/12.
[37] John Glascock email to Bitterman, 11/29/12.
[38] Scott Bitterman email to Glascock, 11/29/12.

The City did not provide the Historic Preservation Commission a record of the City's response to Mr. Mainini although Glascock asked Bitterman to contact Mainini and send him a copy of the powerpoint presented at the Grasslands Neighborhood Association meeting.

It does not appear that Robert Mainini ever received an answer to his question about when the plan was developed or why there was no stakeholder involvement by the property owners directly impacted by the plan.

4. Chris Pascucci is the owner of 905 S. Providence and five other parcels on Burnam Road. Pascucci testified at the Historic Preservation Commission' Public Hearing on January 31, 2013, that he was not involved in the development of the new Phase 1/Phase 2 Providence transportation project:

   MR. PASCUCCI*: I have not received any additional communication from the City going back to 2005 -- going back to 1995. I don't know. There should be, I would think, a better source of communication for property owners. They don't seem to have a problem sending me my property tax bill. So I think they can find my address to want to keep me informed of this. I own five parcels down Burnam Road, and I think that would qualify me as a stakeholder. So six total parcels that I own in the Grasslands neighborhood, and here is my letter, October 24th, inviting me to come listen to the vote that then was cast all -- all in. It wasn't real good. I felt pretty left out.*[40]

5. Donna Buchert, a member of the House Corporation for the Delta Gamma Sorority testified at the Historic Preservation Commission's Public Hearing on January 31, 2013. Buchert said the sorority owns property at 900 South Providence and an annex at 411 Burnam.

   Buchert said the plan denies all University students that live in the sororities along Burnam and on Rollins of being able to take a left hand turn out of Richmond, Rollins, and Burnam. Buchert recommended support for a sidewalk on Burnam.

   Buchert also said the sorority was not consulted in the development of the new Phase 1/ Phase 2 plan:

   MR. TREECE: *Before you go, I just had one question for you. Did you ever have a meeting with MoDOT, the City, the University, Public Works, the Providence Road, or the Grasslands association about Phase 1 or Phase 2?*

   MS. BUCHERT: *No.*

   MR. TREECE: *Would you -- would you welcome that?*

   MS. BUCHERT: *Yes. We were -- we felt like we were kind of blindsided by the whole thing because we have not -- they were talking about stakeholders and stakeholders' meetings, and we were not invited, and we own two properties -- one significant property at Burnam and Providence Road. And I just -- we just feel that we need to be -- address that issue of how the students, faculty people, everybody coming out of the University are going to get left.*[41]

---

[39] Scott Bitterman email to Glascock, 11/29/12.
[40] Testimony from Chris Pascucci; Historic Preservation Commission Public Hearing on 1/31/13; transcript p. 41.
[41] Testimony from Donna Buchert; Historic Preservation Commission Public Hearing on 1/31/13; transcript p. 38.

6. Robbie Price, president of the Grasslands Neighborhood Association, testified at the Historic Preservation Commission's Public Hearing on January 31, 2013, that the neighborhood association had not participated in a broad stakeholder meeting or interested parties meeting regarding the new Phase 1/Phase 2:

   MR. TREECE: *And I'll just ask you the same question I asked everybody else, have you ever had a meeting with MoDOT, and the City, and the University, and the Phi Psi's, and the Providence Road homeowners --*

   MR. PRICE: *No.*

   MR. TREECE: -- *about Phase 1 and Phase 2?*

   MR. PRICE: *Not all those together. On various occasions we have had parts of those groups together, but not as -- in total.*[42]

[42] Testimony from Robbie Price; Historic Preservation Commission Public Hearing on 1/31/13; transcript p. 31.

CONCLUSION

At the request of the Columbia City Council, the Historic Preservation Commission was asked to hold a public hearing for the purposes of presenting alternatives to the proposed Providence Road transportation project. Following the Historic Preservation Commission's public hearing on January 31, 2013, Mayor Bob McDavid requested a report from the Historic Preservation Commission at the February 4, 2013 meeting of the Columbia City Council.

It appears that the City Council approved a major transportation plan on November 19, 2012 that was not properly shared with the public as required by the ordinance process. The purpose of an Interested Parties meeting is so disparate stakeholders have an opportunity review "plans and specifications" **prior** to a Public Hearing. An interested parties meeting allows all stakeholders to discuss plans and make "comments and suggestions" to city staff. It is also required by Section 22-71 of the City of Columbia's Code of Ordinances before public improvements can be made.

An interested parties meeting for the new Phase 1 and Phase 2 Providence Improvement Plan did not occur and stakeholders were denied the opportunity to review plans and specifications and make comments and suggestions to city staff.

This project, and this particular plan, would have benefitted from the opportunity for greater dialogue between the City, all stakeholders, and taxpayers. That did not happen. The failure of this level of dialogue has now created distrust by the public. It has also undermined confidence in our qualified city staff and elected officials.

In the interest of expediency, this project was not fully vetted by all stakeholders at an Interested Parties meeting—the first step of the City's process required for public improvements—before the City Council approved the plan.

For example:

- Extending the public improvement south of Burnam was not presented at the 2008 & 2010 Interested Parties meeting.
- Removing eight homes facing Providence Road through the use of condemnation was not presented at the 2008 & 2010 Interested Parties meeting.
- Building an 1100' access road parallel to Providence Road and Wayne Road was not presented at the 2008 & 2010 Interested Parties meeting.
- The cost of the proposed improvement bloomed well beyond what was presented at the Interested Parties meeting.

Indeed, if the current Columbia City Council considers the 2010 Interested Parties meeting to be the underlying Interested Parties meeting for their November 19, 2012 resolution, then the Turner to Clarkson alternative should have been presented rather than a plan developed two years later in 2012.

The Historic Preservation Commission's Public Hearing on January 31, 2013, indicates that viable alternatives exist to preserve homes, protect taxpayers, and improve traffic and pedestrian safety.

- According to City Supervising Engineer Scott Bitterman, every option presented at the April 2010 Interested Parties meeting included improving Birch Road as a possible residential connector

street.[43] The City already owns 50' of right of way along Birch, but this option was not presented in the new Phase 1/Phase 2 plan.

- The Historic Preservation Commission has presented a plan to restrict residential driveways on Providence Road and construct a private paved drive behind the homes facing Providence.
- Recently, other stakeholders have presented additional options that may be worthy of consideration.

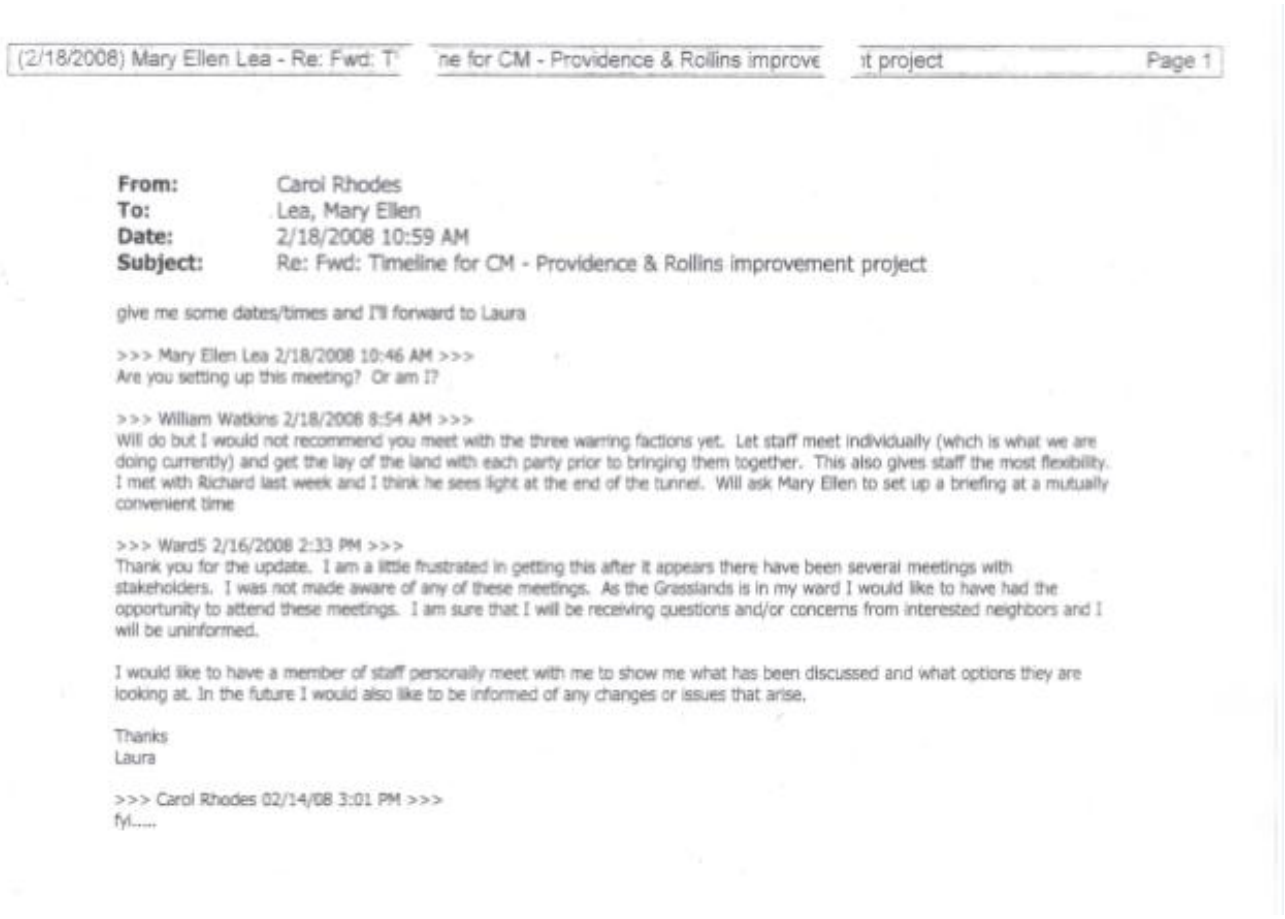
The Historic Preservation Commission recommends that the City Council rescind Phase 1 and Phase 2 with a clear statement that the homes facing Providence Road will not be removed. Council should direct staff to evaluate alternatives that do not include the acquisition and removal of eight homes and to develop cost comparisons to determine whether significant cost savings could be redirected to the City's comprehensive transportation needs.

In order to restore public confidence in the City's planning process, Council should direct staff to establish a clear stakeholder engagement strategy that includes public comment and an interested parties meeting with all stakeholders.

[43] Historic Preservation Commission Public Hearing on January 31, 2013; transcript p. 4.

REFERENCES

[1] Laura Nauser email to Bill Watkins; 2/16/08.
[2] Bill Watkins email to Laura Nauser; 2/16/08.



(2/18/2008) Mary Ellen Lea - Re: Fwd: T ne for CM - Providence & Rollins improve it project Page 1

From: Carol Rhodes
To: Lea, Mary Ellen
Date: 2/18/2008 10:59 AM
Subject: Re: Fwd: Timeline for CM - Providence & Rollins improvement project

give me some dates/times and I'll forward to Laura

>>> Mary Ellen Lea 2/18/2008 10:46 AM >>>
Are you setting up this meeting? Or am I?

>>> William Watkins 2/18/2008 8:54 AM >>>
Will do but I would not recommend you meet with the three warring factions yet. Let staff meet individually (which is what we are doing currently) and get the lay of the land with each party prior to bringing them together. This also gives staff the most flexibility. I met with Richard last week and I think he sees light at the end of the tunnel. Will ask Mary Ellen to set up a briefing at a mutually convenient time

>>> Ward5 2/16/2008 2:33 PM >>>
Thank you for the update. I am a little frustrated in getting this after it appears there have been several meetings with stakeholders. I was not made aware of any of these meetings. As the Grasslands is in my ward I would like to have had the opportunity to attend these meetings. I am sure that I will be receiving questions and/or concerns from interested neighbors and I will be uninformed.

I would like to have a member of staff personally meet with me to show me what has been discussed and what options they are looking at. In the future I would also like to be informed of any changes or issues that arise.

Thanks
Laura

>>> Carol Rhodes 02/14/08 3:01 PM >>>
fyi.....

[3] Section 22-71 Standard public improvement process.

(a) Interested parties meeting. Except as otherwise provided in this code, formal proceedings for public improvements shall begin by appropriate city staff holding at least one meeting with interested parties to explain the basic concept of the proposed project and receive comments and suggestions. City staff shall make reasonable efforts to notify those most likely to be interested in or affected by the project, of the time and place of the interested parties meeting. Staff, when feasible shall attempt to personally contact by telephone or in person, the owners of property abutting the proposed public improvement to advise the property owners of the nature of the proposed improvement and the time and place of the interested parties meeting.

(b) Resolution of necessity. Following the interested parties meeting, the city council, if it determines to proceed with the project, shall adopt a resolution declaring the necessity of the improvement. The resolution shall describe the improvement, state the estimated cost of the improvement, state the method of payment for the improvement, and set a public hearing on the improvement. Notice of the public hearing shall be published at least once in a newspaper of general circulation in the city. Notice shall be published at least seven days before the hearing. Staff, when feasible shall attempt to personally contact by telephone or in person, the owners of property abutting the proposed public improvement to advise the property owners of the time and place of the public hearing.

(c) Public hearing. At the public hearing on a public improvement project, all interested persons shall be given an opportunity to be heard. After the hearing, the council shall determine whether it is in the public interest to make the public improvement or any part of the improvement. If the council determines that the public improvement or any part of it should be made, the council, by motion, shall direct the city manager to proceed with having plans and specifications prepared. If plans and specifications have already been prepared and made available at an interested parties meeting, the council may determine to proceed with the project as set forth in subsection (e) of this section. If any part of the project cost is to be paid for by special assessments, the city clerk shall record a notice with the Boone County Recorder of Deeds. This notice shall contain the following information:

(1) Brief description of the improvement;

(2) Legal descriptions of the properties which may be specially assessed;

(3) Names of the property owners;

(4) Estimated amount of the special assessment; and

(5) Statement that when assessed, the special assessment shall be on file with the director of finance of the City of Columbia.

(d) Acquisition of property. If the public improvement project requires the acquisition of any interest in real property, an ordinance authorizing such acquisition by negotiation or by the exercise of the power of eminent domain shall normally be passed following the city council's determination to proceed with the project.

(e) Bid call ordinance. If the city council determines to proceed with the project, it shall, by ordinance, approve plans and specifications for the improvement and authorize the project to be constructed. The ordinance shall authorize the project to be constructed using city employees, or authorize the purchasing agent to call for bids and execute a contract for the improvement, or authorize part of the project to be constructed by city employees and part to be bid by the

purchasing agent. The ordinance shall specify how the improvement shall be paid for. If any portion of the project is to be paid for by special assessments, the ordinance authorizing making the public improvement shall specify the portion of the project to be paid for by special assessments and identify the property to be assessed.

(f) Bidding. The purchasing agent shall advertise for bids in the same manner as bids for supplies, material, equipment or services are advertised under chapter 2 of this code. The advertisement shall advise bidders that the city reserves the rights to reject any and all bids. All bids shall be accompanied by a certified check or bid bond with corporate surety, satisfactory to the purchasing agent, for five percent (5%) of the amount of the bid. Bids submitted without such check or bid bond shall not be considered.

(g) Contract. The purchasing agent may reject any or all bids or may award the contract to the bidder that is, in the judgment of the purchasing agent, the lowest and best bidder.

(h) Bonds. The contractor on a public improvement project costing more than twenty-five thousand dollars ($25,000.00) shall give to the city performance and payment bonds, with corporate surety, satisfactory to the purchasing agent, each in an amount not less than the contract price.

(i) Acceptance of improvement. When the improvement has been completed, the city official charged with responsibility for the improvement shall report to the city manager whether the work has been completed according to the contract, plans and specifications. Upon determining that the improvement has been properly completed, the city manager shall accept and approve the work.

(Code 1964, § 14-360; Ord. No. 19841, § 1, 3-17-08; Ord. No. 20880, § 2, 2-21-11)

Charter reference(s)--Similar provisions, §§ 73, 77.

(Ord. 20880, Amended, 02/21/2011, Prior Text; Ord. 19841, Amended, 03/17/2008, Prior Text)

[4] **Section 22-46 Authority to make public improvements; scope.**

The city shall have the authority to make public improvements of every kind. The city shall follow the procedures set forth in this code when making public improvements.

(Code 1964, § 14.290; Ord. No. 20880, § 2, 2-21-11)

[5] **Section 22-73 When interested party meetings not required.**

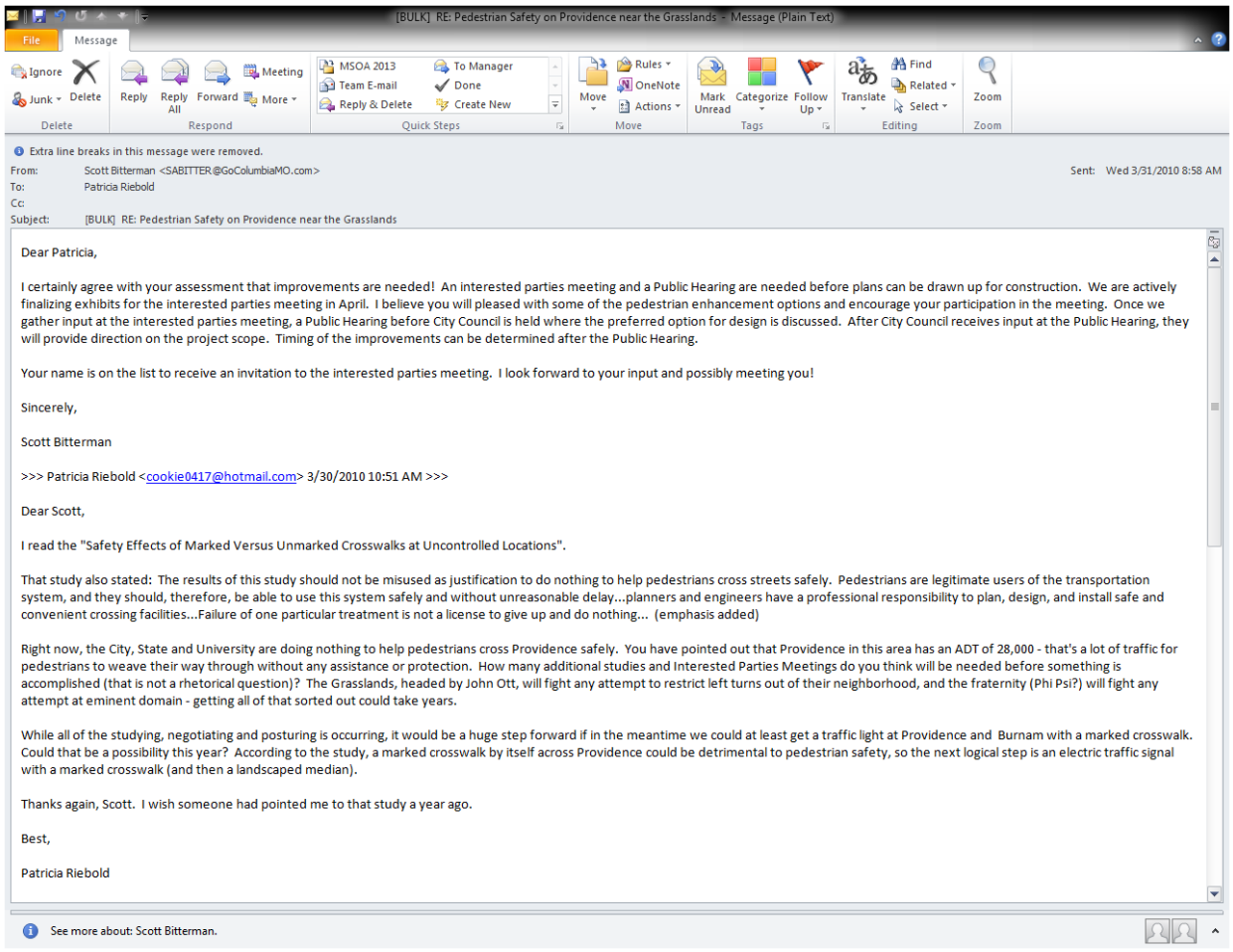
Not withstanding any other provisions of this code, interested party meetings shall not be required for any of the following:

(1) Ordinary maintenance of public improvements.

(2) Projects where there are no obvious interested parties.

(Code 1964, § 14.380; Ord. No. 20880, § 2, 2-21-11)

[7] Scott Bitterman email to Patricia Riebold, 3/31/10.



[BULK] RE: Pedestrian Safety on Providence near the Grasslands - Message (Plain Text)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Respond | MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps | Move | Rules | OneNote | Actions | Mark Unread | Categorize | Follow Up | Tags | Translate | Find | Related | Select | Editing | Zoom

Extra line breaks in this message were removed.

From: Scott Bitterman <SABITTER@GoColumbiaMO.com>
Sent: Wed 3/31/2010 8:58 AM
To: Patricia Riebold
Cc:
Subject: [BULK] RE: Pedestrian Safety on Providence near the Grasslands

Dear Patricia,

I certainly agree with your assessment that improvements are needed! An interested parties meeting and a Public Hearing are needed before plans can be drawn up for construction. We are actively finalizing exhibits for the interested parties meeting in April. I believe you will pleased with some of the pedestrian enhancement options and encourage your participation in the meeting. Once we gather input at the interested parties meeting, a Public Hearing before City Council is held where the preferred option for design is discussed. After City Council receives input at the Public Hearing, they will provide direction on the project scope. Timing of the improvements can be determined after the Public Hearing.

Your name is on the list to receive an invitation to the interested parties meeting. I look forward to your input and possibly meeting you!

Sincerely,

Scott Bitterman

>>> Patricia Riebold <cookie0417@hotmail.com> 3/30/2010 10:51 AM >>>

Dear Scott,

I read the "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations".

That study also stated: The results of this study should not be misused as justification to do nothing to help pedestrians cross streets safely. Pedestrians are legitimate users of the transportation system, and they should, therefore, be able to use this system safely and without unreasonable delay...planners and engineers have a professional responsibility to plan, design, and install safe and convenient crossing facilities...Failure of one particular treatment is not a license to give up and do nothing... (emphasis added)

Right now, the City, State and University are doing nothing to help pedestrians cross Providence safely. You have pointed out that Providence in this area has an ADT of 28,000 - that's a lot of traffic for pedestrians to weave their way through without any assistance or protection. How many additional studies and Interested Parties Meetings do you think will be needed before something is accomplished (that is not a rhetorical question)? The Grasslands, headed by John Ott, will fight any attempt to restrict left turns out of their neighborhood, and the fraternity (Phi Psi?) will fight any attempt at eminent domain - getting all of that sorted out could take years.

While all of the studying, negotiating and posturing is occurring, it would be a huge step forward if in the meantime we could at least get a traffic light at Providence and Burnam with a marked crosswalk. Could that be a possibility this year? According to the study, a marked crosswalk by itself across Providence could be detrimental to pedestrian safety, so the next logical step is an electric traffic signal with a marked crosswalk (and then a landscaped median).

Thanks again, Scott. I wish someone had pointed me to that study a year ago.

Best,

Patricia Riebold

See more about: Scott Bitterman.

[8] Helen Anthony email to Robbie Price, 10/5/12.

---------- Forwarded message ----------
From: **Helen Anthony** <ward5@gocolumbiamo.com>
Date: Fri, Oct 5, 2012 at 11:18 AM
Subject: Providence Road Project
To: Robbie Price <price@soa-inc.com>
Cc: John Glascock <jdglasco@gocolumbiamo.com>

Robbie- would love to meet either October 16th or 17th to discuss the status of the Providence Road Project. Spoken briefly with fellow council members to gauge their support. The only one who has real concerns at this point is Gary Kespohl. His concern was the project's cost and the taking of property by eminent domain. John and I met with Gary and we will meet with the Mayor and probably Barbara Hoppe before our council meeting on October 15th to address any of their concerns. If all goes well, we can take the next step which is an Interested Parties Meeting.

Anyway, do you have time to meet either the 16th or 17th?

Helen Anthony

Also - heads up - the Missourian spoke with Gary about the Providence Road Project - he promised he would present it in as best a light as possible.

Sent from my iPad

[9] City officials consider projects to ease congestion on Providence Road

Monday, October 8, 2012 | 6:00 a.m. CDT; updated 10:46 p.m. CDT, Tuesday, October 9, 2012

BY Richard Webner

COLUMBIA — Turning left into the unrelenting rush-hour traffic on Providence Road is a daily frustration for many residents of The Grasslands neighborhood. Long lines of cars often accumulate behind the stop signs at Bingham, Burnam and Brandon roads, waiting for the deluge to wane.

"It's horrible," Fifth Ward Councilwoman Helen Anthony said. "It's almost impossible during rush hour. There are accidents out there quite a bit."

Columbia officials have proposed multiple plans to address traffic issues for the residents of The Grasslands Neighborhood. Proposed road alterations and traffic lights aim to make turning onto Provdience Road an easier process.

Anthony and other Columbia officials have come up with several plans they hope would make those turns easier and the lives of neighborhood residents less stressful.

Anthony said the most prominent plan would raze two houses along Providence Road to build a new road connecting Bingham Road and Burnam Road. New traffic lights would be installed at Providence and Burnam roads and at Providence and Turner roads, while the traffic light at Providence and Rollins Street would be removed.

The new street would allow Grasslands residents to drive to the intersection of Providence and Burnam, where a new traffic light would make turning left onto Providence easier, officials said.

The houses that would have to be demolished for the new street are privately owned. Third Ward Councilman Gary Kespohl said that the city would wait until they are up for sale to buy them instead of using eminent domain. One of the houses is a single-family home, and the other is a duplex, according to county records.

"I was told those houses come up for sale quite often," Kespohl said. "I think what happens is parents buy those houses for their kids to live in while they go to school here, then they sell them."

Grasslands residents have been voicing complaints about the intersections at recent neighborhood meetings, Anthony said, putting the issue into the "forefront."

Anthony said that she has met with representatives of the Grasslands Neighborhood Association, the Missouri Department of Transportation, MU and the nearby Phi Kappa Psi fraternity, all of whom expressed support for the project. The next step is to gather representatives of all these groups for an "interested party meeting," Anthony said. The plan has not yet been discussed by the Columbia City Council.

The city has been proposing projects to improve the intersections for years, Anthony said. "It's been an ongoing issue, and there's been no solution."

A project to improve traffic conditions in the neighborhood was approved in 2005, according to previous Missourian reporting. City Manager Mike Matthes' fiscal 2012 budget allotted $1.9 million for the project through the city's capital improvements program. The fiscal 2012 capital improvements document listed the project's status as "working with stakeholders to determine a recommended improvement" and indicated construction would begin in 2013.

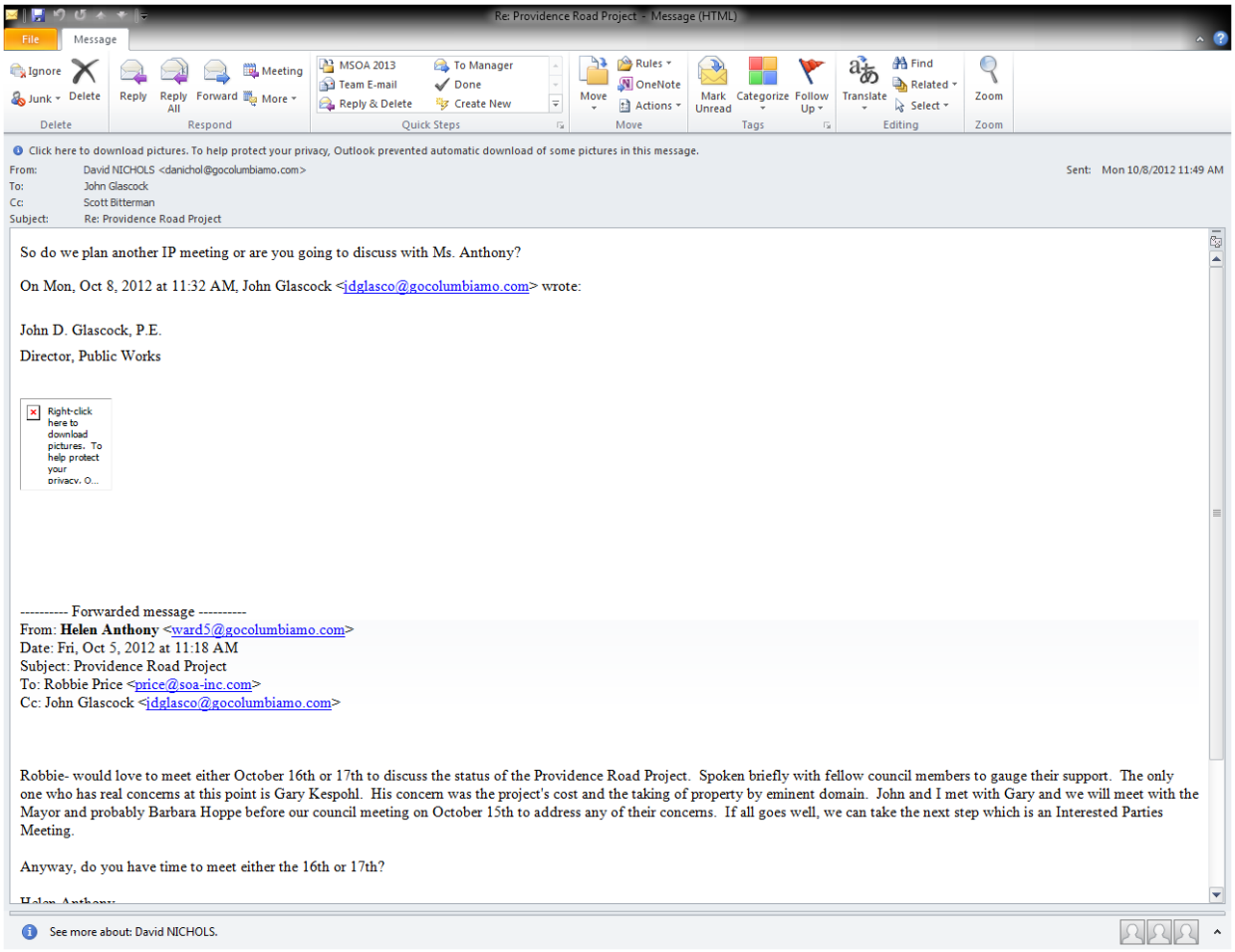
One of the proposals includes building a right-turn lane on the property of the Phi Kappa Psi fraternity, which members of the fraternity opposed, Kespohl said. Another proposal was to widen Birch Road to provide Grasslands residents with better access to Burnam Road.

Kespohl said he prefers a plan to put a traffic light at Turner and Providence and to extend University Village Road to connect with Burnam. The plan Anthony supports could lead to people "stacking up to turn left" onto the new road, Kespohl said.

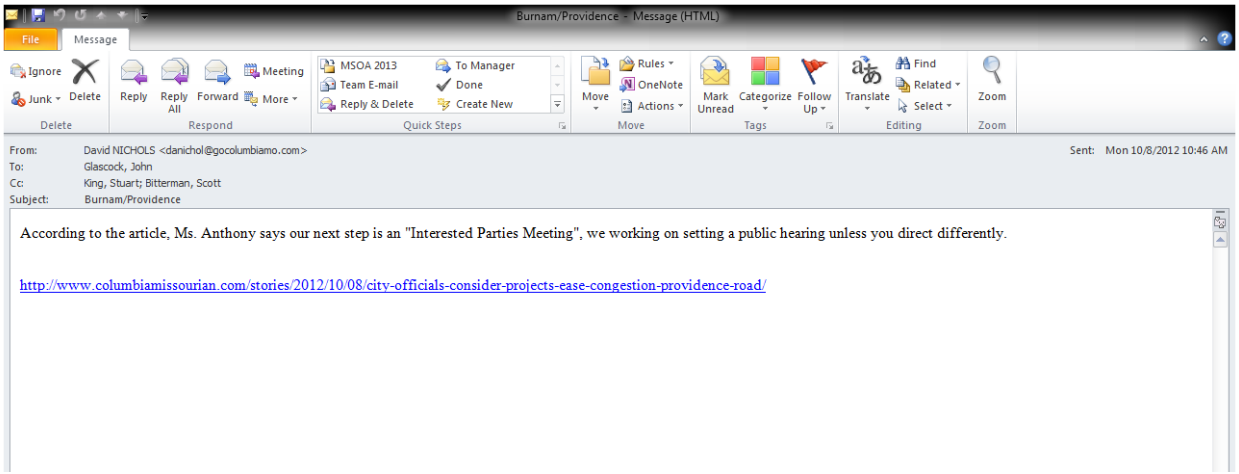
The Missouri Department of Transportation also is considering a plan to widen Providence at its intersection with Stadium Boulevard to ease congestion, Kespohl said.

Supervising editor is Scott Swafford.

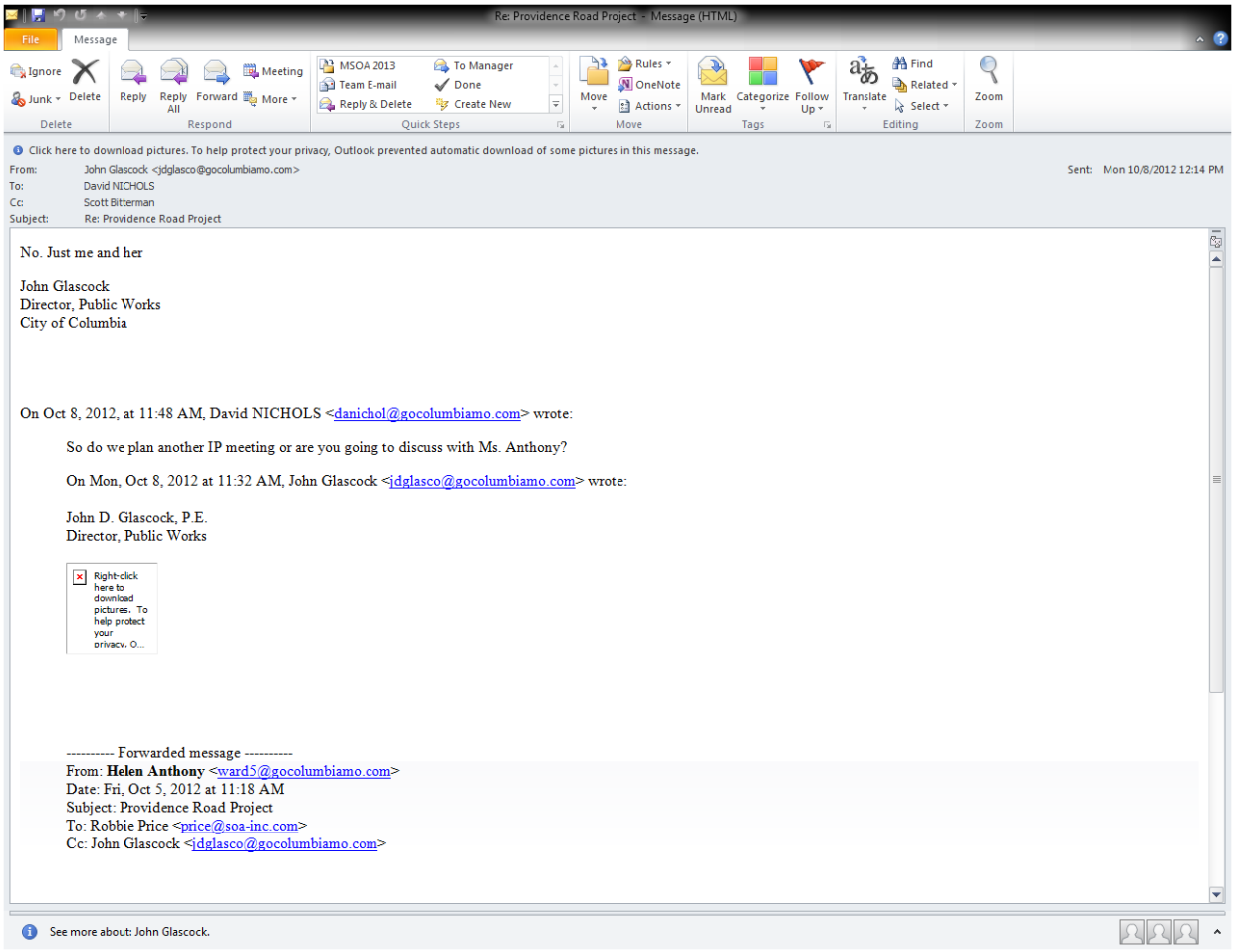
[10] Dave Nichols email to John Glascock, 10/8/12.



[11] Dave Nichols email to John Glascock, 10/8/12.



[12] John Glascock email to David Nichols and Scott Bitterman, 10/8/12.



Re: Providence Road Project - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Respond

MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps

Move | Rules | OneNote | Actions | Move

Mark Unread | Categorize | Follow Up | Tags

Translate | Find | Related | Select | Editing

Zoom | Zoom

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

From: John Glascock <jdglasco@gocolumbiamo.com>
Sent: Mon 10/8/2012 12:14 PM
To: David NICHOLS
Cc: Scott Bitterman
Subject: Re: Providence Road Project

No. Just me and her

John Glascock
Director, Public Works
City of Columbia

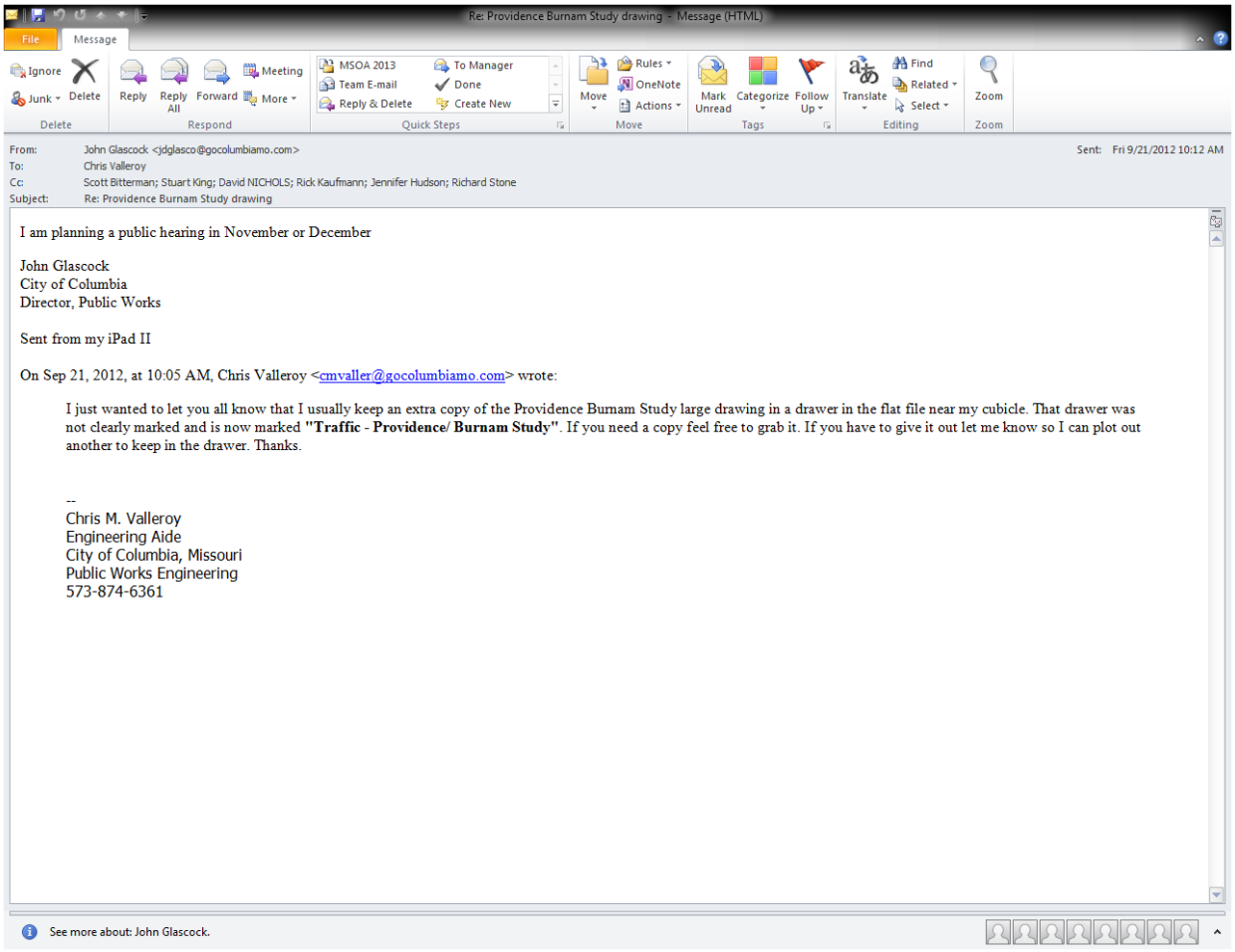
On Oct 8, 2012, at 11:48 AM, David NICHOLS <danichol@gocolumbiamo.com> wrote:

> So do we plan another IP meeting or are you going to discuss with Ms. Anthony?
>
> On Mon, Oct 8, 2012 at 11:32 AM, John Glascock <jdglasco@gocolumbiamo.com> wrote:
>
> John D. Glascock, P.E.
> Director, Public Works
>
> Right-click here to download pictures. To help protect your privacy, O...

---------- Forwarded message ----------
From: **Helen Anthony** <ward5@gocolumbiamo.com>
Date: Fri, Oct 5, 2012 at 11:18 AM
Subject: Providence Road Project
To: Robbie Price <price@soa-inc.com>
Cc: John Glascock <jdglasco@gocolumbiamo.com>

See more about: John Glascock.

[13] John Glascock email to Bitterman, 9/21/12.



Re: Providence Burnam Study drawing - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Respond | MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps | Move | Rules | OneNote | Actions | Mark Unread | Categorize | Follow Up | Tags | Translate | Find | Related | Select | Editing | Zoom

From: John Glascock <jdglasco@gocolumbiamo.com>
To: Chris Valleroy
Cc: Scott Bitterman; Stuart King; David NICHOLS; Rick Kaufmann; Jennifer Hudson; Richard Stone
Subject: Re: Providence Burnam Study drawing
Sent: Fri 9/21/2012 10:12 AM

I am planning a public hearing in November or December

John Glascock
City of Columbia
Director, Public Works

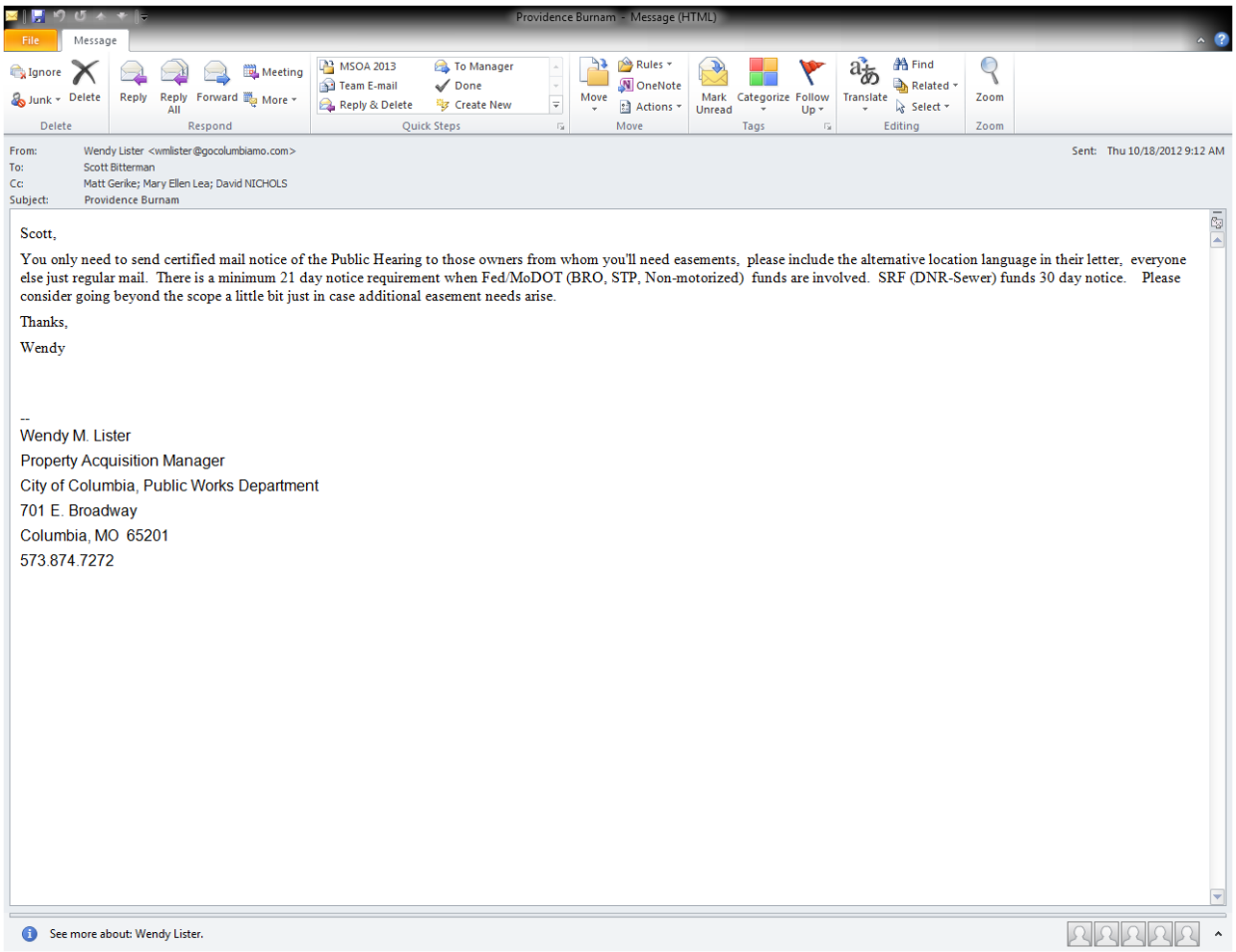
Sent from my iPad II

On Sep 21, 2012, at 10:05 AM, Chris Valleroy <cmvaller@gocolumbiamo.com> wrote:

> I just wanted to let you all know that I usually keep an extra copy of the Providence Burnam Study large drawing in a drawer in the flat file near my cubicle. That drawer was not clearly marked and is now marked **"Traffic - Providence/ Burnam Study"**. If you need a copy feel free to grab it. If you have to give it out let me know so I can plot out another to keep in the drawer. Thanks.
>
> --
> Chris M. Valleroy
> Engineering Aide
> City of Columbia, Missouri
> Public Works Engineering
> 573-874-6361

See more about: John Glascock.

[14] Wendy Lister, Property Acquisition Manager to Scott Bitterman, 10/18/12.



Providence Burnam - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Move | Rules | OneNote | Actions | Mark Unread | Categorize | Follow Up | Translate | Find | Related | Select | Zoom

Delete | Respond | Quick Steps | Move | Tags | Editing | Zoom

From: Wendy Lister <wmlister@gocolumbiamo.com>
To: Scott Bitterman
Cc: Matt Gerike; Mary Ellen Lea; David NICHOLS
Subject: Providence Burnam
Sent: Thu 10/18/2012 9:12 AM

Scott,

You only need to send certified mail notice of the Public Hearing to those owners from whom you'll need easements, please include the alternative location language in their letter, everyone else just regular mail. There is a minimum 21 day notice requirement when Fed/MoDOT (BRO, STP, Non-motorized) funds are involved. SRF (DNR-Sewer) funds 30 day notice. Please consider going beyond the scope a little bit just in case additional easement needs arise.

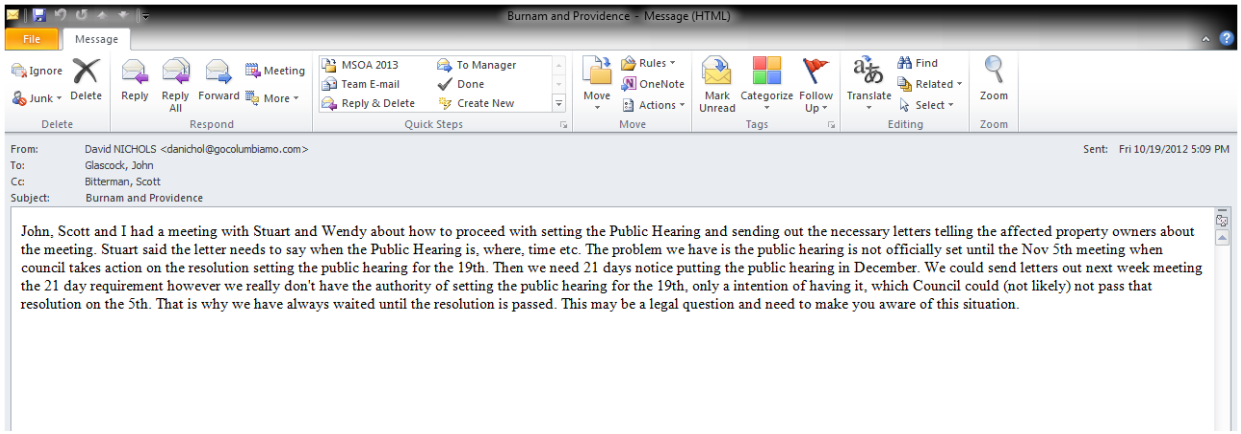
Thanks,

Wendy

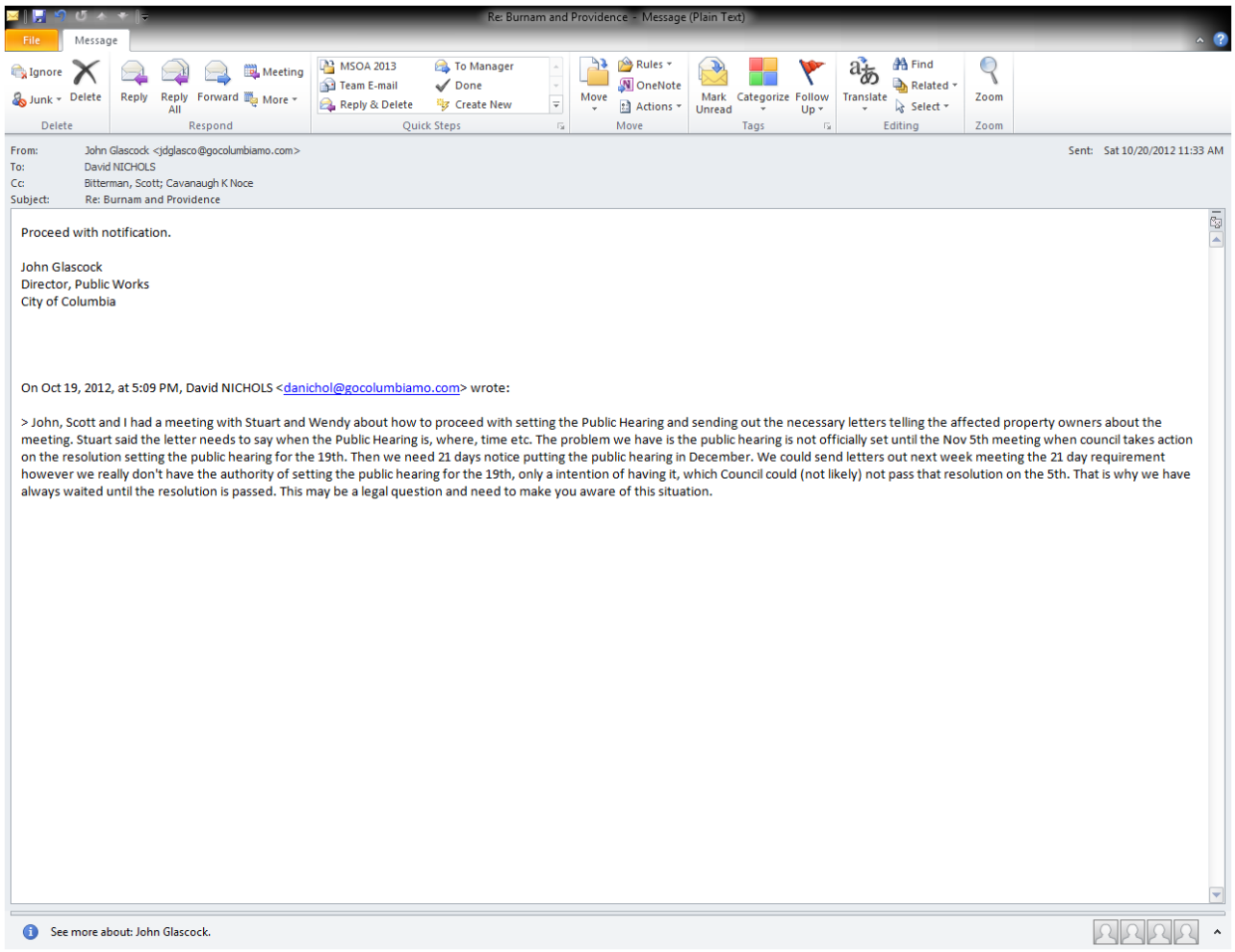
--
Wendy M. Lister
Property Acquisition Manager
City of Columbia, Public Works Department
701 E. Broadway
Columbia, MO 65201
573.874.7272

See more about: Wendy Lister.

[15] David Nichols email to John Glascock, 10/19/12.

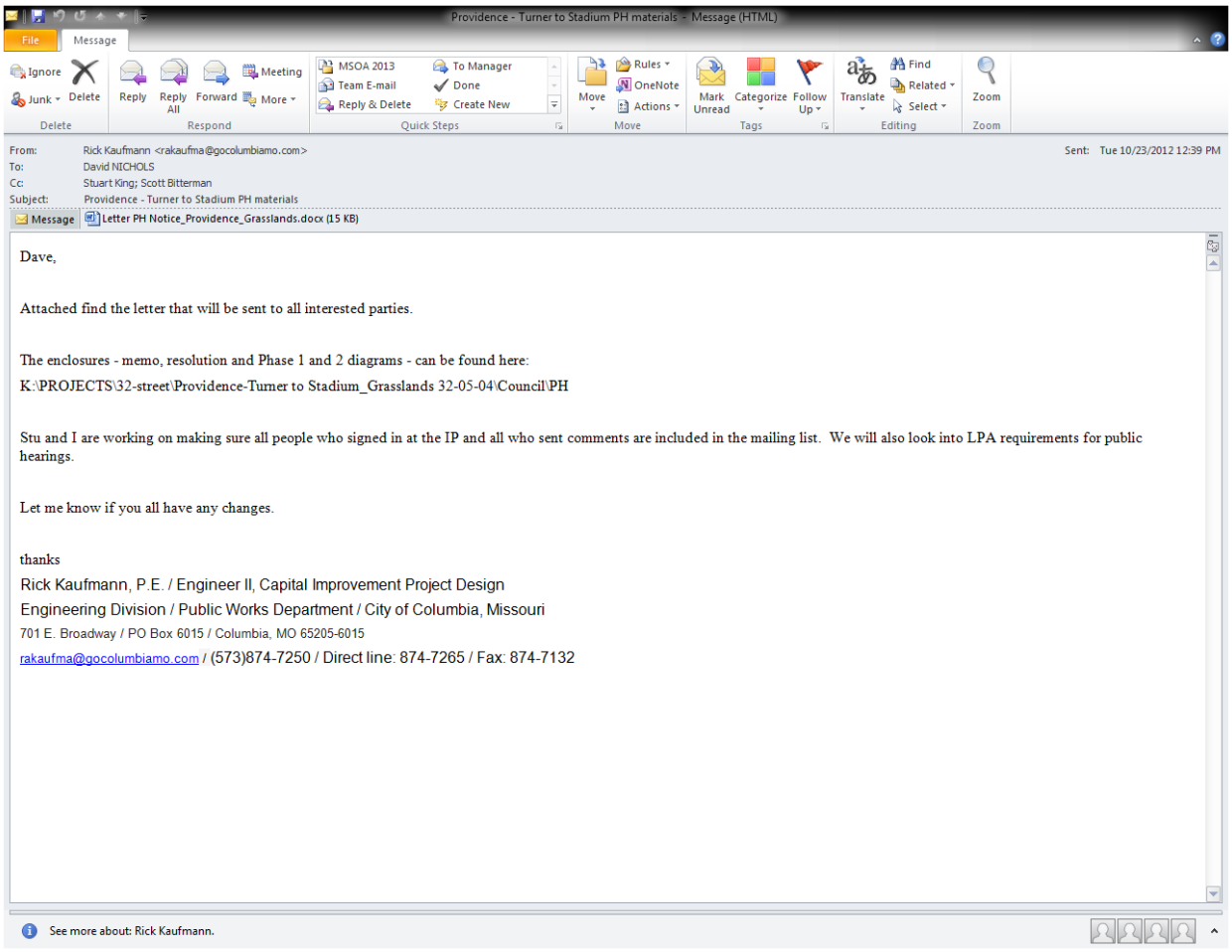


[16] John Glascock email to David Nichols, Scott Bitterman and Cavanaugh Noce, 10/21/12.



[17] Rick Kaufmann email, 10/23/12.

[18] Notice of Public Hearing: Providence Road (Turner Avenue to Stadium Boulevard).



Providence - Turner to Stadium PH materials - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Delete | Respond | MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps | Move | Rules | OneNote | Actions | Move | Mark Unread | Categorize | Follow Up | Tags | Translate | Find | Related | Select | Editing | Zoom | Zoom

From: Rick Kaufmann <rakaufma@gocolumbiamo.com>
Sent: Tue 10/23/2012 12:39 PM
To: David NICHOLS
Cc: Stuart King; Scott Bitterman
Subject: Providence - Turner to Stadium PH materials
Message | Letter PH Notice_Providence_Grasslands.docx (15 KB)

Dave,

Attached find the letter that will be sent to all interested parties.

The enclosures - memo, resolution and Phase 1 and 2 diagrams - can be found here:
K:\PROJECTS\32-street\Providence-Turner to Stadium_Grasslands 32-05-04\Council\PH

Stu and I are working on making sure all people who signed in at the IP and all who sent comments are included in the mailing list. We will also look into LPA requirements for public hearings.

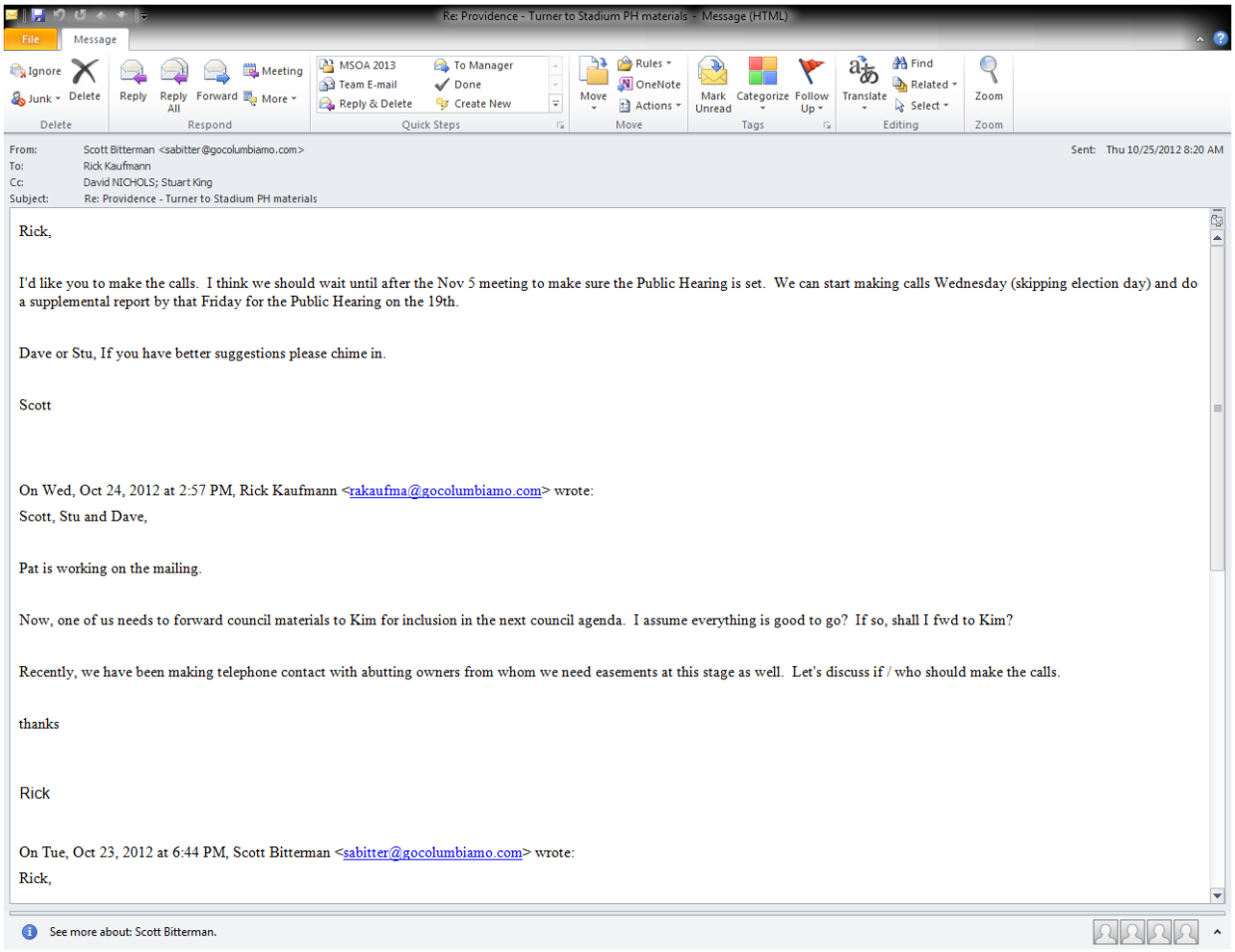
Let me know if you all have any changes.

thanks

Rick Kaufmann, P.E. / Engineer II, Capital Improvement Project Design
Engineering Division / Public Works Department / City of Columbia, Missouri
701 E. Broadway / PO Box 6015 / Columbia, MO 65205-6015
rakaufma@gocolumbiamo.com / (573)874-7250 / Direct line: 874-7265 / Fax: 874-7132

See more about: Rick Kaufmann.

[19] Scott Bitterman email to Rick Kaufmann, 10/25/12.



Re: Providence - Turner to Stadium PH materials - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Respond

MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps

Move | Rules | OneNote | Actions | Move

Mark Unread | Categorize | Follow Up | Tags

Translate | Find | Related | Select | Editing

Zoom | Zoom

From: Scott Bitterman <sabitter@gocolumbiamo.com>
To: Rick Kaufmann
Cc: David NICHOLS; Stuart King
Subject: Re: Providence - Turner to Stadium PH materials
Sent: Thu 10/25/2012 8:20 AM

Rick,

I'd like you to make the calls. I think we should wait until after the Nov 5 meeting to make sure the Public Hearing is set. We can start making calls Wednesday (skipping election day) and do a supplemental report by that Friday for the Public Hearing on the 19th.

Dave or Stu, If you have better suggestions please chime in.

Scott

On Wed, Oct 24, 2012 at 2:57 PM, Rick Kaufmann <rakaufma@gocolumbiamo.com> wrote:
Scott, Stu and Dave,

Pat is working on the mailing.

Now, one of us needs to forward council materials to Kim for inclusion in the next council agenda. I assume everything is good to go? If so, shall I fwd to Kim?

Recently, we have been making telephone contact with abutting owners from whom we need easements at this stage as well. Let's discuss if / who should make the calls.

thanks

Rick

On Tue, Oct 23, 2012 at 6:44 PM, Scott Bitterman <sabitter@gocolumbiamo.com> wrote:
Rick,

See more about: Scott Bitterman.

[20] *Providence Road, Timeline Summary*; author unknown. Obtained from Public Works folder from the City of Columbia under a request for public records under Chapter 610.

- Alternatives Posted on city web site with open comment period.

- Compile and summarize public comments
  - Citizen comments have been considered in making some modifications to the alternatives
- Provide comparative cost estimates.
- Evaluate Alternatives- identify preferred alternative.
  - The preferred alternate is the alternate scoring highest when evaluated on a matrix with respect to: cost, benefit, community issues, how well the alternate meets the goals of the project

- July 2010, Report to council for work session
  - Needed to get council briefed on the issues
  - Alternative Plans are at the concept stage 25% -30% with cost estimates for comparison purposes.
  - Discuss methodology used in identifying preferred alternate

Work Remaining

- Need Public Hearing- council endorsement of Preferred Alternative.
- Need MoDOT agreement or Permit

[21] Helen Anthony email to Robert Mainini; 11/30/12.

Providence Rd. Improvement Plan

City Of Columbia Ward5<ward5@gocolumbiamo.com> Fri 11/30/2012 13:00 PM

To: Robert

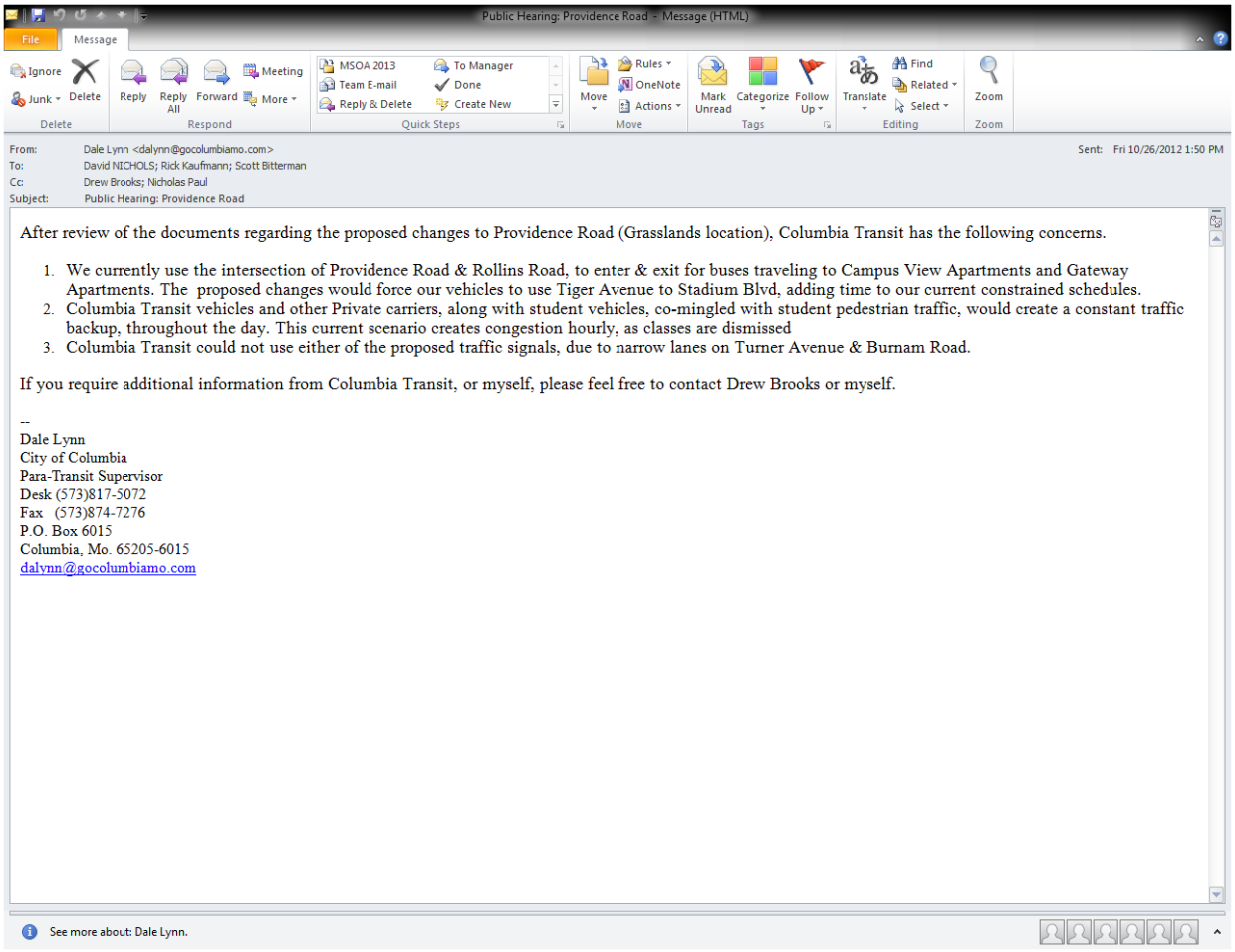
Mr. Mainini- As you may know, Phase 1 was approved by City Council on November 19th. Phase 2 is on the Capital Improvement Plan but is unfunded. Phase 2 cannot go forward without Council approval. While Phase 2 probably will not be scheduled for 5 to 10 years, I would not assume that the project will not go forward.

The plans for Phase 1 and 2 were formulated by John Glascock, Diector of Public Works and Robbie Price, President and John Ott, prior President of the Grasslands Neighborhood Association with input from University of Missouri and MoDot. As you know the City has been trying to solve the traffic issues on Providence from Stadium to Turner for the past ten years.

On Monday, November 26, 2012, Robert wrote:

> Dear Mrs. Anthony;

[24] Dale Lynn email to Scott Bitterman, 10/26/12.



Public Hearing: Providence Road - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Move | Rules | OneNote | Actions | Mark Unread | Categorize | Follow Up | Translate | Find | Related | Select | Zoom

Delete | Respond | Quick Steps | Move | Tags | Editing | Zoom

From: Dale Lynn <dalynn@gocolumbiamo.com>
To: David NICHOLS; Rick Kaufmann; Scott Bitterman
Cc: Drew Brooks; Nicholas Paul
Subject: Public Hearing: Providence Road
Sent: Fri 10/26/2012 1:50 PM

After review of the documents regarding the proposed changes to Providence Road (Grasslands location), Columbia Transit has the following concerns.

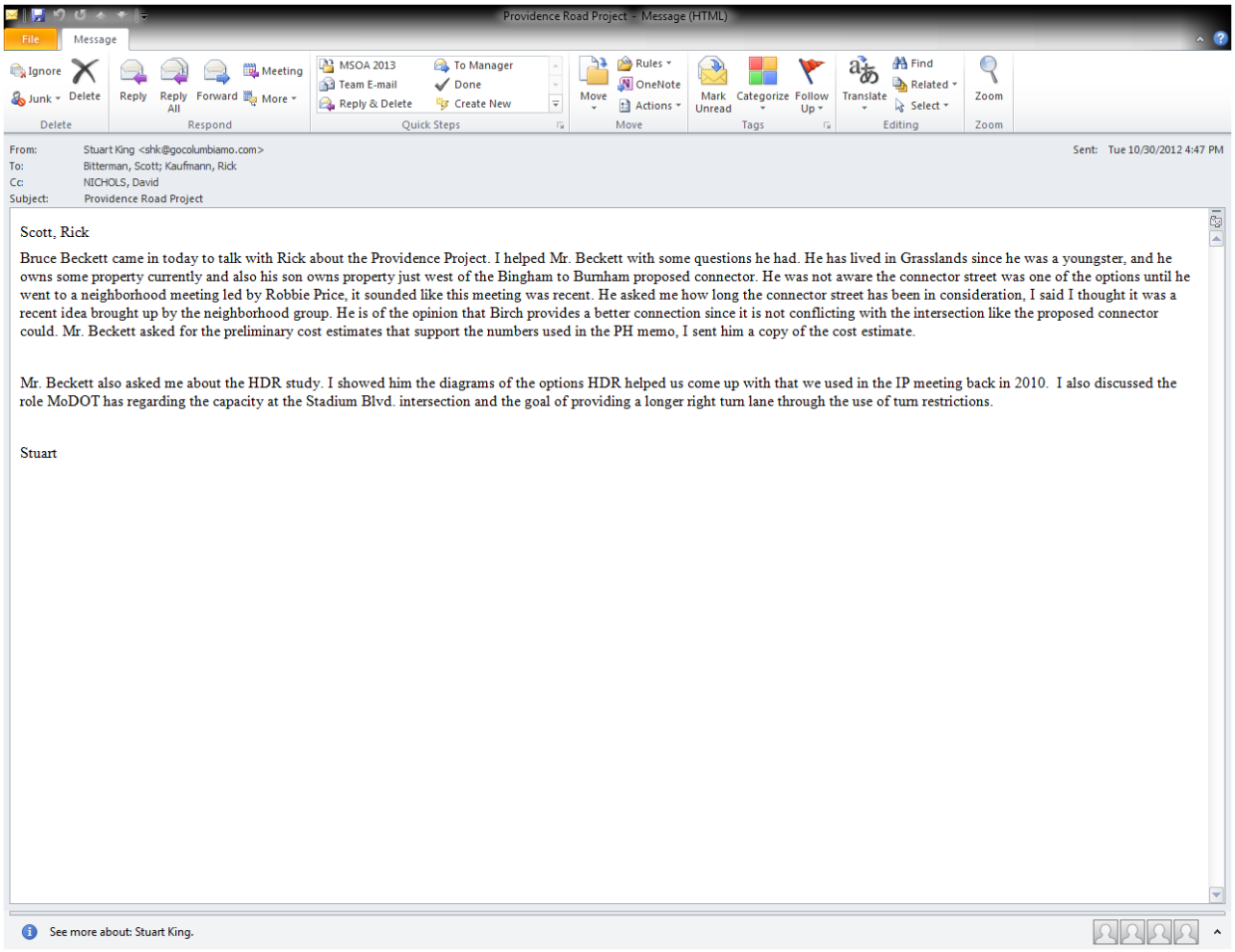
1. We currently use the intersection of Providence Road & Rollins Road, to enter & exit for buses traveling to Campus View Apartments and Gateway Apartments. The proposed changes would force our vehicles to use Tiger Avenue to Stadium Blvd, adding time to our current constrained schedules.
2. Columbia Transit vehicles and other Private carriers, along with student vehicles, co-mingled with student pedestrian traffic, would create a constant traffic backup, throughout the day. This current scenario creates congestion hourly, as classes are dismissed
3. Columbia Transit could not use either of the proposed traffic signals, due to narrow lanes on Turner Avenue & Burnam Road.

If you require additional information from Columbia Transit, or myself, please feel free to contact Drew Brooks or myself.

--
Dale Lynn
City of Columbia
Para-Transit Supervisor
Desk (573)817-5072
Fax (573)874-7276
P.O. Box 6015
Columbia, Mo. 65205-6015
dalynn@gocolumbiamo.com

See more about: Dale Lynn.

[26] Stuart King email to Scott Bitterman and Rick Kauffman, 10/30/12.



Providence Road Project - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Respond

MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps

Move | Rules | OneNote | Actions | Move

Mark Unread | Categorize | Follow Up | Tags

Translate | Find | Related | Select | Editing

Zoom | Zoom

From: Stuart King <shk@gocolumbiamo.com>
To: Bitterman, Scott; Kaufmann, Rick
Cc: NICHOLS, David
Subject: Providence Road Project
Sent: Tue 10/30/2012 4:47 PM

Scott, Rick

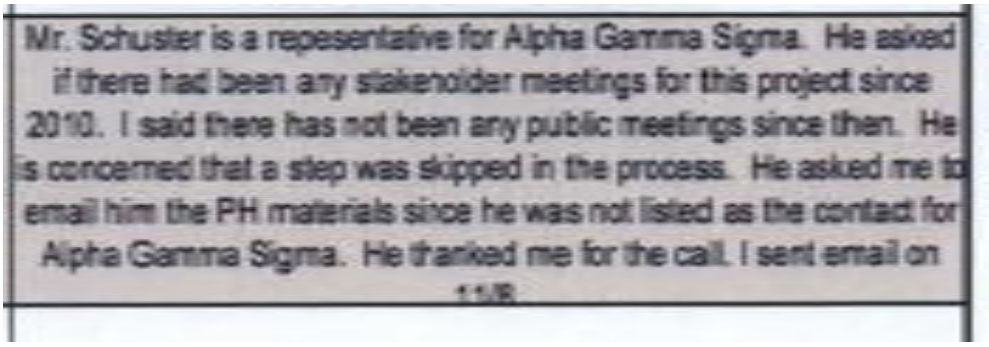
Bruce Beckett came in today to talk with Rick about the Providence Project. I helped Mr. Beckett with some questions he had. He has lived in Grasslands since he was a youngster, and he owns some property currently and also his son owns property just west of the Bingham to Burnham proposed connector. He was not aware the connector street was one of the options until he went to a neighborhood meeting led by Robbie Price, it sounded like this meeting was recent. He asked me how long the connector street has been in consideration, I said I thought it was a recent idea brought up by the neighborhood group. He is of the opinion that Birch provides a better connection since it is not conflicting with the intersection like the proposed connector could. Mr. Beckett asked for the preliminary cost estimates that support the numbers used in the PH memo, I sent him a copy of the cost estimate.

Mr. Beckett also asked me about the HDR study. I showed him the diagrams of the options HDR helped us come up with that we used in the IP meeting back in 2010. I also discussed the role MoDOT has regarding the capacity at the Stadium Blvd. intersection and the goal of providing a longer right turn lane through the use of turn restrictions.

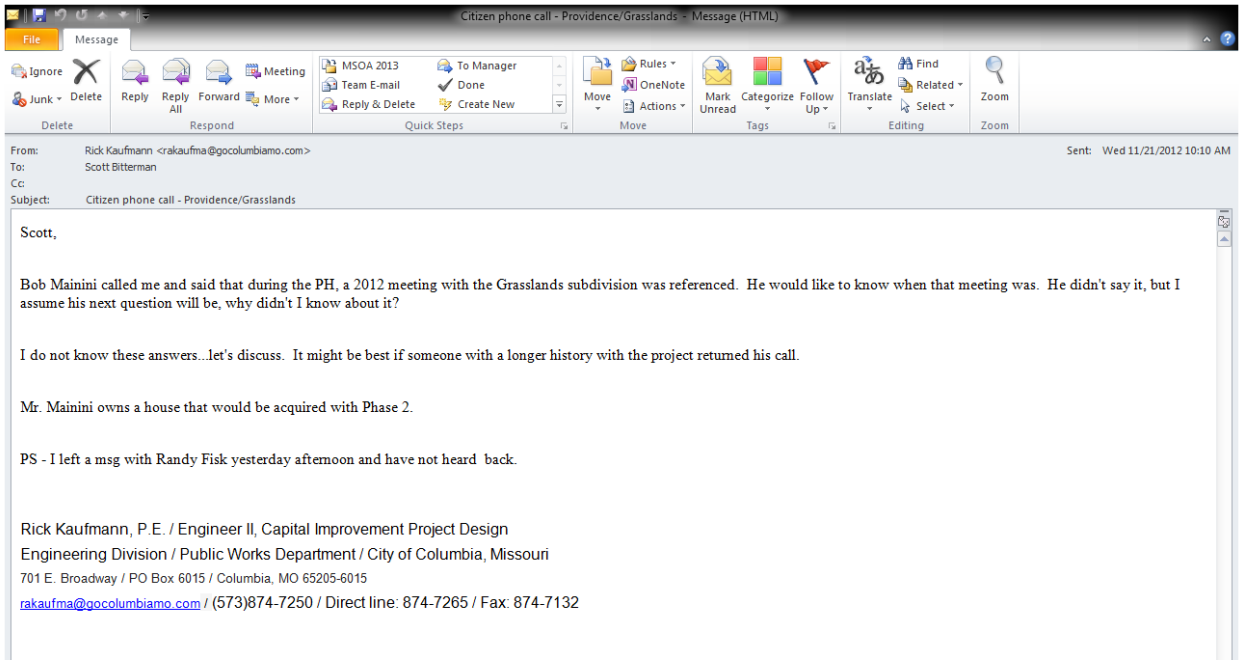
Stuart

See more about: Stuart King.

[27] Property Owner Contact Log; created by Rick Kaufmann; per phone call with Larry Schuster on 11/8/12.


Mr. Schuster is a repesentative for Alpha Gamma Sigma. He asked if there had been any stakeholder meetings for this project since 2010. I said there has not been any public meetings since then. He is concerned that a step was skipped in the process. He asked me to email him the PH materials since he was not listed as the contact for Alpha Gamma Sigma. He thanked me for the call. I sent email on 11/8

[28] Rick Kaufmann email to Scott Bitterman, 11/21/12.



Citizen phone call - Providence/Grasslands - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Respond

MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps

Move | Rules | OneNote | Actions | Move

Mark Unread | Categorize | Follow Up | Tags

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From: Rick Kaufmann <rakaufma@gocolumbiamo.com>
To: Scott Bitterman
Cc:
Subject: Citizen phone call - Providence/Grasslands
Sent: Wed 11/21/2012 10:10 AM

Scott,

Bob Mainini called me and said that during the PH, a 2012 meeting with the Grasslands subdivision was referenced. He would like to know when that meeting was. He didn't say it, but I assume his next question will be, why didn't I know about it?

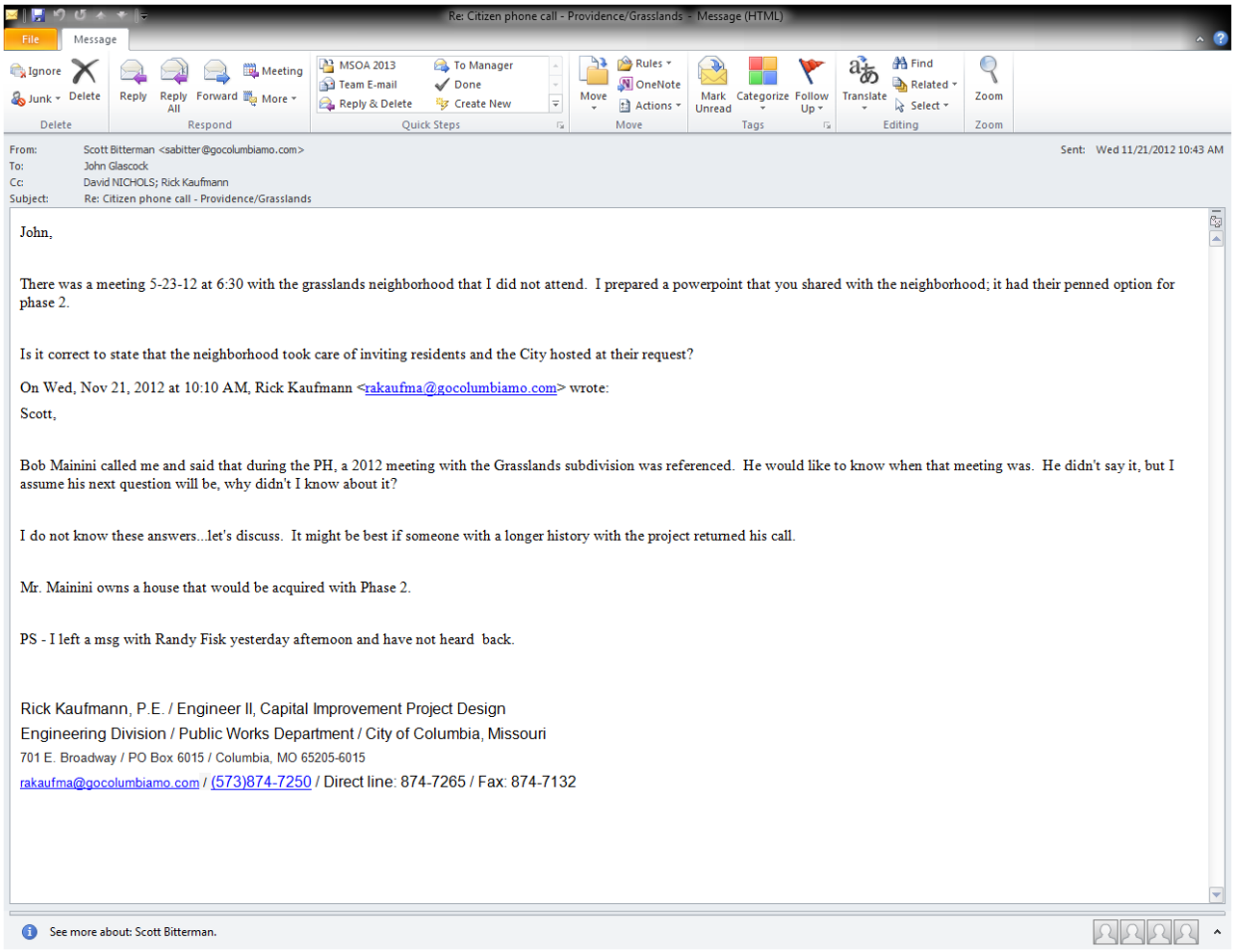
I do not know these answers...let's discuss. It might be best if someone with a longer history with the project returned his call.

Mr. Mainini owns a house that would be acquired with Phase 2.

PS - I left a msg with Randy Fisk yesterday afternoon and have not heard back.

Rick Kaufmann, P.E. / Engineer II, Capital Improvement Project Design
Engineering Division / Public Works Department / City of Columbia, Missouri
701 E. Broadway / PO Box 6015 / Columbia, MO 65205-6015
rakaufma@gocolumbiamo.com / (573)874-7250 / Direct line: 874-7265 / Fax: 874-7132

[29] Scott Bitterman email to John Glascock; 11/21/12.



Re: Citizen phone call - Providence/Grasslands - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Delete | Respond

MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps

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Mark Unread | Categorize | Follow Up | Tags

Translate | Find | Related | Select | Editing

Zoom | Zoom

From: Scott Bitterman <sabitter@gocolumbiamo.com>
To: John Glascock
Cc: David NICHOLS; Rick Kaufmann
Subject: Re: Citizen phone call - Providence/Grasslands
Sent: Wed 11/21/2012 10:43 AM

John,

There was a meeting 5-23-12 at 6:30 with the grasslands neighborhood that I did not attend. I prepared a powerpoint that you shared with the neighborhood; it had their penned option for phase 2.

Is it correct to state that the neighborhood took care of inviting residents and the City hosted at their request?

On Wed, Nov 21, 2012 at 10:10 AM, Rick Kaufmann <rakaufma@gocolumbiamo.com> wrote:

Scott,

Bob Mainini called me and said that during the PH, a 2012 meeting with the Grasslands subdivision was referenced. He would like to know when that meeting was. He didn't say it, but I assume his next question will be, why didn't I know about it?

I do not know these answers...let's discuss. It might be best if someone with a longer history with the project returned his call.

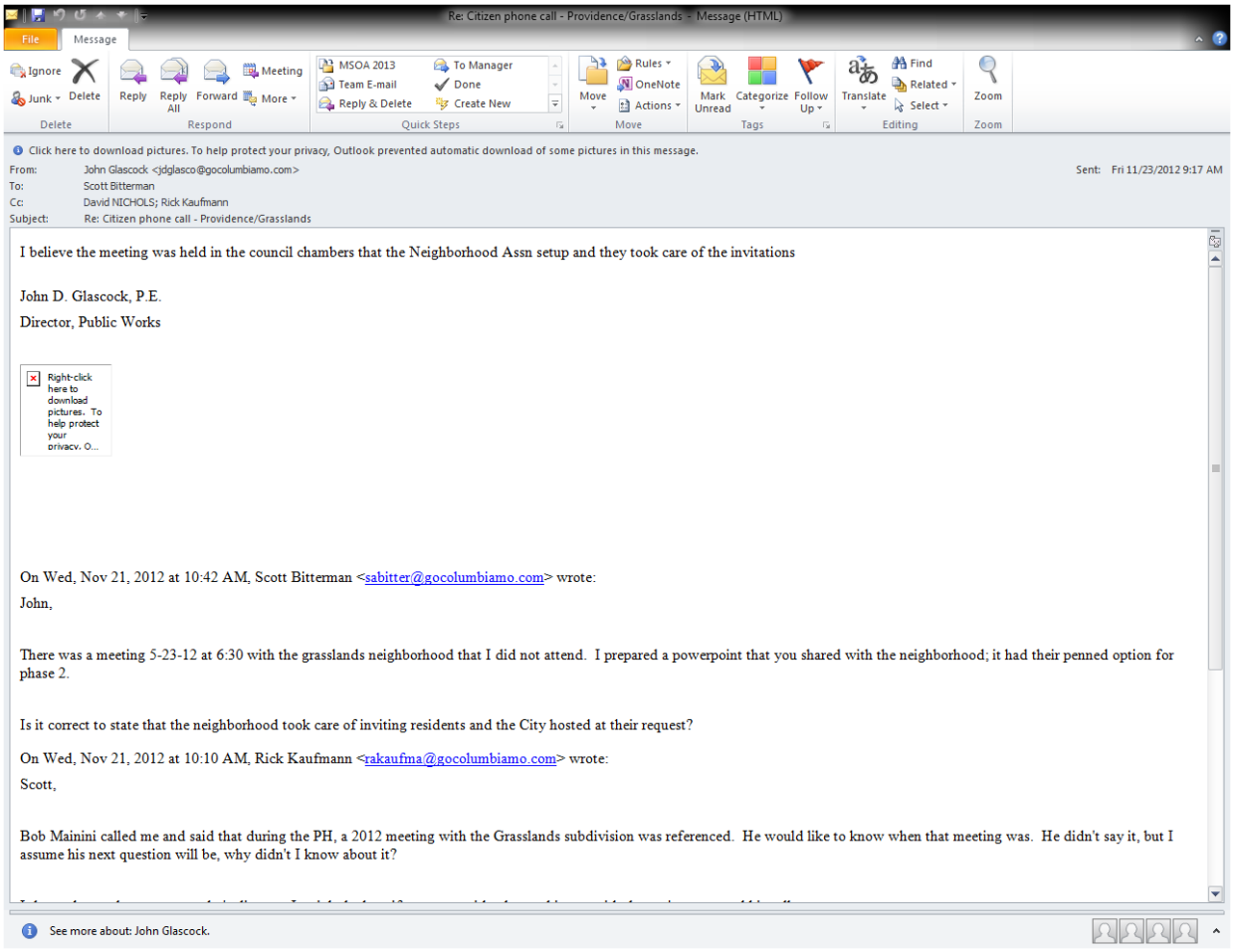
Mr. Mainini owns a house that would be acquired with Phase 2.

PS - I left a msg with Randy Fisk yesterday afternoon and have not heard back.

Rick Kaufmann, P.E. / Engineer II, Capital Improvement Project Design
Engineering Division / Public Works Department / City of Columbia, Missouri
701 E. Broadway / PO Box 6015 / Columbia, MO 65205-6015
rakaufma@gocolumbiamo.com / (573)874-7250 / Direct line: 874-7265 / Fax: 874-7132

See more about: Scott Bitterman.

[30] John Glascock email to Bitterman, 11/23/12.



Re: Citizen phone call - Providence/Grasslands - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Delete | Respond

MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps

Move | Rules | OneNote | Actions | Move

Mark Unread | Categorize | Follow Up | Tags

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Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

From: John Glascock <jdglasco@gocolumbiamo.com>
Sent: Fri 11/23/2012 9:17 AM
To: Scott Bitterman
Cc: David NICHOLS; Rick Kaufmann
Subject: Re: Citizen phone call - Providence/Grasslands

I believe the meeting was held in the council chambers that the Neighborhood Assn setup and they took care of the invitations

John D. Glascock, P.E.
Director, Public Works

Right-click here to download pictures. To help protect your privacy, O...

On Wed, Nov 21, 2012 at 10:42 AM, Scott Bitterman <sabitter@gocolumbiamo.com> wrote:

John,

There was a meeting 5-23-12 at 6:30 with the grasslands neighborhood that I did not attend. I prepared a powerpoint that you shared with the neighborhood; it had their penned option for phase 2.

Is it correct to state that the neighborhood took care of inviting residents and the City hosted at their request?

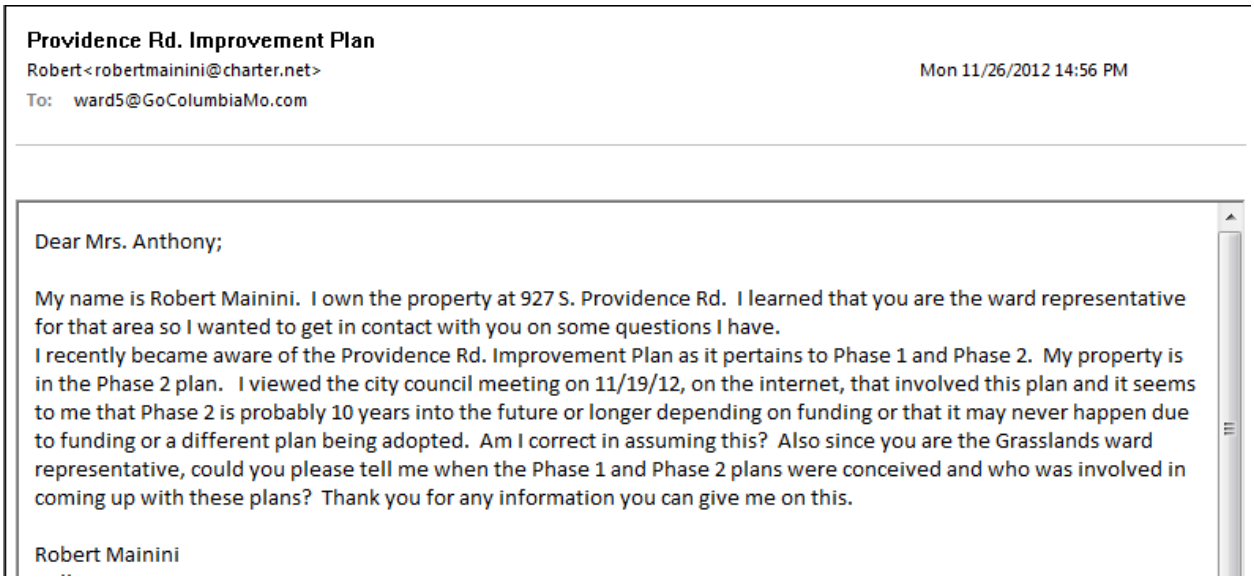
On Wed, Nov 21, 2012 at 10:10 AM, Rick Kaufmann <rakaufma@gocolumbiamo.com> wrote:

Scott,

Bob Mainini called me and said that during the PH, a 2012 meeting with the Grasslands subdivision was referenced. He would like to know when that meeting was. He didn't say it, but I assume his next question will be, why didn't I know about it?

See more about: John Glascock.

[31] Robert Mainini email to Helen Anthony, 11/26/12.



Providence Rd. Improvement Plan

Robert<robertmainini@charter.net> Mon 11/26/2012 14:56 PM

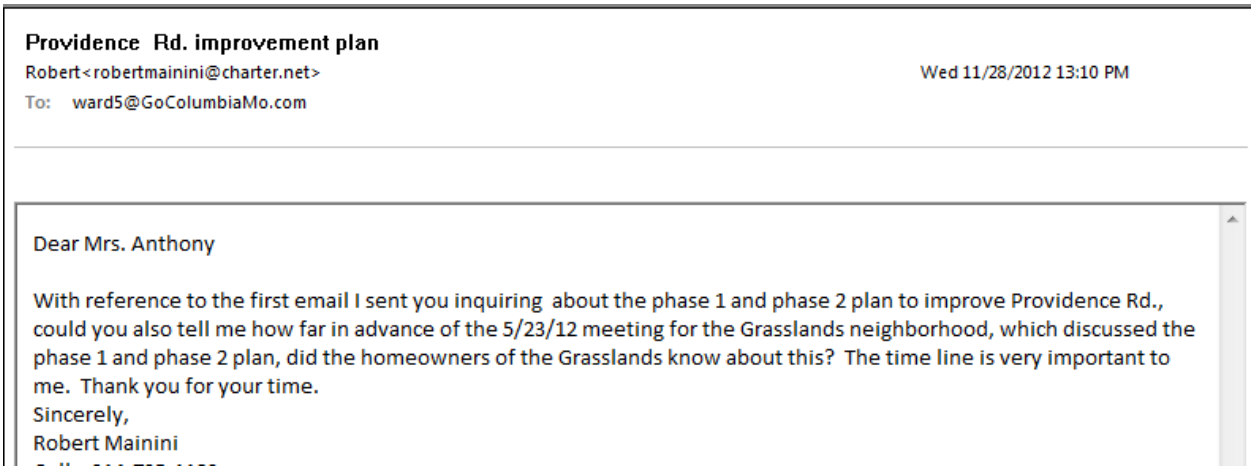
To: ward5@GoColumbiaMo.com

Dear Mrs. Anthony;

My name is Robert Mainini. I own the property at 927 S. Providence Rd. I learned that you are the ward representative for that area so I wanted to get in contact with you on some questions I have.
I recently became aware of the Providence Rd. Improvement Plan as it pertains to Phase 1 and Phase 2. My property is in the Phase 2 plan. I viewed the city council meeting on 11/19/12, on the internet, that involved this plan and it seems to me that Phase 2 is probably 10 years into the future or longer depending on funding or that it may never happen due to funding or a different plan being adopted. Am I correct in assuming this? Also since you are the Grasslands ward representative, could you please tell me when the Phase 1 and Phase 2 plans were conceived and who was involved in coming up with these plans? Thank you for any information you can give me on this.

Robert Mainini

[32] Robert Mainini email to Helen Anthony, 11/28/12.



Providence Rd. improvement plan

Robert<robertmainini@charter.net> Wed 11/28/2012 13:10 PM

To: ward5@GoColumbiaMo.com

Dear Mrs. Anthony

With reference to the first email I sent you inquiring about the phase 1 and phase 2 plan to improve Providence Rd., could you also tell me how far in advance of the 5/23/12 meeting for the Grasslands neighborhood, which discussed the phase 1 and phase 2 plan, did the homeowners of the Grasslands know about this? The time line is very important to me. Thank you for your time.
Sincerely,
Robert Mainini

[33] Helen Anthony email to Robert Mainini, 11/30/12.

Providence Rd. Improvement Plan

City Of Columbia Ward5<ward5@gocolumbiamo.com> Fri 11/30/2012 13:00 PM

To: Robert

Mr. Mainini- As you may know, Phase 1 was approved by City Council on November 19th. Phase 2 is on the Capital Improvement Plan but is unfunded. Phase 2 cannot go forward without Council approval. While Phase 2 probably will not be scheduled for 5 to 10 years, I would not assume that the project will not go forward.

The plans for Phase 1 and 2 were formulated by John Glascock, Diector of Public Works and Robbie Price, President and John Ott, prior President of the Grasslands Neighborhood Association with input from University of Missouri and MoDot. As you know the City has been trying to solve the traffic issues on Providence from Stadium to Turner for the past ten years.

On Monday, November 26, 2012, Robert wrote:

> Dear Mrs. Anthony;

And:

Re: Providence Rd. improvement plan

City Of Columbia Ward5<ward5@gocolumbiamo.com> Fri 11/30/2012 13:04 PM

To: Robert

Mr. Mainini- I have to refer you to Robbie Price, President of the Grasslands Neighborhood Association. He will be able to answer your question. I do not know the answer.

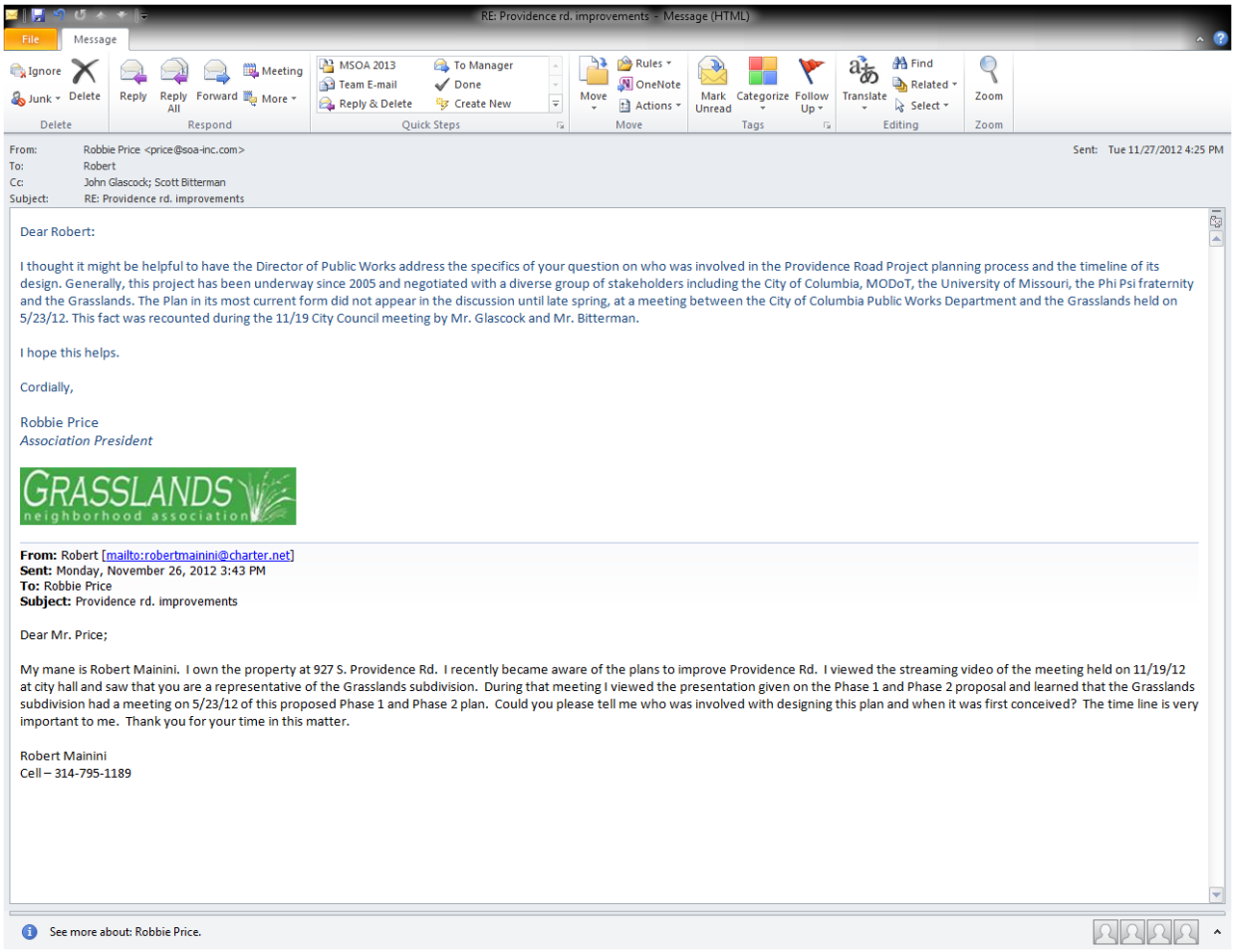
Today is my last day on City Council. There will be no Ward 5 representative until a special election occurs on Feb. 5,2013.

Thank you,
Helen Anthony

On Wednesday, November 28, 2012, Robert wrote:

> Dear Mrs. Anthony

[34] Robert Mainini email to Robbie Price, 11/26/12.



RE: Providence rd. improvements - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Move | Rules | OneNote | Actions | Mark Unread | Categorize | Follow Up | Translate | Find | Related | Select | Zoom

From: Robbie Price <price@soa-inc.com>
Sent: Tue 11/27/2012 4:25 PM
To: Robert
Cc: John Glascock; Scott Bitterman
Subject: RE: Providence rd. improvements

Dear Robert:

I thought it might be helpful to have the Director of Public Works address the specifics of your question on who was involved in the Providence Road Project planning process and the timeline of its design. Generally, this project has been underway since 2005 and negotiated with a diverse group of stakeholders including the City of Columbia, MODoT, the University of Missouri, the Phi Psi fraternity and the Grasslands. The Plan in its most current form did not appear in the discussion until late spring, at a meeting between the City of Columbia Public Works Department and the Grasslands held on 5/23/12. This fact was recounted during the 11/19 City Council meeting by Mr. Glascock and Mr. Bitterman.

I hope this helps.

Cordially,

Robbie Price
Association President

GRASSLANDS neighborhood association

From: Robert [mailto:robertmainini@charter.net]
Sent: Monday, November 26, 2012 3:43 PM
To: Robbie Price
Subject: Providence rd. improvements

Dear Mr. Price;

My mane is Robert Mainini. I own the property at 927 S. Providence Rd. I recently became aware of the plans to improve Providence Rd. I viewed the streaming video of the meeting held on 11/19/12 at city hall and saw that you are a representative of the Grasslands subdivision. During that meeting I viewed the presentation given on the Phase 1 and Phase 2 proposal and learned that the Grasslands subdivision had a meeting on 5/23/12 of this proposed Phase 1 and Phase 2 plan. Could you please tell me who was involved with designing this plan and when it was first conceived? The time line is very important to me. Thank you for your time in this matter.

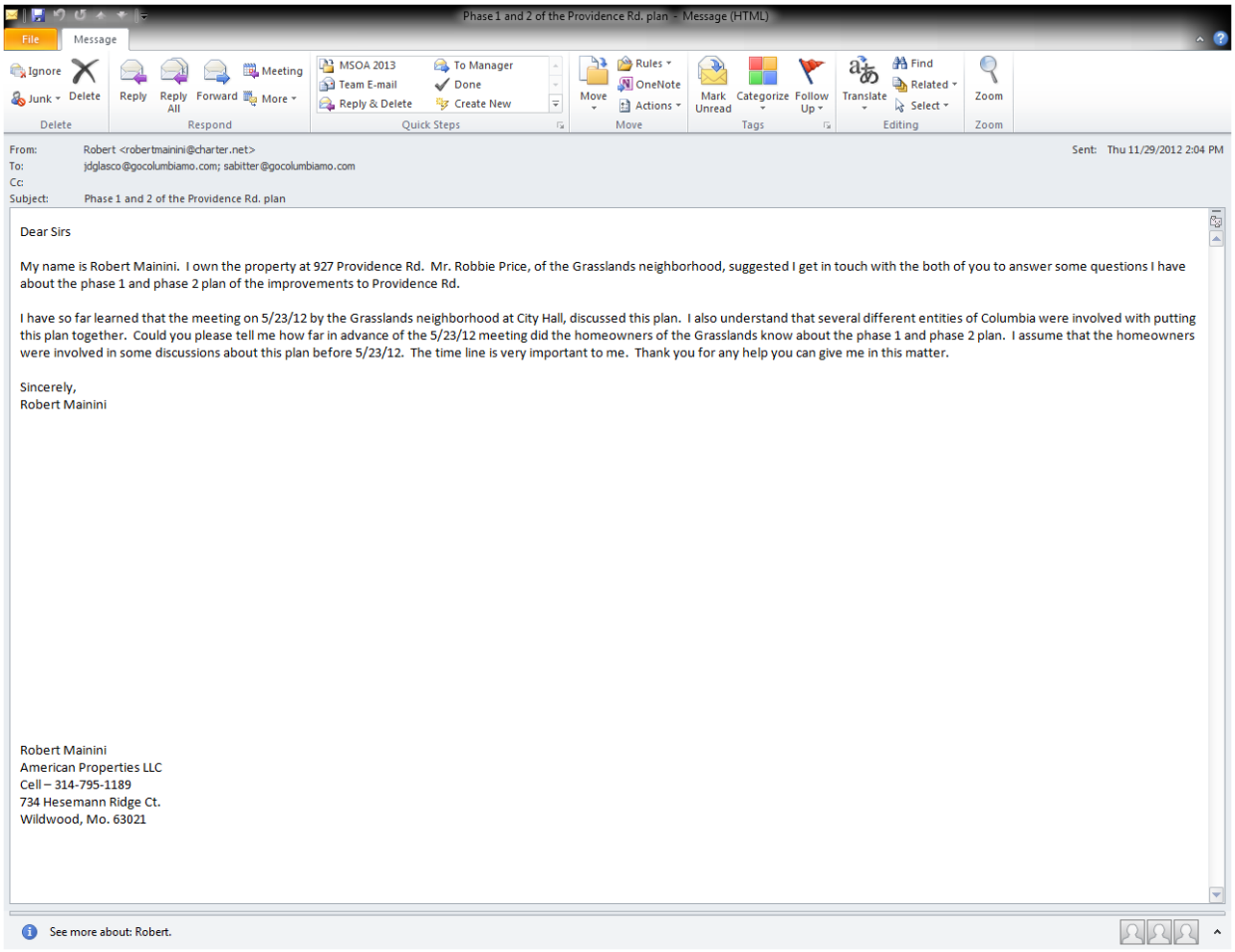
Robert Mainini
Cell – 314-795-1189

See more about: Robbie Price.

[35] Robbie Price email to John Glascock, 11/27/12.

> On Tue, Nov 27, 2012 at 7:54 AM, Robbie Price <price@soa-inc.com> wrote:
>
> Dear John:
>
> I hope your holiday was a pleasant one and you had a chance to relax from the demands of the City.
>
> I received an e-mail from the present owner of 927 S. Providence, Mr Mainini, concerning a timeline on the Providence Road Project. The content of the e-mail is copied below in its entirety:
>
> > Dear Mr. Price;
> >
> > My mane is Robert Mainini. I own the property at 927 S. Providence Rd. I recently became aware of the plans to improve Providence Rd. I viewed the streaming video of the meeting held on 11/19/12 at city hall and saw that you are a representative of the Grasslands subdivision. During that meeting I viewed the presentation given on the Phase 1 and Phase 2 proposal and learned that the Grasslands subdivision had a meeting on 5/23/12 of this proposed Phase 1 and Phase 2 plan. Could you please tell me who was involved with designing this plan and when it was first conceived? The time line is very important to me. Thank you for your time in this matter.
> >
> > Robert Mainini
> >
> > Cell--redacted
>
> I smell a potential lawsuit but I am not sure of its direction. My first instinct is to believe he might want to go back on the seller claiming they withheld pertinent information on the possible future conversion of this property. He cites our neighborhood meeting with you on 5/23/12 as the presentation of the two phase plan and he closed on the house 6/15/12. I see the gears turning in his head. All this is nonsense as the former owners were never present, to my knowledge, at any of the neighborhood meetings and therefore probably had no understanding of this plan.
>
> I thought it might be best to have you answer his question about when the plan was conceived and all the stakeholders who were involved. I feel it has more weight coming from the City. If it is acceptable, I will refer Mr. Mainini to you for the establishment of the timeline.
>
> Thank you for your help with this and all that you have done on behalf of our neighborhood.
>
> Cordially,
>
> **Robbie Price AIA, LEED AP**

[36] Robert Mainini email to Glascock and Bitterman, 11/29/12.



Phase 1 and 2 of the Providence Rd. plan - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Delete | Respond

MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps

Move | Rules | OneNote | Actions | Move

Mark Unread | Categorize | Follow Up | Tags

Translate | Find | Related | Select | Editing

Zoom | Zoom

From: Robert <robertmainini@charter.net>
Sent: Thu 11/29/2012 2:04 PM
To: jdglasco@gocolumbiamo.com; sabitter@gocolumbiamo.com
Cc:
Subject: Phase 1 and 2 of the Providence Rd. plan

Dear Sirs

My name is Robert Mainini. I own the property at 927 Providence Rd. Mr. Robbie Price, of the Grasslands neighborhood, suggested I get in touch with the both of you to answer some questions I have about the phase 1 and phase 2 plan of the improvements to Providence Rd.

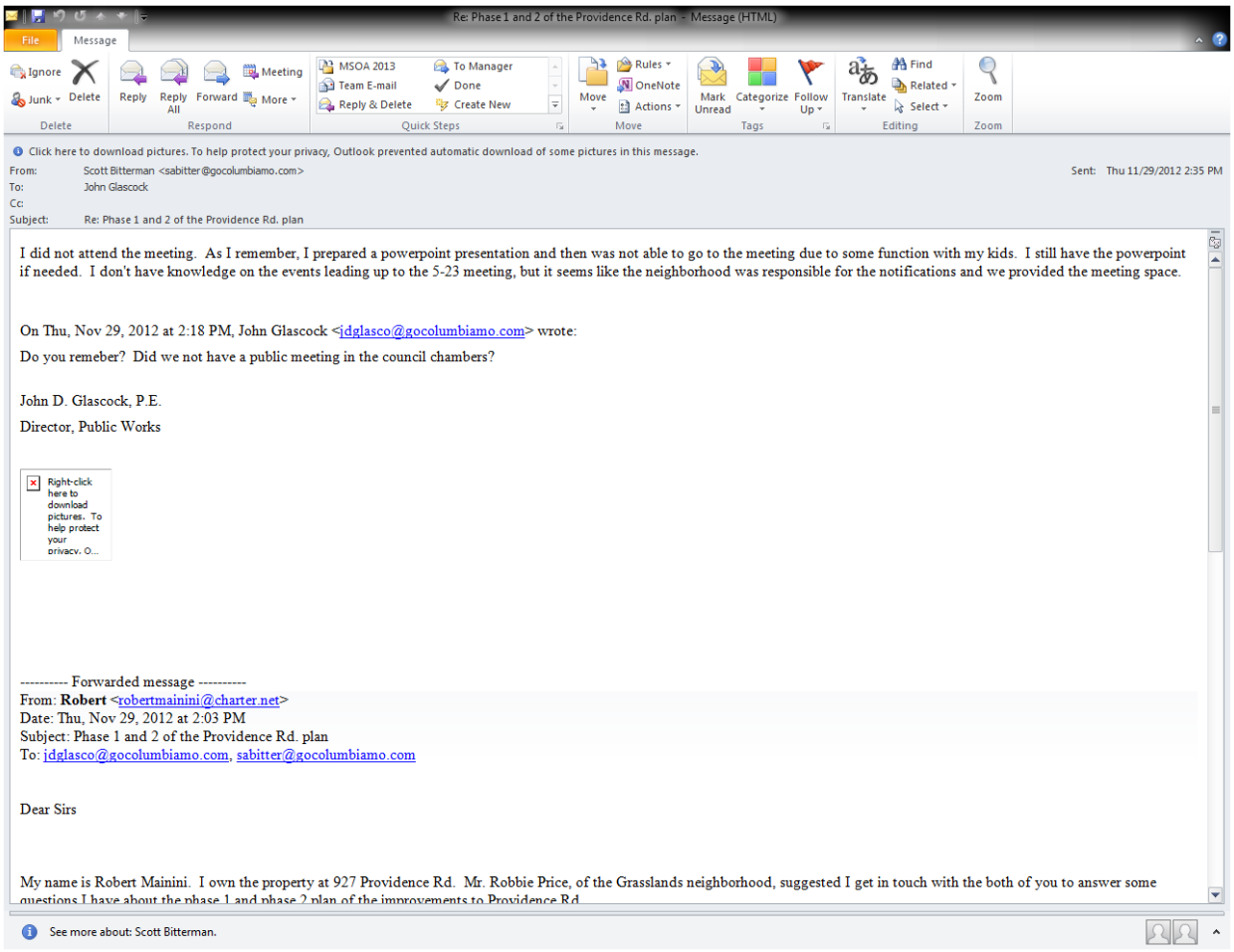
I have so far learned that the meeting on 5/23/12 by the Grasslands neighborhood at City Hall, discussed this plan. I also understand that several different entities of Columbia were involved with putting this plan together. Could you please tell me how far in advance of the 5/23/12 meeting did the homeowners of the Grasslands know about the phase 1 and phase 2 plan. I assume that the homeowners were involved in some discussions about this plan before 5/23/12. The time line is very important to me. Thank you for any help you can give me in this matter.

Sincerely,
Robert Mainini

Robert Mainini
American Properties LLC
Cell – 314-795-1189
734 Hesemann Ridge Ct.
Wildwood, Mo. 63021

See more about: Robert.

[37] John Glascock email to Bitterman, 11/29/12.
[39] Scott Bitterman email to Glascock, 11/29/12.



Re: Phase 1 and 2 of the Providence Rd. plan - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Delete | Respond | MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps | Move | Rules | OneNote | Actions | Mark Unread | Categorize | Follow Up | Tags | Translate | Find | Related | Select | Editing | Zoom

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

From: Scott Bitterman <sabitter@gocolumbiamo.com>
Sent: Thu 11/29/2012 2:35 PM
To: John Glascock
Cc:
Subject: Re: Phase 1 and 2 of the Providence Rd. plan

I did not attend the meeting. As I remember, I prepared a powerpoint presentation and then was not able to go to the meeting due to some function with my kids. I still have the powerpoint if needed. I don't have knowledge on the events leading up to the 5-23 meeting, but it seems like the neighborhood was responsible for the notifications and we provided the meeting space.

On Thu, Nov 29, 2012 at 2:18 PM, John Glascock <jdglasco@gocolumbiamo.com> wrote:

Do you remeber? Did we not have a public meeting in the council chambers?

John D. Glascock, P.E.
Director, Public Works

Right-click here to download pictures. To help protect your privacy, O...

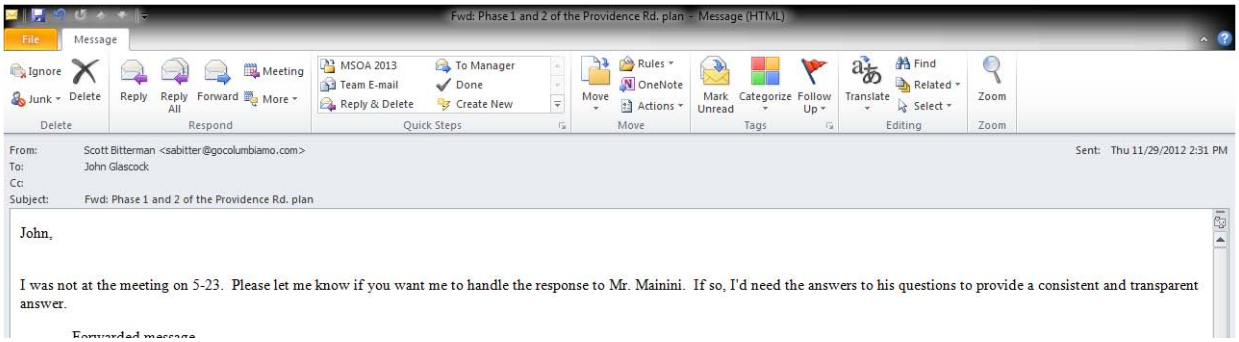
---------- Forwarded message ----------
From: **Robert** <robertmainini@charter.net>
Date: Thu, Nov 29, 2012 at 2:03 PM
Subject: Phase 1 and 2 of the Providence Rd. plan
To: jdglasco@gocolumbiamo.com, sabitter@gocolumbiamo.com

Dear Sirs

My name is Robert Mainini. I own the property at 927 Providence Rd. Mr. Robbie Price, of the Grasslands neighborhood, suggested I get in touch with the both of you to answer some questions I have about the phase 1 and phase 2 plan of the improvements to Providence Rd.

See more about: Scott Bitterman.

[38] Scott Bitterman email to Glascock, 11/29/12.



Fwd: Phase 1 and 2 of the Providence Rd. plan - Message (HTML)

File | Message

Ignore | Junk | Delete | Reply | Reply All | Forward | Meeting | More | Delete | Respond | MSOA 2013 | Team E-mail | Reply & Delete | To Manager | Done | Create New | Quick Steps | Move | Rules | OneNote | Actions | Mark Unread | Categorize | Follow Up | Tags | Translate | Find | Related | Select | Editing | Zoom

From: Scott Bitterman <sabitter@gocolumbiamo.com>
Sent: Thu 11/29/2012 2:31 PM
To: John Glascock
Cc:
Subject: Fwd: Phase 1 and 2 of the Providence Rd. plan

John,

I was not at the meeting on 5-23. Please let me know if you want me to handle the response to Mr. Mainini. If so, I'd need the answers to his questions to provide a consistent and transparent answer.

Forwarded message

Columbia Online Map Project: http://www.gocolumbiamo.com/Maps/Historical_Places
Inventory Form Prepared by Deb Sheals for the Columbia Historic Preservation Commission

Property Name **Gingrich, Newell S. and Fern R. House**

Address 313 E. Brandon Road **Year Built:** ca. 1940

Year of HPC Notable Designation: N/A

Other designations:
Providence Road Project

District name, if applicable:

Link(s):

Style: Colonial Revival
Property Type: House
Architect (s):



Description and History

This stone-walled Cape Cod house, located just off of Providence Road, stands apart from many of the surrounding houses, in form and construction details.

Architecturally, this house can be classified as a Cape Cod house. The Cape Cod house type has been described as the most common form used for one story Colonial Revival houses in the United States. Cape Cod houses are one to one and one-half stories tall, with steep side-facing gable roofs, symmetrical facades and Colonial Revival style ornamentation. Although the original Cape Cod houses of the 18th century rarely had dormers, by the 20th century, dormers had become standard. This house offers a contrast to the two story cubic forms used for the Colonial Revival style houses which were built nearby on Providence Road during the same time period. It also differs from that group in the use of native stone instead for brick for the first floor walls.

The house was built for Newell and Fern Gingrich, who made it their home for decades. Newell Gingrich was a popular professor of physics at the University of Missouri. Gingrich began teaching at MU in the late 1930s and by the time he retired in 1972, he had taught more than 10,000 students, in 16 different classes. He was also a prolific researcher and author, with more than 40 articles and book editions. He was described in one article as "one of the early workers in neutron scattering from a variety of condensed matter systems." (Alumnus, March 1978.) He retained close ties to the Physics Department for many years after his retirement. In 1977, the department library was dedicated in his name. Two years later, the department placed a portrait of Gingrich in the same library, near the 600 scientific books he had donated when he retired. The portrait was painted as a surprise for Gingrich by then-chair of the department, Thomas Wolfram.

Owners/Occupants, and Valuation, if known. From Tax Records and Directories:

1927-1932 J. S. Rollins et. al. $220; 1937 J. S. Rollins and Margaret R. Von Holtzendorff; 1939 Newell S. Gingrich, $200; 1945-50 Newell S. Gingrich, $4,000; 1955-1956 Newell S. Gingrich $6,000.

Text by: Deb Sheals

Date of Form: 1/31/2013

Sources: Boone County Real Estate Tax Records.
Columbia City Directories, on file at the State Historical Society of Missouri.
Missouri Alumnus Magazine.

Columbia Online Map Project: http://www.gocolumbiamo.com/Maps/Historical_Places
Inventory Form Prepared by Deb Sheals for the Columbia Historic Preservation Commission

Property Name **McGinley, Charles and Reginia, House**

Address 903 S. Providence Road **Year Built:** ca. 1929

Year of HPC Notable Designation: N/A

Other designations:
Providence Road Project

District name, if applicable:

Link(s):
http://digital.library.umsystem.edu

Style: Colonial Revival

Property Type: House

Architect (s):



Description and History

This Colonial Revival Style house is one of the oldest houses in the Grasslands Addition to Columbia. The first plat for that subdivision, which created 34 residential lots, was recorded in 1926. By the time this house was built in late 1929 or early 1930, there were just five other houses in the neighborhood.

The house was built for civil engineer Charles T. McGinley and his wife, Reginia L. McGinley. Real estate tax records show that they bought the lot soon after the Grasslands Addition was platted, in late 1927 or early 1928, but did not build the house for another two years. According to the 1930 census, the McGinley's were living in this house by April 1930, with a household that included their three children, aged 12 to 21.

The lot at the edge of the University of Missouri campus would have been convenient for the family; all three of their children attended school there. Their youngest son, Frank, was a student of the UMC laboratory School, (Lab School) which included facilities for elementary and high school students. The Lab School was an on-campus facility established to provide classroom experience for students of the College of Education; it operated from the early 1900s into the 1970s. The older children of the family were students of the University. Charles T. McGinley Jr, was enrolled there when this house was built, and his sister Jean attended college classes in the early 1930s.

The house utilizes traditional Colonial Revival styling which includes a symmetrical facade with a classically detailed central entry and a side facing gable roof. A smaller two story section on the south side includes a sun room on the first floor and sleeping porch on the second.

Early Owners/Occupants, and Valuation, if known. From Tax Records and Directories:
1927 J. S. Rollins et. al $220; 1928-1929 C. T. McGinley $220; 1932 C. T. McGinley $4,500; 1937 -1945 C. T. McGinley; 1950 Ercell L. Miller, Jr. $4,200; 1955 Ercell L. Miller, Jr. $6600.

Text by: Deb Sheals

Sources: U. S. Population Census Records.
University of Missouri Savitar.
<http://lso.umsystem.edu/digital.library>

Date of Form: 1/29/2013

Columbia Online Map Project: http://www.gocolumbiamo.com/Maps/Historical_Places
Inventory Form Prepared by Deb Sheals for the Columbia Historic Preservation Commission

Property Name **Thornton, Bessie W. and Dr. J. E., House**

Address 905 S. Providence Road **Year Built:** 1925

Year of HPC Notable Designation: N/A

Other designations:
Providence Road Project

District name, if applicable:

Link(s):



Style: Tudor Revival

Property Type: House

Architect (s):
Bill, Harry Satterlee--possibly

Description and History

This Tudor Revival Style house was one of the first houses built in the Grasslands Addition to Columbia. A newspaper article published in 1925 announced the creation of the development and noted that "two houses have already been started....Dr. J. E. Thornton is building a brick house of English architecture (this house) while the foundation has been laid for the brick and stucco, English residence for Sidney Rollins (now 212 Bingham).

The "English" style described in that article is now referred to as Tudor Revival, a style that was becoming popular for upscale residential architecture in Columbia at the time. It is possible that this house was the work of architect Harry Satterlee Bill, who designed several houses in the neighborhood, including the Rollins house in 1925 and one that was built at 211 Bingham soon after. Mr. Bill was clearly fond of both the Tudor Revival style and the neighborhood; he built a Tudor Revival style house of his own just a few doors away from this one in 1928. (The Bill House at 206 Bingham is a 2012 Columbia Most Notable Property, as is the house at 211 Bingham. The latter was built for Margaret Von Holtzendorrff, Sidney Rollins' sister.)

This house was built for Dr. James E. Thornton and his wife, Bessie W. Thornton, who lived there for two decades. The property was listed in her name in real estate tax records, but in his name in city directories. He had an office on S. 10th Street in 1926. In the late 1940s, the house was purchased by Dean Parks, owner of Parks Department Store, which was a prominent downtown business for several decades in the mid 1900s.

Early Owners/Occupants, and Valuation, if known. From Tax Records and Directories:
1927-28 Mrs. J. E. Thornton $5,000; 1929-45 Mrs. Bessie W. Thornton $5,000; 1947 Occupied, but not owned, by Herbert P. Gould per directory; 1950 Dean W. Parks $4500; 1955 same $6950.

Text by: Deb Sheals

Sources: Boone County Real Estate Tax Record; Columbia City Directories; "Grasslands" Has Unusual Building Site," Columbia Missourian, 8/24/1925, p. 3, Section Two.

Date of Form: 1/29/2013

Columbia Online Map Project: http://www.gocolumbiamo.com/Maps/Historical_Places
Inventory Form Prepared by Deb Sheals for the Columbia Historic Preservation Commission

Property Name **Barnett, Orville and Maude, House**

Address 915 S. Providence Road **Year Built:** ca. 1928

Year of HPC Notable Designation: N/A

Other designations:
Providence Road Project

District name, if applicable:

Link(s):

Style: Colonial Revival
Property Type: House
Architect (s):



Description and History

This Colonial Revival style house is one of the oldest dwellings in the Grasslands subdivision. It was the fourth or fifth house to be built in the Grasslands, which was laid out in 1925 and platted in 1926.

This lot was purchased by Orville M. and Maude Barnett soon after lots in the area come up for sale, and the house was completed before June, 1928. The 1930 Population Census shows that Orville M. Barnett (age 52) was an attorney for the University of Missouri in 1930. While living at this house, he helped write legislation that would allow extra space at the University Hospital to be used for "indigent crippled children from throughout the state." (Missouri Alumnus magazine, Jan. 1931.)

The Barnetts owned the property for only a short time. They had moved away by 1937, and by 1940 it was owned and occupied by Frank M. Lockridge. In the mid 1940s, it was purchased by the Episcopal Church, apparently for use by clergy. At least two different ministers lived there in the late 1940s and early 1950s.

The house utilizes relatively simple Colonial Revival styling which includes a Classically detailed front door surround, a symmetrical facade and a side facing gable roof. Architectural features of note include finely detailed fluted pilasters at the front door and splayed brick headers above each of the windows.

Early Owners/Occupants, and Valuation, if known. From Tax Records and Directories:
1927 O. Barnett $220; 1928-1932 O. M. Barnett $5,000; 1937-39 Juliet B. Rollins $4,600; 1940 Frank M. Lockridge; 1945-50 Parochial Trust Fund of Diocese of MO (No tax); 1947 Occupied by Rev. Roger W. Blanchard; 1951-1956 Occupied by Rev. Harold Bassage; 1955 owned by Calvary Episcopal Church.

Text by: Deb Sheals

Date of Form: 1/29/2013

Sources: Boone County Real Estate Tax Records.
Columbia City Directories, on file at the State Historical Society of Missouri.
Missouri Alumnus Magazine.

Columbia Online Map Project: http://www.gocolumbiamo.com/Maps/Historical_Places
Inventory Form Prepared by Deb Sheals for the Columbia Historic Preservation Commission

Property Name **Almquist, Victoria D. and Elmer H., House**

Address 917 S. Providence Road **Year Built:** ca. 1938

Year of HPC Notable Designation: N/A

Other designations:
Providence Road Project

District name, if applicable:

Link(s):



Style: Colonial Revival
Property Type: House
Architect (s):

Description and History

This Colonial Revival style was built during a post-Depression surge in construction which saw the number of houses in the Grasslands jump from eight in 1927 to twenty three in 1945.

It was probably built for Victoria and Elmer Almquist. The property is listed in her name in 1939 property tax records, and they are both listed as residents in the 1940 Columbia city directory. Mr. Almquist, a Major in the United State Army, appears to have died soon after the house was completed; Victoria Almquist is labeled as a widow in the 1940 population census. The Almquist family moved away from Columbia within a few years, and by 1945 the house was owned and occupied by Elrow D. and Ola Crane. Mr. Crane worked for the City of Columbia, serving as the Chief Engineer for the City of Columbia Department of Water and Light in 1947.

Like most of the houses in this block of the Grasslands, the Almquist house is a two story brick house with Colonial Revival styling. Architectural details of note include dentil molding along the roofline of the main house and the attached garage, as well as a front door surround which includes fluted pilasters and a classical entablature. The house is highly intact, and does not appear to have seen any significant exterior alterations in the past six decades.

Early Owners/Occupants, and Valuation, if known. From Tax Records and Directories:
1927- 1932 J. S. Rollins et. al. $220; 1937 Juliet B. Rollins $200; 1939 Victoria W. Almquist $5,000; 1945 Elrow D. and Ola. Crane $$5,000; 1950 Lyander, Berry, et. al. $5,000; 1955 Meythaler, H. E. and Helen C. $7,400.

Text by: Deb Sheals

Sources: Boone County Real Estate Tax Records.
Columbia City Directories, on file at the State Historical Society of Missouri.

Date of Form: 1/30/2013

Columbia Online Map Project: http://www.gocolumbiamo.com/Maps/Historical_Places
Inventory Form Prepared by Deb Sheals for the Columbia Historic Preservation Commission

Property Name **Chaney, Donald S. and Mary A., House**

Address 923 S. Providence Road **Year Built:** 1954

Year of HPC Notable Designation: N/A

Other designations:
Providence Road Project

District name, if applicable:

Link(s):



Style: Ranch

Property Type: House

Architect (s):
John, Hurst

Description and History

The newest house on the block, this dwelling was designed by notable Columbia architect Hurst John in 1953. Mr. John's original pencil drawings for the construction project are on file at the State Historical Society of Missouri.

Hurst John's involvement with a Grasslands project was fitting; he was a former apprentice of architect Harry Satterlee Bill, who designed several houses built in the neighborhood in the 1920s. Hurst John (1911-1979) attended the University of Missouri form 1930-1932, and later spent three years as a draftsman and apprentice for Harry S. Bill, who was a professor of Architecture and the University. After serving in the Army as an architect during WWII, he returned to Columbia and established Hurst John and Associates. He practiced architecture in Columbia until his death in 1979, designing hundreds of buildings throughout Missouri. He had a a prolific career; records from his practice on file at the State Historical Society of Missouri document more than 700 different clients.

The house was designed specifically for Donald S. and Mary A. Chaney, who moved in around 1954. Donald Chaney was a book salesman for South-Western Publishing Company. The couple divorced or Mary Chaney passed away a few years later, and in 1958, Donald Chaney married Mrs. Rosemary Sullivan Baker. Rosemary Chaney was president of the Missouri State Teachers Association (MSTA) in 1958, and also served as the Social Director for Missouri State College in Springfield. The two may have met on MSTA business; the Teachers' Association was active in the seclection and promotion of school books, and the MSTA headquarters building is located a few blocks away, on S. Sixth Street. (The MSTA building was named a Most Notable Property in 2002.)

Early Owners/Occupants, and Valuation, if known. From Tax Records and Directories:
1927-1932 J. S. Rollins et. al. $220; 1937-1945 Juliet B. Rollins; 1950; T. J. and Mark K. Lewis $200; 1955 D. S. and Mary A. Chaney $7,200; 1958 Donald S. and Rosemary Chaney.

Text by: Deb Sheals

Sources: Hurst John Papers, Collection 3850, State Historical Society of Missouri; Boone County Real Estate Tax Records; Columbia City Directories, on file at the State Historical Society of Missouri.

Date of Form: 1/30/2013

Columbia Online Map Project: http://www.gocolumbiamo.com/Maps/Historical_Places
Inventory Form Prepared by Deb Sheals for the Columbia Historic Preservation Commission

Property Name **Miller, Sen. Roy D. and Nellie M., House**

Address 927 S. Providence Road **Year Built:** ca. 1941

Year of HPC Notable Designation: N/A

Other designations:
Providence Road Project

District name, if applicable:

Link(s):

Style: Colonial Revival
Property Type: House
Architect (s):



Description and History

This Colonial Revival style house was the home of Roy D. and Nellie M. Miller. Roy D. Miller became a state senator shortly after the house was completed, and lived there for most of his time in office.

The house was probably built around 1941, specifically for the Millers, who were the first known owners. Mr. Miller was elected to the Missouri State Senate in a special election in late 1942 or early 1943, to replace W. B. Whitlow of Fulton, who died after being elected in 1942. Miller held the office for at least five years, and he and Mrs. Miller lived in this house until 1955 or later. The Millers may have chosen the location in part for its proximity to the University; three of their sons were graduates of MU.

The house is similar to that of several others in the Grasslands neighborhood, built of brick with a two-story main block and a smaller side wing. It features simple Colonial Revival styling which includes a flat facade with an ornamental central doorway. The wood front door surround has slender fluted pilasters topped by a simple entablature and a triangular pediment. The window openings in the brick walls are enlivened by soldier-course headers and rowlock brick sills. Like most of the houses on this section of Providence Road, it is highly intact and in good condition.

Early Owners/Occupants, and Valuation, if known. From Tax Records and Directories:
1927-1932 J. S. Rollins et. al. $220; 1937 Juliet B. Rollins $200; 1939 Don L. Small $200; 1945-50 Roy D. and Nellie M. Miller $5000; 1955 same $7400.

Text by: Deb Sheals

Date of Form: 1/31/2013

Sources: Boone County Real Estate Tax Records; Columbia City Directories, on file at the State Historical Society of Missouri; Missouri Alumnus Magazine; Official Manual of the State if Missouri 1945 -46.

Columbia Online Map Project: http://www.gocolumbiamo.com/Maps/Historical_Places
Inventory Form Prepared by Deb Sheals for the Columbia Historic Preservation Commission

Property Name **Bardelmeier, J. E. and Fannie M. , House**

Address 929 S. Providence Road **Year Built:** ca. 1939

Year of HPC Notable Designation: N/A

Other designations:
Providence Road Project

District name, if applicable:

Link(s):

Style: Colonial Revival
Property Type: House
Architect (s):



Description and History

One of several Colonial style houses built on this block in the late 1930s and early 1940s, this house was constructed for J. E. and Fannie Bardelmeier.

The Bardelmeiers were bought the undeveloped lot in the late 1930s and by 1940 had moved into the competed house. Mr. Bardelmeier was a salesman for a book publishing company, and Mrs. Bartelmeier was a teacher for the Columbia Public School system. Records show that they shared the house with Fannie Bardelmeier's 23 year old son from a previous marriage in 1940, but had sold the house and moved away by 1945. The next owners were Frank and Lillian Blakemore. Mr. Blakemore was a recent graduate of the University who was working as an insurance salesman in 1947. The Blakemores lived in this house for at least a decade.

In style and form, the house is similar to several others built on this stretch of Providence in the same time period. The houses were built during a post-Depression increase in construction which nearly tripled the number of houses in the Grasslands in less than eight years. Like many of its neighbors, the house is a two-story brick dwelling with a smaller side porch and Colonial Revival styling. The central front door is accented with an original door surround which includes fluted pilasters, dentil molding and a broken scrolled pediment. Recent exterior changes include the installation of new windows and adding white paint to the red brick walls. The basic form and patterns of fenestration are unchanged, however, and the house still looks much as it did when the Bardelmeiers lived there.

Early Owners/Occupants, and Valuation, if known. From Tax Records and Directories:
1927-1932 J. S. Rollins et. al. $220; 1937 Juliet B. Rollins $200; 1939 J. E. and Fannie M. Bardelmeier $200; 1940 J. E. and Fannie Bardelmeier; 1945-50 $5,000; 1955-56 Frank P. and Lillian S. Blakemore $7,400.

Text by: Deb Sheals

Date of Form: 1/31/2013

Sources: Boone County Real Estate Tax Records.
Columbia City Directories, on file at the State Historical Society of Missouri.
U. S. Population Census Records.

Columbia Online Map Project: http://www.gocolumbiamo.com/Maps/Historical_Places
Inventory Form Prepared by Deb Sheals for the Columbia Historic Preservation Commission

Property Name **Grasslands Addition**

Address S. Providence, Bingham, Burham, etc. **Year Built:** 1925-1960s

Year of HPC Notable Designation:

Other designations:
Providence Road Project

District name, if applicable:

Link(s):



Style: Varied

Property Type: Subdivision

Architect (s):
Bill, Harry Satterlee
John, Hurst

Description and History

The Grasslands Addition to Columbia was laid out in 1925 by renowned planning and landscape design firm Hare and Hare of Kansas City, who also planned the Country Club Addition to Kansas City. The upscale residential development was created by members of the locally prominent Rollins family, from portions of G. B. Rollins' (1852-1915) estate of the same name.

The Grasslands was one of the first residential neighborhoods in Columbia with streets that did not follow a traditional grid arrangement, and it may have been the first to have been planned by a nationally recognized design firm. The original subdivision plan included five large irregular blocks, bordered by curving streets, reflecting planning that an early ad proclaimed "has been done in such a manner that the natural beauty of the addition will be utilized to its greatest advantage." Following a practice started by J. A. Stewart in other Columbia subdivisions, all lots came with architectural restrictions that included setbacks and minimum size requirements. As one article about the development noted "No one will be permitted to build bungalows or other small houses in the addition."

Development of the Grasslands was a family affair. It was platted and marketed by the real estate firm of Rollins and Rollins, which consisted of G. B. Rollins' son, James Sidney Rollins (1887-1972) and his brother Curtis B. Rollins (1853-1930). By June of 1927, the new subdivision boasted three new houses, two of which were built for members of the Rollins family. J. Sidney Rollins built a new house at 212 Bingham in 1925, and his sister Margaret von Holtzendorff had a house at 211 Bignham by 1927.

The neighborhood spread west from Providence Road over a period of more than three decades. Although Hare and Hare's original plat included 101 lots, the first plat filed in 1926 included only the east end of that plan, with 34 lots. The rest of the Hare and Hare plan was executed in the late 1940s and early 1950s, and at least two more sections were added in the early 1960s.

Text by: Deb Sheals

Sources: Boone County Real Estate Tax Records; Boone County Deed and Plat Records; Columbia Missourian, 8/24/1925, pp. 2-3 Sec. 2; Rollins family information from Ancestry.com.

Date of Form: 1/31/2013

MINUTES

HISTORIC PRESERVATION COMMISSION MEETING

PUBLIC HEARING ON BURNAM/PROVIDENCE INTERSECTION

IMPROVEMENTS ALTERNATIVE PROPOSALS

January 31, 2013

COMMISSIONERS PRESENT	COMMISSIONERS ABSENT
Mr. Brian Treece	**Ms. Debby Cook**
Mr. Patrick Earney	**Ms. Crystal Lovett**
Mr. Robert Tucker	
Mr. Brent Gardner	
Mr. Paul Prevo	

I). CALL TO ORDER

MR. TREECE: If I could have your attention. It is 7:00, but there is a line not only out into the lobby, but out into the atrium there. And so we're going to give it a few more minutes and let everybody come in, sign in, and find a seat. We have a quorum, and we'll get started here in just a few minutes. Thanks for being here.

(Off the record)

MR. TREECE: I think we'll go ahead and get started this evening. I appreciate everyone coming out tonight on a cold evening. A quorum being present, I'd like to call the Historic Preservation Commission Meeting to order for the purposes of a public hearing to discuss and accept public comment on the proposed Providence Road transportation changes. Just as a matter of some ground rules and some introductions here, we are the City of Columbia's Historic Preservation Commission. From my right is Patrick Earney, Rob Tucker, Brent Gardner, and Paul Prevo. We are missing two members tonight, but we do have five of our seven members here as a quorum. As some ground rules, we do have a court reporter this evening that will be doing a transcript of all the public comments tonight. That will be submitted to the City Council, very similar to the transcript of a Planning & Zoning Committee Hearing. There will also be a video that the City channel is doing this evening, just for the permanent archive as well. While it's not my intent to accept interruptions, if there is something that you just have to say or want to ask a question -- for the court reporter -- please raise your hand, wait for me to recognize you, and when you are recognized, if you wouldn't mind to state your name and address for the court reporter. And, frankly, that goes for my Commissioners as well. What we're going to do this evening, I'm going to ask our City Traffic Engineer, Scott Bitterman, to walk through the Phase 1 and Phase 2; I'm going to make a short presentation; and then we're going to open it up for public comment. My name is Brian Treece, and I chair the Historic Preservation Commission, for the record. And, frankly, as a matter of disclosure, I live at 101 West Brandon, in the Grasslands. And while I don't relish the opportunity to second-guess my friends and neighbors on this issue, it is my intent to have a fair hearing about how we got to this

place; what is Phase 2 about; and give all the interested parties the opportunity to review and comment on some alternative solutions that the Historic Preservation Commission has identified. All of the comments this evening are going to be forwarded to the City Council. I also expect that our Commission will issue a report to Council with a series of recommendations. Kind of as a preamble, if you will, the Historic Preservation Commission made a Sunshine request for all the public records relating to this project. And at the outset, let me say that it's very clear that City Staff and the members of the Grasslands Board of Directors have worked very hard on this issue for many, many years. There have been a lot of discussions, and a lot of incarnations, and a lot of plans. It's also clear in reviewing those emails and public records regarding this issue that the City of Columbia made a deliberate effort to keep opposing stakeholders from talking to each other. The emails reflected that this gave City Staff maximum flexibility to negotiate the best outcome. In fact, a member of the City Council was even encouraged to avoid meeting with rival factions. In my world, keeping people with different opinions apart from each other doesn't always produce the best result, and so what I hope this evening -- and I believe with this project, and this particular plan, would have benefitted from the opportunity to have some greater dialog between both the City, and MoDOT, and the University of Missouri, and the Grasslands, and the Phi Psi house, and taxpayers. That didn't happen. And I have heard from several people that the failure of this level of dialogue has now created a lot of distrust between the members of this neighborhood association and its board of directors. And I think it has also undermined confidence in our very quality City Staff and our elected officials. So what we are going to do tonight is have a hearing on these issues. And while I want it to be structured, I also want it to be enlightening and I want everybody to feel comfortable speaking about this -- asking questions, answering questions, and discussing options -- because this is an important project. So I would like Scott Bitterman, the City's Traffic Engineer, to kind of walk us through Phase 1 and Phase 2. I'm going to present the Historic Preservation's Commission's ideas and concerns about this proposal, and several alternatives, and then we'll take public comment on Phase 1, Phase 2, and possible solutions. So, without objection, let's proceed. Scott, welcome.

II.) PHASE 1 & 2 BURNAM & PROVIDENCE ROAD INTERSECTION IMPROVEMENTS

MR. BITTERMAN: Thank you. My name, again, is Scott Bitterman. I'm the street manager for the City of Columbia, which includes the traffic section. And what I'm going to attempt to do is go through the same presentation that was provided to City Council during the public hearing for Phase 1 of this project. The project basically began as a 2005 ballot issue. In the 2005 ballot issue, there were quite a few projects identified throughout the City of Columbia that could be constructed, and one of the roadway projects that was identified was a way for the west side of Providence to be able to access the roadway at a signalized intersection. So the original concept was to take Burnam and provide a fourth leg up to the intersection of Rollins and Providence, which is currently signalized. So three criteria that were needed: We wanted to make sure that there was -- the main purpose was to get the Grasslands neighborhood access to Providence at a signalized intersection; we need to

retain University access to a signalized intersection, as they currently have at the intersection of Rollins and Providence; and then a third criteria that we need to look at for this project is to make sure that through traffic movement on Providence, which is a huge majority of the traffic that goes through this area, is also maintained. In 2008, there was an Interested Parties Meeting concerning this project. And a large number of options was looked at to make sure those three needs were met. You know, you can look at all of the different options here. There were options to, you know, extend a roadway up to Garth, which eventually would allow this neighborhood to get up to Stewart Road to a signalized intersection. There were options that brought legs up to Turner for a four-legged signalized intersection. There were options at Rollins to extend roadways either to Clarkson or to signalize a fourth leg down to Burnam -- different ways to get all of this traffic up to a signalized intersection. There was an option down here on to Stadium Boulevard to where one of these legs from the neighborhood could be brought up to a signalized intersection at Stadium and Carrie Francke. And then a lot of the options had an improvement of this roadway here (indicating) internal to the neighborhood because we anticipated that any adjustment that we made would change how traffic currently circulated through the neighborhood. All of the options had a median barrier placed on Stadium Boulevard, which was a requirement from MoDOT. They said that if we do any changes to the way that the signals work on Providence, we would need to ensure that we didn't reduce the amount of through traffic that the roadway handled, so all of the options needed to have some component of improvement onto Providence to ensure that the through traffic was still served well. The main reason that MoDOT was -- initially was stating that they needed to have some sort of a barrier was that in a congested condition, motorists a lot of times will attempt to make a left turn and when traffic is backed up, you can see that sometimes it looks like you can go ahead and make a safe left turn. This picture is actually near our 63 and Grindstone interchange. This would -- picture would be a vehicle getting ready to turn left right before the Ice Chalet building. And the traffic that is right here is backed up from the first traffic signal at U.S. 63, so this would be eastbound traffic. So what happens a lot of times in a constrained condition, you'll get a situation like this. You will be waiting to make a left turn, somebody stops here and they'll say, Go ahead, make your left turn. And you'll start to make your left turn, and then somebody comes on right on the other side of them -- you can see in this case a passenger car is actually blocking the view of a full-size truck. So when you're in that constrained condition and you make those left turns, a lot of collisions can occur. And so as part of the analyzation of all the different options, MoDOT looked at all the traffic collisions that were currently occurring on Providence at the intersections, and that's why the median was a requirement at the initial stages. So from there, there was an Interested Parties Meeting in 2010 where several options were presented to the public just to gage which ones would be most supported by the public. So I'm going to go through the options that were looked at in the 2010 Interested Parties Meeting. This option was a signalized intersection at Rollins and Burnam. It was kind of the initial idea of bringing a fourth leg up to the signal at Rollins. Some of the challenges with this option is the very

short stacking distance on the east side of the road. Currently, there's only, you know, a handful of cars that can get queued up at the signal, and then the signal light will turn green. The signal light will be green for, you know, a handful of seconds. And for those first handful of seconds, you can get two cars going through the light at the same time. But then after that, once the traffic in the short section goes, then you just get one car at a time coming through there, so it's a very inefficient way to run a traffic signal. So in order to make this option work for all the criteria needed, by bringing up a fourth leg to the existing traffic signal, that means that if all of these approaches used to have equal times -- let's say it was equal time of, you know, 33 seconds, then when this one comes up, each leg might only get 25 seconds. So, basically, you're adding a whole other phase to an intersection, and we need to make sure that we also serve this traffic on Providence. So in order to do this, there were dual left turn lanes that were needed out on Providence. The streets on the University side -- this is Fifth Street. It would need to be made one way in the southerly direction, and then Rollins would have needed to be made one way away from the intersection. And that way you could get the stacking at the traffic signal backing up onto Fifth Street, and when the light turned green, you could still get that efficient movement. One of the reasons at this Interested Parties Meeting that this one wasn't a popular option is because of the one-way streets on this side. The University didn't feel that that met their needs from a master planning aspect. And then also on this side, the property owner was very opposed to bringing this leg of Burnam up to the Rollins signal. Another option that we looked at at that 2010 meeting was a traffic signal at Rollins and Providence, not bringing the fourth leg up, but adding a signal at Burnam instead. So you would have a two-signal system: One at Rollins; one at Burnam. You would still have the one-way streets on the east side. The University did not prefer those, and so this option didn't have a lot of support either. We looked at an option of signalizing Rollins, and instead of a signal down at Burnam, we would run a west leg to the intersection over to Clarkson, so a lot of similar aspects. You would have the one-way streets on the east side, which didn't make it very favorable. Another option was a signal -- a four-legged signal at Turner. In this option you would have a fourth leg that would go down to Clarkson. This would be the access from the west side. And then you would remove the signal at Rollins, and then there would not be a signal at Burnam either. There was one signal replacing Rollins at Turner. And the option that seemed to have the most support based on the input we received at the 2010 Interested Parties Meeting was a signal at Turner that would basically serve the University side of the -- of Providence, and then a signal also at Burnam, which its primary function would be to service the west side or the neighborhood side. So the -- based on all of our input that we had at that 2010 Interested Parties Meeting, we determined that this was the best one that had the least opposition at that time. One of the things that all the options had was this improvement at Birch. Because of the median on Providence, this was an option that we felt was necessary because it did change a lot of the circulating traffic in the neighborhood. One of the things that I also wanted to point out, and a lot of the reason that there was so much opposition to the median idea was the flexible delineators. The

way that this median was going to be constructed, it would basically be a little concrete pad that the yellow flexible delineators would sit on. And a lot of people thought that was not an aesthetic condition that they wanted to see out on Providence Road. So working through those ideas there was never great neighborhood support for any of the options that we presented because of that median that was required out on Providence. One of the things that MoDOT really wanted was an additional lane that would feed the traffic signal down at Stadium and Providence. There's a large amount of traffic during the p.m. rush hours where when that traffic backs up, somebody trying to make a right turn, they can't even get up to the right turn pocket, so the traffic will back up, you know, pretty far from Stadium Boulevard during the p.m. rush hour. So this median, it would serve a couple of functions. It would improve safety by eliminating left turns in the area. It would provide an additional southbound lane, which could be a right turn lane, and that would improve the through traffic on Providence Road, which was one of the criteria that was needed for the project. Well, the median was really, you know, a catch point from the neighborhood perspective. It seemed like anything that we came up with there was opposition to the whole project because of the median. So an idea came up, well, what if we put in a new residential feeder street between Burnam and Bingham, and then that would help all of the neighborhood traffic not having to backtrack all the way to Birch when they were going through the neighborhood. So having one closer to Providence seemed to be a way that we could gain more support for the project. One concern that we had with putting a roadway that close to Providence was being so close, would traffic block that feeder street and cause traffic to back out onto Providence. And we felt that, you know, based on the traffic volumes that were there that there were opportunities that we could mark the intersection with Do Not Block markings, and then we could prevent that traffic from backing out onto Providence. In 2012, there was a meeting in the Grasslands neighborhood, and a concept was developed that would look at an addition to this connector street between Burnam and Bingham, that there could also be a connector street that extended from Bingham down to Brandon. And this is, basically, a sketch to come out of -- or that might have been shown at that meeting. And it still had the main components of the preferred alternative from the 2010 Interested Parties Meeting, and a signal up at Turner and a signal at Burnam. One of the things that, you know -- it seemed like things were being added and added and added to the project -- in 2005, when we looked at the original project, it was just a little fourth leg to the intersection, and so we decided that there would not be enough money to do everything that was being asked of the project in order to get support, so we looked at a phased approach. So one other thing that we needed to do to get that support was to get rid of the median out on Providence, and a lot of people were very opposed to the flexible delineator concept. And so to get MoDOT support, one of the things we said was, Well, what if you take away some of the access to Providence Road. The concern being in the congested traffic flow, if we make it to where the folks aren't turning into Bingham through the congested condition and get them turning up at the signal, would that be a way. And this is an option where MoDOT stated that if we -- this connected

Bingham from Providence, then we didn't have to build the median out on Providence -- or on Providence with the flexible delineators. So this was the first option that we came across where the flexible delineators out on Providence were not a requirement. So what we took back in November to the public hearing was Phase 1. This would be the project that has had the public hearing and the IP Meeting, so it includes a lot of the options that we just talked about. Starting up at the north end of the project, it has a signal at Turner. It primarily services the vehicles on the east side of the roadway. Vehicles on the west side of the roadway only have the option to turn right. It also has a signal at Burnam. The primary purpose of this signal would be to serve traffic on the west side of the road, so they have signalized access onto Providence, but the traffic on the east side of Burnam, when they get to the signal, their option is to turn right. This is a split, so there's a match line right in this area. Here's the signal at Burnam again. It's got the connector road between Burnam and Bingham, and then it's got the disconnection from Providence. So this -- in Phase 1, you would not have a connection of Bingham to Providence. Down at Brandon, there would be a right-in/right-out island, so left turns would not be allowed at Brandon. And then a right turn lane gets extended from approximately this point back to Brandon Road. So this extension of the right turn lane will help the capacity on Providence Road, and that's something that's needed when we add a signal. Because anytime you add a signal to a signalized road, basically, it takes capacity away from the through movements and gives it to the side streets. It favors the side streets over the through movements. So this is a way to help improve the capacity on Providence Road. This is just a zoomed in view of the Phase 1 improvements. It shows the signalized intersection at Turner. The traffic signal is removed from Rollins. A raised median would be constructed on Providence between Rollins and Burnam -- the raised median. There would be a signal at Burnam with pedestrian access across Providence on the south leg. And the connector road would run from Burnam down to Bingham. Here's the access that's being removed from Bingham. And then down at Brandon, you can see the right-in/right/out island at Brandon. Only right turns are allowed. And then the extended right turn lane from Brandon to Stadium Boulevard. And then something that I wanted to point out at the Burnam signal, there was some concern because it's not just a vehicle project. We want to serve all modes of transportation. Pedestrian access across Providence is very important as well. There would be a signalized crosswalk across the south leg of Burnam. There's a southbound right turn lane at the traffic signal of Burnam and Providence. This is an important function to help with the capacity of the northbound left turns. There would be no southbound left turns onto Burnam. That instead would be replaced with a median. And then, like I said, there would be no pedestrian access across the north leg of Providence. And the reason for the -- only allowing pedestrian access across the south leg is to keep the signal at Burnam working with three phases. If pedestrians are allowed to move with the traffic that's leaving the neighborhood, they can go at the same time. So if I split, you know, the time that would be in a minute at the intersection -- if I gave 25 seconds to the traffic on Burnam, the pedestrians could use that same 25 seconds. The northbound left turn then would get

about 15 seconds of that minute. And then the main traffic on Providence would get about 60. I just said that wrong. The actual time that the cycle -- the intersection cycle out there is about 100 seconds, so about 60 seconds of that 100 seconds would be on Providence. And if we added an extra phase so that the pedestrians went across the north leg of the intersection, then you would have to add yet another 25 seconds, and that 25 seconds would have to come from somewhere. We would either have to not allow the northbound left turns to have a green arrow or we would have to take some of the through time away from Providence. And then, also, the public hearing for Phase 1, we showed the concept of what Phase 2 could look like in the future. So Phase 2, it has not had a public hearing. It's not considered, you know, something that's had an Interested Parties Meeting. It's a future idea. And Phase 1 is what Council at the public hearing instructed us to move forward with.

MR. TREECE: Thank you, Scott.

MR. BITTERMAN: You're welcome.

MR. TREECE: Clearly, there are no easy answers, and I know you have looked at a lot of alternatives. I think the Historic Preservation Commission got involved when it was voted on by Council to remove several of these homes. And just a couple of questions, and then I'll ask the Commission to chime in as well. What -- what was the process for receiving MoDOT's comments on these plans? I mean, did you send an engineer drawing to them and they emailed you back? Did you have a meeting with them? How did that work?

MR. BITTERMAN: We meet monthly with MoDOT engineers to discuss different traffic issues. MoDOT has the jurisdiction on a lot of major roadways in Columbia, and we meet regularly with them to go over different issues that are affecting the citizens of Columbia. And some of the discussion topics would be, you know, what can we do on Providence in order to get the MoDOT approval. So a lot of them were discussions and meetings.

MR. TREECE: Did they ever craft a map or a drawing of what their ideal improvements would look like?

MR. BITTERMAN: Not to my knowledge. MoDOT's position is why don't you present something to us, and we'll evaluate it. They didn't really want to, you know, dictate what occurred. They wanted it to be more of a City-generated idea, and they would either say yay or nay on those ideas.

MR. TREECE: Did you ever look at signalizing the Bingham intersection or was the bias for action always at the Burnam intersection?

MR. BITTERMAN: The Bingham intersection, I don't believe that one was ever looked at as an option -- not to say that it couldn't be looked at -- but, you know, one of the major things that we want to do as designers is look at complete streets, and we did have a lot of requests for pedestrian access at Burnam. Burnam has, you know, four legs to it, and their sidewalk system that leads up to

that intersection, so it really makes more sense from a complete street standpoint to look at that intersection instead of Bingham, which would primarily be a vehicle access point.

MR. TREECE: Brent -- Commissioner Gardner?

MR. GARDNER: Thanks. There are no sidewalks on Burnam that go west of Providence, so just walk me through this -- no pun intended -- people that are coming from, say, Clarkson and Phi Delta house in that area or the duplexes there on Burnam, coming to that intersection will be walking in the street; is that correct? I mean, is that how it is set up right now?

MR. BITTERMAN: That's how it is today. I understand that there's, you know, master sidewalk plans being looked at, and there's --- that's been identified as a future need. So that's something that's being looked at -- just like this roadway project is a future need.

MR. GARDNER: Okay.

MR. EARNEY: Scott, can you --

MR. TREECE: Commissioner Earney?

MR. EARNEY: When you're -- do you know what the proportion of the southbound Providence in a day is that goes eastbound on Stadium?

MR. BITTERMAN: I don't know that off the top of my head. No.

MR. EARNEY: Ballpark guess?

MR. BITTERMAN: Southbound traffic?

MR. EARNEY: That goes eastbound on --

MR. BITTERMAN: East?

MR. EARNEY: Yeah. Onto Stadium.

MR. BITTERMAN: I wouldn't want to guess. It's a lot.

MR. EARNEY: Compared to the through traffic?

MR. BITTERMAN: Compared to the through traffic, I really -- I don't know. I don't know the answer to that. There's hundreds of cars during the peak hour. When we look at the traffic volumes, we typically look at it during the peak hours. That's what we design for. So in a day, I don't know how many right turns there would be there.

MR. EARNEY: In a peak hour, do you know that?

MR. BITTERMAN: I can find that rather easily, but I don't know that off the top of my head.

MR. EARNEY: Thanks.

MR. TREECE: Commissioner Tucker?

MR. TUCKER: On -- with regard to those -- that southbound traffic turning right, did you ever consider two right turn lanes southbound on -- from Providence onto Stadium?

MR. BITTERMAN: In any of the concepts that we developed, we did not look at dual right turn lanes. The right turn -- it's actually not a capacity issue for the right turns at that location. If the vehicles could just get to that right turn pocket, they would be able to turn. The reason for that is there is a lot of through traffic that is going southbound as well, and so if they were going at the same

time as the through traffic, they could also make that turn at the same time. In addition to that it is in a traffic signalized intersection like that, the right turn movements are also shielded during left turn movements. So if you're eastbound on Stadium making a left turn to go northbound on Providence, those right turns are able to use that green time freely as well. So the -- it's not really a capacity issue where we would need two lanes there, it's just a matter of getting the right turners to that location where they can make a right turn.

MR. TUCKER: Thank you.

MR. TREECE: Scott, can you talk a little bit -- while we've got this -- oh, sorry. Commissioner Prevo?

MR. PREVO: I was just going to ask, was -- I know there's interested parties that own the vacant lot there on the corner of -- what is that -- Bingham and Providence? Was there -- is there any bias in the action towards being able to utilize that since they are officers of the neighborhood association?

MR. BITTERMAN: I guess I don't understand your question.

MR. PREVO: Let me see if I can clarify it. Basically, was there extra influence in trying to do the traffic patterns the way you've described utilizing the vacant lot that's on the corner there as opposed to other alternatives?

MR. BITTERMAN: I don't know where the vacant lot is.

MR. PREVO: Sorry. Burnam. No, it's at the corner -- yeah, Burnam and -- there you go. Thank you for the lovely arrow circling.

MR. BITTERMAN: Okay. There is really -- I didn't consider property ownership or anything like that when we were looking for options. We were just looking for solutions to the traffic needs. So, you know, the traffic needs -- the three criteria that we were looking at were the traffic on the east side of the road, the traffic on the west side of the road, and the through traffic on Providence. So, you know, it's really too preliminary at that stage to look at which property owners are affected. We are just looking for solutions. And then as you get further along into a design process, that's when right-of-way plans are developed and you negotiate with property owners.

MR. TREECE: Speaking of solutions, whose solution was this?

MR. BITTERMAN: Whose solution was what?

MR. TREECE: Phase 1 and Phase 2. Where did that concept come from? Because I've heard, oh, that's MoDOT's idea; I've -- the neighborhood says it's the City's plan; I have an email from Helen Anthony that says it's -- it's John Ott and John Glascock and Robbie Price's plan. I mean, where did it come from?

MR. BITTERMAN: The first time that I seen it was in that 2011 drawing that I showed in the slides where it was a hand-drawn sketch based on one of our concepts. So I don't know who produced that drawing. It wasn't produced by my staff.

MR. TREECE: It wasn't produced in-house by the City?

MR. BITTERMAN: Yeah. We replicated that drawing. What you see here -- this computer-generated drawing --

MR. TREECE: Yes.

MR. BITTERMAN: -- is a replication of that, but the original drawing wasn't done by City staff.

MR. TREECE: Was -- and maybe just following up on Paul Prevo's question there, was the northwest corner of Stadium and Providence ever, like, off the table for discussion? I mean, you didn't evaluate the two right turn lanes, but --

MR. BITTERMAN: In this area?

MR. TREECE: Yes.

MR. BITTERMAN: It's never come up. I've never talked to the property owner to my knowledge, unless --

MR. TREECE: And are you the best -- can we talk about budget for a minute? Are you the best person to talk about Phase 1 and Phase 2 money?

MR. BITTERMAN: I can discuss it.

MR. TREECE: Do you want to walk us -- tell us what Phase 1 is and kind of what makes that up, and then -- and then what Phase 2 is.

MR. BITTERMAN: My computer is not working right now. It's not working.

MR. TREECE: All right. We can come back to that if you want.

MR. BITTERMAN: There we go. So Phase 1 is what I showed towards the tail end of the slides, and it showed the signals at Turner -- do you want me to go through all the Phase 1 portions of --

MR. TREECE: No. I'm just thinking ballpark, really.

MR. BITTERMAN: I don't have the public hearing document in front of me to quote you what the price was.

MR. TREECE: All right. We can come back to that.

MR. BITTERMAN: Okay.

MR. TREECE: And then just before we move on, what is -- was there ever a meeting with Public Works, the Grasslands neighbors, Phi Psi's, the owners of the Providence Road homes, and the University -- and I know HPC wasn't there, but was there ever a meeting with all of them in the same room at the same time talking about this concept?

MR. BITTERMAN: There were lots and lots of meetings. I can't tell you if all of those people were in the same room at the same time. I don't know.

MR. TREECE: But you never convened at, like, a stakeholder's meeting for Phase 1 and Phase 2 with those people?

MR. BITTERMAN: Well, we had the public hearing, so everybody was invited to the public hearing, obviously.

MR. TREECE: But the Council voted on it at that same public hearing, so that's not really -- well, let me -- let me ask it a different way: What is the City's policy for an Interested Parties Hearing?

MR. BITTERMAN: For a major roadway project, anything over $50,000, we have interested -- at least one interested party meeting, and then we have a public hearing.

MR. TREECE: Okay. Was --

MR. BITTERMAN: Our Interested Parties Meeting was in 2010, where we narrowed quite a few options down to the ones that we showed in 2010, and gathered the public's input. And then we had the --

MR. TREECE: But Phase 1 and Phase 2 never had an interest-- capital I, Interested, capital P, Parties Meeting -- IP Meeting.

MR. BITTERMAN: Yeah. Phase 2 has not has -- I mean, the only thing that the public hearing was for was for Phase 1, so Phase 2 is just a future concept --

MR. TREECE: But there is a difference between a Council hearing and an Interested Parties Hearing. I mean, there was an Interested Parties Hearing on six maps -- or five maps, and the option of doing nothing in 2010. This concept wasn't part of that; is that right?

MR. BITTERMAN: Correct.

MR. TREECE: Okay. Would it be on -- Commissioner Gardner?

MR. GARDNER: Yeah. When were the -- I don't know if you know this or not, but these six -- the eight properties we are discussing here that are on Providence, when were they notified of this plan -- Phase 1 and Phase 2?

MR. BITTERMAN: Prior to the public hearing.

MR. GARDNER: Do you know how much before the public hearing they were?

MR. BITTERMAN: I could find the -- the date of the letter, but I don't know --

MR. GARDNER: I'd love to know that.

MR. BITTERMAN: I don't know. It's usually three to four weeks before.

MR. TREECE: And this was voted on at Council and approved on November 19th?

UNIDENTIFIED SPEAKER: Yes.

MR. TREECE: Let me -- is it -- I'm struggling with this. Is this -- is it unusual for the City to have a $7 million dollar transportation project and -- that involves imminent domain and not have an Interested Parties Meeting?

MR. BITTERMAN: No. We always have Interested Parties Meetings for that type of project.

MR. TREECE: Except for this one.

MR. BITTERMAN: No. We had -- in 2010, we had an Interested Parties Meetings.

MR. TREECE: But the Phase 1 that was approved by Council did not have an IP Meeting.

MR. GARDNER: In 2010, this plan did not come up.

MR. TREECE: Did CATSO ever review --

MR. BITTERMAN: The whole purpose of having Interested Parties Meetings is to get input from the public and figure out what options the public wants us to bring forward --

MR. TREECE: But should that happen before the Council approves it? Did CATSO -- the Columbia Area Transportation Study Organization -- ever review Phase 1 and Phase 2? They review all transportation plans and amendments.

MR. BITTERMAN: No.

MR. TREECE: No. P & Z?

MR. BITTERMAN: No.

MR. TREECE: No. Okay. As part of our public records request, the Historic Preservation Commission obtained an email from Helen Anthony regarding a meeting between her and three other City Council members, so that would be four out of the seven. In it she said, If the Council agrees to proceed, we should schedule an Interested Parties Hearing. Why didn't that happen?

MR. BITTERMAN: You're asking me questions that I don't know the answer to. I'm just -- I'm at the service of the Council and I'm --

MR. TREECE: I appreciate that.

MR. BITTERMAN: -- designing what I need to do.

MR. TREECE: Got it. Any other questions for Scott Bitterman?

MR. GARDNER: Not right now. Thanks, Scott.

MR. TREECE: Thank you, Scott. Well done. Rachel Bacon, would you put up my -- I'm sorry -- is it relevant to Scott Bitterman?

MR. GIBBS: Yes. It's relevant to this issue at this moment.

MR. TREECE: Perfect. Would you mind just to state your name and -- for the record -- and if you have a quick question, that would be great.

MR. GIBBS: It's very fast.

MR. TREECE: Please.

MR. GIBBS: Finley Gibbs. And one thing that seemed unclear to me was -- do I need to be up at the podium or just --

MR. TREECE: If everyone --

MS. BACON: Ideally.

MR. TREECE: Thank you. Would you mind?

MR. GIBBS: Certainly.

MR. TREECE: Okay. And then -- I don't want -- I don't want to break with our protocol here.

MR. GIBBS: I don't -- I don't want to slow you down either.

MR. TREECE: Thank you.

MR. GIBBS: But the issue that I had was that I didn't understand from Mr. Bitterman's statements whether there had been the same series of meetings for Phase 2 that there had been for Phase 1. It was my understanding that the Council had already voted on Phase 1, but that no action

had been taken on Phase 2. And I was confused about what has happened for Phase 2 as opposed to Phase 1. I thought they were different situations. That's my question.

MR. TREECE: Thank -- thank you. And may I rephrase that? Is -- what is the process for Phase 2 at this point, Scott? Can you tell us what that is?

MR. BITTERMAN: Phase 2 is a future unfunded capital project. So, you know, there -- I don't know the exact number, but there's 100s of unfunded future capital projects. You know, from a design standpoint, that's so far out that I don't spend any time going over those drawings typically. You know, at the -- at your Commissions' request, we've looked at some sketches for some alleys and those types of things, but it's so far out and it's unfunded that typically we are only working on funded projects, and that would be Phase 1.

MR. TREECE: Do unfunded capital projects always get approved by Council?

MR. BITTERMAN: Certainly not.

MR. TREECE: Okay.

MR. BITTERMAN: There's not --

MR. TREECE: It's -- it's --

MR. BITTERMAN: -- enough money to fund all of the needs.

MR. TREECE: And Phase 2 is scheduled for a public hearing by Council and a vote on February 18th?

MR. BITTERMAN: Not to my knowledge.

MR. TREECE: Commissioner Gardner?

MR. GARDNER: Thank you. If Phase 1 happens and Phase 2 never gets funded, then what does this project look like? I mean, is it -- that means that the two houses between Burnam and Bingham get removed, the side road gets put in the -- what are you calling it -- service road gets put in between Burnam and Bingham, and Bingham is now closed. Correct?

MR. BITTERMAN: Well, what Council has directed us to do is to proceed with Phase 1. And so we will begin design process on Phase 1 of the project. So there are several other steps that would need to occur. We would also need an ordinance to acquire from Council -- if through the design process we need to take those properties -- then we would have an ordinance to acquire that goes through City Council and there would be a bid ordinance. So as we go through the design, there would be additional options for Council to look at it, and, you know, as you go -- the only thing we have looked at so far is a conceptual sketch through the public hearing, so, you know, there could be different design aspects that come up after we get a more detailed survey where, you know, items need to be adjusted.

MR. GARDNER: Does Phase 1 work without Phase 2, from a traffic perspective?

MR. BITTERMAN: Yes.

MR. GARDNER: So Phase 1 would actually function without -- without Phase 2 ever happening?

MR. BITTERMAN: Yes.

MR. GARDNER: Okay. Thank you.

MR. TREECE: When is the Interested Parties Meeting for Phase 2?

MR. BITTERMAN: There's not one scheduled.

MR. TREECE: Thank you.

III.) PROPOSED ALTERNATIVES TO PHASE 1 & 2 BURNAM & PROVIDENCE ROAD INTERSECTION IMPROVEMENTS

MR. TREECE: Well, let's -- what I would like to do is kind of run through the Historic Preservation Commission's presentation on this. This Commission was -- this presentation, rather, was approved at our meeting on Tuesday, January 29th. And I hope you had a chance as you came in to take a look at some of the research that had been done on the eight homes that are proposed for demolition, two in Phase 1, six in Phase 2, as well as just some history about the Grasslands neighborhood. The Grasslands' addition was laid out in 1925 by Hare & Hare Architects. They are the same Kansas City architecture firm that designed the County Club Plaza. The first 101 lots were platted in 1926, and the first 34 of those were initiated in the next year. All of these eight homes are part of the original plat in the original 34 homes of the Grasslands Association. The 1925 English Tudor -- there's evidence that that is a Harry Satterlee Bill house, a well-known Columbian and regional architect here. It was the first house built in the Grasslands. It broke ground at the same time that the English Tudor at the corner of Bingham and Wayne -- the foundation was poured. In fact, there's an advertisement back there that promotes those first two homes as this new neighborhood in Columbia that is one of the first residential neighborhoods that features non-- that features winding streets, which you see all the time now. But prior to that, it was all grid work. So I encourage you to take a moment to take a look at the homes. There's a Hurst John home -- 1954 Hurst John home, three Colonial Revivals between 1928 and 1938, so interesting history -- and we'll come back to that in a minute. I want to follow up on something Scott said with respect to the needs assessment. And this is something that we have been hearing from people as we talk to them, both neighbors and across the city. And I'm sure some of you will talk about this as well in that public safety is our number one concern, including crosswalks, and lighting, and sidewalks. A lot of people have trouble getting in and out of the Grasslands safely, and that's clearly a top priority. And I've heard from a lot of residents of the Grasslands that they want to make sure that there is safe access for fire and ambulance into the neighborhood. And I think, citywide, there's a clear desire to ease congestion at that Providence and Stadium intersection. We found a document -- going back again, this has been on the drawing board for 10 years, but these key stakeholder issues have not changed, and they've been repeated in almost every memo that our Commission has reviewed. MoDOT simply wanted a signalized intersection that avoids turning conflicts. And Scott had a nice picture of those turning conflicts when you are trying to cross traffic there. The City of Columbia wanted a reasonable cost solution that addresses the public need. The Grasslands simply wanted a signalized intersection

and no median. The Phi Psi didn't want any impact to their property, and if there was impact, they hoped it was minimal -- or could be minimized. And the general public wanted improved safety, improved traffic capacity, and they wanted it to be cost effective. And I think the Historic Preservation Commission has said -- and certainly with recent discussion -- that there is a strong desire to preserve historic homes. And when you preserve homes, you help stabilize the neighborhood. We stitched together a streetscape of the current homes facing Providence, and believe that it makes an attractive face of this historic neighborhood. Clearly, these eight homes were some of the first homes built in the Grasslands. You can see the English Tudor at the -- at the beginning intersection right there -- the Harry Satterlee Bill house. And for many people who visit Columbia, they come down Stadium, and they come down 63 to Stadium to go to our athletic complex, and it becomes the downtown gateway for residents and visitors to Columbia. It also creates an important visual screen for neighbors in the Grasslands neighborhood between the busy Providence Road and these interior neighborhood homes. And when you have those trees and those structures, that provides an important noise buffer and screening and sound barrier for those homes. The problem is, and what we've all heard, is that this busy street often contributes to owner turnover in that neighborhood. And when you have turnover -- and coupled with the undesirable driveway access of those homes that face Providence, sometimes leads to a trend towards rentals. Some believe that nonowner-occupied homes weaken the long term stability of that neighborhood. I've talked to and have received comments. Some are here tonight; some sent written comments from every homeowner of these Providence homes. And I think there is a distinction between rentals and owner-occupied homes, at least -- well, I can start -- starting at the right hand side, that is a MU professor and Vice Chancellor that own that, and I believe their daughter lives there. The second house is currently unoccupied. That owner is here this evening. I don't know anything about -- about the yellow front door, other than there are -- there's probably a clear rental problem there. The -- I don't know about the next one. The next one is the Hurst John house. The second -- the next to the last one there is a St. Louis firefighter, who rents that for his two children who attend Mizzou. They are big sports fans. And he said when his children graduated, they were going to retire and move to Columbia. Those plans are now on hold because of -- of what's happening here. The same with the owner-occupied house -- their children live in that house, and they live in St. Louis. Under Phase 1, the first two homes are demolished. The cost for that is $1.2 million dollars, $400,000 each is what the City has budgeted for both the vacant lot and the English Tutor and the Harry Satterlee Bill home, plus $80,000 for demolition and removal. And under Phase 1, the Bingham entrance and exit is blocked from use, and, of course, Brandon becomes right-out only -- right-out/right-in. And then this 32 foot access road is built from Burnam to Bingham. So under Phase 1, the first two homes facing Providence really become an excess road, because that Bingham entrance is removed. Looking at the cons of Phase 1, what we've identified is that really Burnam -- unless you're turning right into the Grasslands, Brandon -- but Burnam really becomes the only way to get in or out of the neighborhood for residents,

ambulance, and fire. Every indication that I have seen from the public records that we've obtained is that Phase 2 is five or ten years away at best, if at all. And when you remove two out of the three entrances into this neighborhood, I think it poses an increased risk for fire and ambulance access to that neighborhood. This Burnam traffic light, I think attracts a lot of cars. There are no sidewalks for the pedestrians there. I don't know where they're going to walk that -- they've added a lane to Burnam. They have added crosswalks, but there is no sidewalks or lights to Burnam Road. Burnam traffic turning left is going to create a stacking problem for those that are trying to come in and use this new access road, and the Burnam traffic can't cross Providence to get to campus for the students that are trying to go back and forth between this neighborhood. I don't know how you would get onto campus from there unless you went -- turned right, and then came back through the hospital or -- I guess turn left and went to Turner and came in that way. The other cons with Phase 1 is that Providence is not widened under Phase 1. And right now, the landscaping budget only includes seed and sod. There is no trees budgeted for that. The total cost for Phase 1 is $3.2 million, and the primary gateway for this historic neighborhood now becomes a fraternity and a vacant lot. Here's the drill down on those -- on those budget figures, if we want to look. A lot of people have asked me, Well, how do they close Bingham? Do they put a pile of dirt there? Do they put a concrete barrier there? According to the City's budget, they assume full closure, and that includes removal of the existing pavement. I talked to a lot of people, and I asked, Well, whose idea is this? And everybody tells me, Oh, that's MoDOT's idea. I talked to MoDOT and I've talked to the district engineer and I've talked to their traffic engineer, and I have an email from them. And they said that closing of Bingham is the City's idea. We also have the budget figures for the acquisition of the properties. It's interesting, going back through original drawings was two years ago the cost to acquire those properties was $300,000 each, unless we used condemnation. Now, they are $400,000 each for both of the houses, and now there's three units, including the vacant lot for $1.2 million dollars, plus the demolition. So under Phase 2, it would demolish the six additional homes between Bingham and Brandon, and leaving one house at the corner of Stadium and Providence standing. The total cost for that is $2.4 million. Again, $400,000 per vacant -- per parcel there, plus $240,000 to remove and demolish. A 32-foot access road is built between Wayne and Providence, with two earthen berms. And, again, the City has only budgeted for seed and sod. They've budgeted more for storm water control than they have for landscaping. The center turn lane is removed, and the median of 860 feet of concrete is constructed there according to the City's budget. Providence is widened slightly. It starts at the second parcel south of Bingham, where they add a one-lane 635-foot turn lane all the way to Stadium. I was under the impression this is scheduled for a hearing on February 18th. Perhaps that has been changed. So under Phase 2, the face of the Grasslands really becomes an access road similar to any subdivision on a busy highway. You can go south on Providence and see the exact same thing. You can go south on Highway 63 and look across from KOMU and see this exact same thing. What we see as the cons of Phase 2 is that the historic neighborhood really loses

much of its identity. You completely lose the noise and visual buffer when these six homes are demolished, and the Wayne Road neighbors that currently face the interior of the neighborhood, their backyards now become the public face of the neighborhood. The Phase 2 access road really parallels Wayne Road and Providence Road. The Phase 2 access road costs $2.8 million, in addition to the acquisition and demolition costs. And when you remove those homes, you lose about $17,000 per year in property taxes that they currently pay. Again, the cons, a lot of noise and light pollution into that neighborhood, and I would argue that once MoDOT has access to that additional right-of-way, Providence could continue to expand into that neighborhood. The total cost of Phase 2 is $3.3 million. When you combine both of them, it brings it up to $6.9 million and-some change -- and, again, the City's budget costs. We can go back to these if we need to. So let's look at some alternative solutions. And, clearly, one solution is to do nothing. In fact, I think the do nothing option at the 2010 public meeting got the most votes, if you will, for the people that participated in that meeting. Indeed -- well, I've heard a lot of people say that traffic is only a problem certain times of the day and certain times of the year. In fact, we got a traffic study this afternoon from the City that actually shows the traffic flow of southbound Providence is less this year than it was two years ago, going back to 1998. I'm not saying that traffic is decreasing, maybe people are finding different routes or we've developed different habits or different routes, but -- but, clearly, it's -- the traffic indicated by MoDOT that it's not the same this year; in fact, it's less than what it has been in the past. The collision data that currently exists may not support a $7 million solution here. The con is that's probably from a planning perspective, not the best proactive way to address the safety and traffic concerns in the future, and it really negates all the work that the neighborhood and the City have done so far on this. Clearly, another solution would be before we do anything to go back to the drawing board, and I would suggest that having a stakeholder's meeting between the Grassland neighbors, the Providence Road homeowners -- and I draw a distinction between those two, the City of Columbia, the University, and MoDOT would probably benefit from getting in one room and having a dialog about what the best solution here is. At a minimum, it should be reviewed by CATSO, just like every other transportation improvement plan. And the amendments that come out, that the City follows now. We should also have a review by the Planning & Zoning Commission. And I would suggest that we need to have an Interested Parties Meeting, the same way we did in 2010 for six very detailed maps. It was inappropriate for the Council to pass this Phase 1 without having that IP. Clearly, Phase 2 has to have the same IP. And if the political will to do Phase 2 is not acceptable, I think you have to visit Phase 1 because you're removing out of the three entrances into this neighborhood, and that doesn't help residents, it doesn't help fire and ambulance access. A lot of you are here tonight to probably hear about this paved private drive concept. And under this scenario, you could preserve all of the homes facing Providence. You could either move the light from Bingham Road -- from Burnam, rather, to Bingham -- that was not evaluated. Or simply keep Bingham open. But by removing the driveways entering Providence Road, you give MoDOT what

they need to avoid those turning conflicts into private drives accessing Highway 163. And then you can construct a 16-foot paved private drive just to service those five homes facing Providence Road, and then create a brick knee wall that really enhances the privacy that those homes have. This is the engineered drawing that the City produced for us. Providence Road can still be widened to the same width that is proposed in Phase 2, and we really look at this concept similar to the English Mews or the new urbanism in the village of Cherry Hill, where the houses sit a little bit closer to the road and the access is to the rear. Mathematically, of course, 16-foot-wide private drive is about half the size of 32-foot access road, and it also preserves all the Bingham, Burnam, and Brandon access points in both the short and the long term. I think this is also financially more acceptable. There is no right-of-way acquisition required from Wayne Road property owners. All of that is on the Providence Road right-of-way. They can be compensated for the right-of-way on both the front and the rear. I think they could probably negotiate some additional compensation, either in the form of redoing their garages -- two of these houses don't have garages; one already has a rear-facing garage, the other one could quickly be converted. And the corner has a car port that is frequently over capacity, let's say. The -- it doesn't require acquisition of any homes. You save $2.4 million right there. And the City actually owns some of the right-of-way behind those homes already in the form of a sewer line. And those cost savings can be used to add sidewalks and streetlights and crosswalks to Burnam. That brick knee wall would really, I think, enhance the privacy and the sound barrier to those homes. It is very similar to the Georgetown Walk-Ups or the historic Brownstones or, frankly, if you walk around Faurot Field between the track and the hill and where the chairs start or -- and, frankly, some of the sororities facing Providence, and you could really repeat that on the east side as part of the Providence master plan heading into Broadway. I don't want you to think that those houses are sitting behind the brick wall, rather we would bring the grade of the elevation from the front door out to that so that it would really create a psychological barrier for pedestrians that that is private space. Preserving those homes, again, provides the sound barrier to the Grasslands. I think that landscaping also helps filter some car exhaust that stacks up there when those cars are waiting. That private driveway access, I think, enhances those Providence Road homes. I think one of the reasons those -- there's always a house like that for sale is because it's so difficult to get in, and, frankly, out of the -- of those homes. You can see in the back, some of those neighbors have actually turned their backyards into a parking lot so they can get in, turn around, and then nose out to Providence. And when you stabilize those homes, you really stabilize -- stabilize the neighborhood. I think it is also very people-friendly, and I think it preserves the walkability of our community that we try to achieve in all of our planning decisions. And I think it enhances those game day experiences by having some wider pedways on Providence for crowd safety and ADA compliance, and, frankly, I think it preserves the collegiate feel of that neighborhood and community. And I think it really enhances the gateway into that historic neighborhood. So instead of this current streetscape becoming a $6.9 million access road, it's preserved, and that public safety is enhanced. So before

and after (indicating), before and after in Phase 2, and then drilling down into some of those pictures after, before and after. There is another solution as well. Phase 2 proposes a 635-foot right hand turn lane from Stadium, all the way back to the second house south of Bingham. It's only one lane wide, and I think the traffic studies will show that traffic waiting to turn right onto Stadium is going to continue to back up to Providence. And instead of one 635-foot right hand turn lane, you should consider two 250-foot right hand lanes beginning south of Brandon, and allowing those cars to turn right onto Providence by stacking those right hand turn lanes the same way that 63 exits onto Stadium, the same way that Stadium -- or southbound 63 exits onto Stadium at the Stadium and 63 intersection. And the Public Works Department admits we didn't even evaluate a dual right turn lane for Stadium and Providence. The estimated cost for that is slightly less than building the Phase 2 right hand turn lane. The estimated cost we figure is about $331,000, just based on the per lane costs of Phase 2 of that right hand turn lane. It might, it might not, require the acquisition of that property, but even the potential acquisition of that one parcel at $400,000 is significantly more affordable than the acquisition and demolition of those eight homes that are part of the original footprint of the Grasslands. I think it still preserves that corridor expansion opportunity and allows room for some more pedway improvements and then complements that entire knee wall. Scott Bitterman mentioned that Birch Road was always part of their alternative solutions in the 2010 public hearing, and, you know, before -- the HPC felt strongly that before the City builds a new $1.5 million street in Phase 1, they should consider maintaining the existing streets in the Grasslands. Instead of forcing the property owners that adjoin Birch to maintain it, improve it as a residential connector the same way that the 2010 Interested Parties Meeting connected. There is already 50 feet of right-of-way on Birch Road that's, of course, more than the 32 foot access road and the 16 foot private drive. A lot of people think Birch is a private street. We were able to find the -- the certificate of dedication from Jimmy Sid Rollins in 1961 where he dedicated Birch Road. You can see -- it's interesting -- Burnam did not even connect to Providence at the time. Burnam connected to Birch, and you had to take Birch to get to Burnam. Burnam was always a gravel road until about 20 years ago, when the property owners asked the City to pave it and they said, We'll pave it if you pay for it. Commercial vehicles have been discouraged -- have been prohibited from using that, but the minutes clearly state from that 2008 City Council Meeting that that might have to be revisited under this -- this whole Providence/Rollins/Burnam project. Just in terms of context, Birch Road is less than 1,100 feet from that proposed access road. The estimated costs, again, based on the City's aggregate and pavement costs is $110 -- $110,000, compared to $1.5 million in Phase 1. And Phase 1 does not cost a total of $1.5-, $1.5- is what the road costs. There's another $1.2- in imminent domain acquisition required. This requires no acquisition of right-of-way. So, clearly, there are alternatives, and viable alternatives we think, that not only preserves homes, but protects taxpayers. It improves traffic and safety, it stabilized a historic neighborhood, and, frankly, allows some significant cost savings that can be redirected to other pressing transportation needs, like Forum Boulevard, and

Clark Lane, Scott Boulevard. But, you know, I go back to this in the context of our City's discussion on historic preservation, demolition and damage to this neighborhood would be irretrievable to this Phase 1. And if you're wrong on Phase 1 and Phase 2, we can't take it back and do a do over. You know, this whole concept reminds me of that old tree cartoon. And when Scott Bitterman started talking about his -- his -- how this all came about, it seems like in 19-- in 2005, this is what we told taxpayers we were going to do. And then when taxpayers approved a tax increase for it, this is what the City interpreted it as; and then MoDOT got involved; and then Public Works designed a swing that doesn't even swing, so Council fixes it, when all it really wanted was a tire swing. And I think there is a simplicity to going back to the drawing board and really looking at what we really need here to get by, instead of having a $7 million access road. So with that, I'd like to ask any Commissioners to comment, and then we will open it up for public hearing. Commissioner Gardner?

MR. GARDNER: That cartoon was Brian's attempt at humor, by the way, just so -- in case you missed it. Just a recap, the plan -- the alternative that we are looking at has the same effect -- Providence Road will look exactly the same as the plan with the City right now, Phase 1 and Phase 2. The actual road -- the width of the road is the same; the turn lane will be there. Because of the removal of the driveways into those houses on Providence, that also pleased MoDOT to get rid of those things. To gain access in the back, we felt like would be a plus to each of those individual houses -- you no longer have to go onto Providence. From a value standpoint, I'm sure it's stronger. Anyway, so I just wanted to make sure that everyone is clear that Providence, itself, will remain the same as the plan in Phase 1 and Phase 2, with our alternate plan, but it does save the houses. And we're obviously historic preservation. The houses may or may not be historic in some sort of way. I mean, we felt like they were after we got the report today from Deb Shields that there is a lot of history in those houses. There's a State senator that had a -- one of those eight houses was a custom build by the State senator. He lived there for a decade or two. We could go into that further, and there's some boards out there that have that, but the face -- those houses present the face of the Grasslands neighborhood. And if you live in the Grasslands, they may not be the Grasslands to you because you're driving in there and driving in and driving out all the time. If you're just driving by all the time, that's what the Grasslands look like, unless you're delivering pizzas. So I just want to make it clear that this accomplishes -- our alternative accomplishes a turn lane, accomplishes a stoplight, it widens the road, but it keeps the houses. So we feel like it's worth talking about, and, you know, we don't want to rush into Phase 1 because Phase 1, without Phase 2 -- although it might work for traffic -- I think is going to look kind of junky. So, anyway, that's my comments. Thank you.

MR. TREECE: Any other Commissioners? Commissioner Tucker?

MR. TUCKER: I have a question for Scott regarding the IP in 2010.

MR. TREECE: Can you take a question, Scott?

MR. BITTERMAN: Yes.

MR. TREECE: Commissioner Tucker?

MR. TUCKER: In 2010 at that Interested Parties Meeting, the side connector road map was not there. Correct?

MR. BITTERMAN: The one that's -- the new road that goes through the --

MR. TUCKER: The one that's in your slide presentation with the green on either side --

MR. BITTERMAN: Correct.

MR. TUCKER: That wasn't there, and you said that was not born in your office. Where did it come from and who did it come from?

MR. BITTERMAN: I wasn't involved in those meetings, if there were meetings. I don't know where that came from.

MR. TUCKER: You don't know where that map came from or who it came from -- if it came from MoDOT or if it came from the neighborhood association?

MR. BITTERMAN: I don't know.

MR. TUCKER: Okay. Thank you.

MR. TREECE: Any other Commissioners? It's about 8:20 -- 8:15. We have this room all night. But just so I can get a sense for our time tonight, how many people are here tonight to say they support Phase 1 and Phase 2, and don't want to consider any alternatives, just raise your hand. And how many are here to say they would like for the City Council to at least examine some alternatives or have some reservations about Phase 1 and Phase 2? Okay. All right. So, let's open the public hearing.

IV.) PUBLIC COMMENT

MR. TREECE: I would like to start with proponents of Phase 1 and Phase 2. And if you wouldn't mind to come to the podium, state your name and the address for the record. I'll try to keep everyone to about three minutes. I do want to be fairly flexible and informal here because we want your public comment. We want that input. And I want Council to hear what you have to say, so --

MS. COGSWELL: Can you re-explain Phase 1 as you propose it?

MR. TREECE: I'm sorry?

MS. COGSWELL: Can you restate Phase 1, since that's really what has been passed here is Phase 1. That wasn't -- is that the --

MR. TREECE: I have no Phase 1. The City's Phase 1, as adopted by Council, would be to close --

MS. COGSWELL: I know what it is.

MR. TREECE: Got it.

MS. COGSWELL: You're not proposing an alternative to that -- to Phase 1?

MR. TREECE: Yeah. I would say that if we're not going to do Phase 2, you have to not do Phase 1, and consider alternatives. And there are a number of alternatives for that.

MS. COGSWELL: But you haven't proposed what the alternatives are?

MR. TREECE: If any -- and maybe before we continue this, you'll come to the podium. Thank you.

MS. SPECK: It seems like everybody is too scared to come up here. So I clearly didn't --

MR. TREECE: I'm not too comfortable myself.

MS. SPECK: -- understand some of the alternatives.

MR. TREECE: Could you state your name and address, please?

MS. SPECK: Sorry. My name is Angela Speck; I live at 1032 Lagrange Court. I've lived in the neighborhood for about 2 and a half years, although I've lived in Columbia for about 10 and a half years. I clearly didn't understand some of the alternatives, and I also would like to say that, yet again, I feel like there is some disingenuousness in the way it is presented. The image of what the neighborhood will look like if we just take out those houses, that's not what it is going to look like. That's, Oh, I'm just going to Photoshop these things out. I'm sorry, that's just disingenuous. That's putting forward what you -- you have an agenda, and you're putting that forward. And I just want to put that out that there. However, my question for you is this: In the presentation that I heard as to the alternative, I didn't get where we get a traffic light. My understanding is that if we get a traffic light, then MoDOT will insist on us having a concrete barrier down the middle of Providence, that that is what we were presented with at several meetings in the past, and that then, if we have -- if we don't have a traffic light -- that's all we want. All we want is a traffic light. And you have on one of your slides this is going to improve the safety. Well, if we don't get a traffic light, how does that improve our safety? I have small kids, who in, you know, five, ten years' time are going to learn to drive. I want a traffic light. But I don't see how that fits into the plan. I understood the issue of, you know, having access for these people on Providence with Mews -- by the way, it's not a Mews. I lived in England for a long time. And the house isn't English Tudor either, but let's not go there. It's a little too young.

MR. TREECE: It was when it was built, and then it changed --

MS. SPECK: No. No. No. No.

MR. TREECE: -- to just a Tudor Revival.

MS. SPECK: Thank you. But it's not -- can you explain where the traffic light comes in because my understanding is that Birch is not -- there isn't enough on Birch for us to be able to take that as our access. You still have the issue that was talked about -- about having access for emergency vehicles, that all we got -- all I got out of what you presented was this serves the purpose of assuaging MoDOT that you don't have people going out onto Providence directly from those houses on Providence. I didn't get how this fits into the grand plan. I've been to I don't know how many of these meetings in the last two and a half years, and every time there seemed to be a solution, it was always, No, MoDOT won't go with that. No, MoDOT won't go with that. I don't see how your solution helps us.

MR. TREECE: Thank you, Dr. Speck. Anybody want to reply?

MR. GARDNER: Yeah. We had a couple of thoughts on the stoplight. If it were -- my preference, from what I've looked at would be putting onto Bingham. The Bingham stoplight would take the foot traffic that is on Burnam, with more sidewalk, and put it onto a road that has sidewalks. There are sidewalks on Bingham from that -- is that correct?

(Multiple people talking simultaneously.)

MR. GARDNER: There are no sidewalks on Bingham? Okay. Okay. On one side?

MR. STRUCHTEMEYER: I'm sorry. They do not extend to Birch. My name is Brian Struchtemeyer. I live at 7 East Burnam Road, and I was the person who brought up pedestrian traffic along Burnam at the City Council Meeting the last time. All right. If you take the road -- the light to Bingham, you are presuming that pedestrians already jaywalking at Burnam will suddenly become responsible citizens and walk a block over, when they could walk a block to Rollins right now and they don't. I find that hypothetical, unsustainable. I also find that your sidewalk concept does not extend to Birch and then back to Burnam to Clarkson anywhere else where you still have a large portion of the vehicular traffic going through. The whole notion of the side street, as presented in Phase 1 and Phase 2, was to divert vehicular traffic off of Burnam as quickly as possible in some sense so that the people in the neighborhood did not have to did not have to drive back and forth -- it makes no difference to me because I'm stuck on Burnam either way, but so they did not interact with those pedestrians because the pedestrian traffic was not considered in any of those studies. We asked that in the 2010 hearing. We asked it again; it was not brought up. Now, apparently, it is on the long term plan. But putting a light at Bingham does nothing for the pedestrian issue. So -- and I'm still unclear in your plan how you prevent MoDOT from putting in any sort of delineator because everything that we talked about in the 2010, 2011, and the preceding meetings, MoDOT was still going to take away two of the three entrances into the neighborhood. They were going to put a median all the way down to Burnam so that you had the extended turn lane and the right-in and right-out was the only option for Bingham and Burnam. So you still lost two-thirds of the entrances and exits to the community. And that was one of the things we tried very hard to maintain was entrances and exits, as many as possible. So -- I'm sorry, Brian, the light at Bingham --

MR. TREECE: Right.

MR. STRUCHTEMEYER: -- it doesn't have a sidewalk to go anywhere.

MR. TREECE: If you kept the light at Burnam, do you support the closure of Bingham -- if there's a way to keep that open?

MR. STRUCHTEMEYER: You know, I was never a party to any of those discussions.

MR. TREECE: Join the club.

MR. STRUCHTEMEYER: You know, that's fine. That's something I'm happy to discuss --

MR. TREECE: Yeah.

MR. STRUCHTEMEYER: -- to some extent, but I know that --

MR. TREECE: DO --

MR. STRUCHTEMEYER: -- all of the meetings I went through with that gentleman at the public hearing and having spoke with MoDOT, that we were shot down every time we tried to come up with something else. And I also find your financial presentation very disingenuous because you completely underplayed the importance and the cost of the Rollins and Turner light. And having been to those meetings and heard MU's insistence on a light to access the east side of the road, those are two very expensive interchanges and we worked very hard, going back in 2005, to keep it simple through Phi Psi and cost effective. And there were other parties, not the neighborhood, that wanted a larger more grandiose project and introduced all of those extra interchanges, so --

MR. TREECE: Can I -- before you leave -- and just a couple of things on those financial numbers. The total cost for Phase 1 was $3.3 million; 1.2 was for acquisition of homes, 1.5 was for that access road. So that's 2.7. That leaves $600,000 to do the Rollins and Turner lights. So I'm just -- to clarify that. Did you have a conversation with MoDOT?

MR. STRUCHTEMEYER: No. I was at the public interest meetings where MoDOT representatives were present, and we were able to talk with them there.

MR. TREECE: Okay. I've had a couple of conversations with MoDOT. I've got an email from them. They didn't say no to moving the light from Burnam to Bingham. It all depended on traffic counts and the spacing and the timing of those signals.

MR. STRUCHTEMEYER: I did not reference an opinion on what MoDOT said on that.

MR. TREECE: Okay.

MR. STRUCHTEMEYER: I said that the notion that there was a sidewalk was not entirely accurate.

MR. TREECE: And the -- any of the alternatives would still include that median of uncertain construction type, so that still satisfies MoDOT's concern. Just -- I'm trying to just clarify some of the concerns or the --

MR. STRUCHTEMEYER: Correct.

MR. TREECE: -- corrections you had.

MR. STRUCHTEMEYER: Because what we finally came up with was a -- like a long forum. It is a much more aesthetic -- it is not a concrete barrier; it is not the huge flexible delineators. And for all of your emphasis on aesthetics, I think you would have looked on the south side of Providence and seen what they did there and determined that that was not very aesthetic for anyone.

MR. TREECE: Sure. And I'm just looking at the City's budget. They've budgeted for 800 feet of concrete, so I'm not sure what -- what that is, but -- Commissioner Gardner?

MR. STRUCHEMEYER: Bottom line, the side doesn't extend to Burnam. I'm sorry.

MR. GARDNER: Sorry. Our plan definitely has a stoplight in it. So whether it's on Burnam or Bingham, we haven't made some big decision about that. But there would definitely be a stoplight coming out. There's -- that is part of our plan. So whether you put it at Bingham or at Burnam, that could be discussed still in the future, but not having a stoplight, obviously, that's the reason this whole

thing started ten years ago with the Grasslands. I lived in the Grasslands for two years, by the way, and I feel the pain. I mean, coming out of there at certain times of the day is very painful, but -- anyway, I -- the stoplight would be at one of those two places in our plan, if people want to know.

MR. TREECE: Thank you for -- thank you for your testimony.

MR. PRICE: Hi. My name is Robbie Price. I live at 111 East Brandon. I'm a Grasslands resident. I'm also the president of the homeowner's association. First of all, I want to say that I think you all jumped the gun a little bit on this Phase 2, since this is not a project and it's not something that's being considered at this moment. And, you know, to go to all this trouble to talk about it, I understand. You're concerned about the houses along Providence. When we got involved with this, as you said, ten years ago, it was to get a safe way out of our neighborhood for pedestrians and vehicular traffic. That started the conversation, and then it began to involve MoDOT, as everyone has talked about. They came in with criteria of having a concrete delineator of some sort down Providence to keep left hand turns out of our neighborhood. What we always wanted from the very start was to have at least two ways out of our neighborhood -- two left hand turns out of our neighborhood. We also wanted to have no barrier down the center of Providence. We all felt that that was aesthetically untenable and something that no one would want, especially in front of the Grasslands, but also as the major entrance to the University. The other thing we wanted, we felt that any solution couldn't increase traffic from one part of our neighborhood to another. We've mentioned Birch on several occasions tonight. Birch was a sticking point with the neighborhood because if you don't allow some type of north/south access between Brandon and Bingham or Bingham to Burnam, you're forcing every bit of the traffic that wants to turn left out of our neighborhood down Birch. You also force 100 percent of the traffic that wants to turn left down Burnam. Burnam has no sidewalks, and I don't think it's fair for those residents to bear the brunt of that much traffic. It's also a safety hazard with the students who walk down the middle of the street -- that was another thing that untenable for us. When we took a look at some of the options -- we were stakeholders in many of those meetings over the years, as we said, 2008 was a meeting, 2010, 2012 -- we felt that we would rather do nothing at all than to have something that was half-baked. So we fought hard for some way to ensure that traffic in the Grasslands remained the way it is so that people travelling east from their home to Providence could continue on that route instead of having to backtrack or go on any other small road. So the Phase 1 came to light. It seemed to solve an issue for access to a lighted interchange. It also afforded traffic patterns that were fairly close to what we were wanting. It didn't give us a two-ways out, but the promise of a second phase that would -- would give us something more than just the small feeder was an attraction. And something that we felt would augment that first phase. So as we worked with the City, as we worked with MoDOT, as we worked with the other stakeholders in trying to find a plan that everybody could -- could join in on, these things came before. As you have said, there is no a lot of historic value in those home, but what you're concerned about is the front face of our neighborhood. I too am concerned about that. I'm an architect, and I understand

this, but there is a greater purpose here in terms of the traffic that drives on Providence, the access issues, the safety issues. And we felt that as a group and through our meetings, we've had a preponderance of people agree that Phase 1 and, possibly, Phase 2 were the solutions that would serve the greater needs of not only the City, but also the University, Phi Psi, and the Grasslands. And so we have -- we have pinned our hopes on Phase 1 as a possible solution for access out of our neighborhood. We've also found that Phase 2 is a viable alternative that gives the Grasslands many of the things that we are looking for in terms of not putting more traffic on other places in our neighborhood, of giving us normal traffic patterns, and being able to get to a lighted interchange. And so at this juncture, I know that there are people who are worried about the houses on Providence. We've seen your plan for an alleyway behind those houses. It takes 20 feet, at least, off of the property in the back. As MoDOT increases the width of Providence from nine and a half foot lanes, which are very, very narrow now, to a full 12, and adding a right hand turn lane, you are taking so much right-of-way from the front of those houses, that, ultimately, the sidewalk will be as close as two to three feet, in some instances, next to a house. You're looking at all that traffic on Providence travelling in front of a house that's only, say, 10, 12 feet away. I hazard to guess who would want to live in a house like that with all the traffic, with the noise, the congestion in front of them, and then to have no front yard, to have virtually no back yard. The residents on Wayne would be taking up the brunt of that particular problem. They would have all the noise, all the traffic for those houses now reduced to their backyards as well. And so, to us, the solution of -- a possible solution of Phase 2 with a more likely concept and that had broad appeal within our neighborhood -- yes, it takes away houses, but the solution to landscape, to berm, to -- the privacy fences to put decorative fences all are on the table. It's nothing that has happened yet, it all needs to be negotiated going forwards. But we felt that that was the best solution given the constraints that we had in this problem. So here we are today -- tonight. You all have an idea of what to do. The neighborhood has -- has come out for a two-phase plan that they feel serves the majority of their needs. It's not the greatest plan; it doesn't serve all people equally, but it works in the greater context of the traffic issues that we have here in Columbia. If you all have any questions, I would be more than happy to answer them.

MR. TREECE: Thank you. There is no easy solution, is there?

MR. PRICE: No. None whatsoever.

MR. TREECE: Commissioner Tucker?

MR. TUCKER: Robbie, thank you for coming tonight. I've got a number of questions, so bear with me here. How many residents are there -- how many neighbors -- addresses are in the Grasslands?

MR. PRICE: I believe there are close to 210 physical addresses or lots within the neighborhood.

MR. TUCKER: Okay.

MR. PRICE: Don't quote me on that --

MR. TUCKER: Okay.

MR. PRICE: But it's close.

MR. TUCKER: Well, when you're -- when you have your meetings, how many of those addresses are represented?

MR. PRICE: It depends. In meetings that we've had -- large meetings for the neighborhood, we've had upwards to 80 to 90 neighbors. They may not be the same neighbors each time. We've had a lot of people who have not participated in this process. This is the problem with doing a project like this. Not everybody comes to your meetings; not everybody is informed or takes the time.

MR. TUCKER: The next one I've got, when you do the groundwork on these -- on the projects and as you are sifting through it over the last few years, do you have any maps or anything, like some of the other neighborhoods will use to get a sense of here's the neighbors that are in support of different projects and then here are neighbors that are opposed to that project, so that you can keep track of everyone in the neighborhood so that if they haven't attended a meeting that you could go to them -- go door-to-door after that meeting so that you can secure as many people in favor? Do you have a -- do you have a map like that?

MR. PRICE: That's --

MR. TUCKER: Or do you have anything in writing?

MR. PRICE: We have maps like that, but that has not been the case in these meetings. We have sent out email notices, and we have sent out written notices to every member in the Grasslands asking us to join us for a public discussion on these -- these issues.

MR. TUCKER: Okay. So do you have a list of addresses of homeowners that are in support of this project that has been approved -- Phase 1 -- and then that are opposed?

MR. PRICE: We haven't put that list together.

MR. TUCKER: Okay. Bear with me. Can I come back?

MR. TREECE: Sure. Anybody else? Commissioner Gardner? Paul? Anybody?

MR. GARNER: Yeah. Robbie, thanks for coming. The Birch -- the north/south options of Birch versus demolishing the two houses between Bingham and Burnam -- all these B words -- so you're looking at two options of getting traffic from Burnam to Bingham and vice versa and the options are to widen and make more legitimate the Birch Street or to demolish the two houses -- one of which was the first house built in the Grasslands, to demolish those houses and to put an access road unto Burnam. And so looking at those two options, you guys thought that the -- is there another reason besides -- enlighten me as to why that option felt better to you guys.

MR. PRICE: It preserved the normal traffic patterns within our neighborhood. Anybody who is going to turn left on Burnam at the light interchange that they are going to install in Phase 1, you would have to drive -- let's say you're on Bingham Road in the Bower's house -- if you're going to turn left, you can't turn left out of Bingham; you can't turn left out of Brandon. Those are now closed off by MoDOT based on what they have told us that --

MR. TREECE: Not by MoDOT, by the City.

MR. PRICE: MoDOT is going to put their delineators in a concrete barrier. That was their requirement for accepting this plan. You would have to travel west, not east, to turn left. You would have to travel west to Birch; North on Birch to Burnam; and then east on Burnam to the traffic interchange at Providence. All of those people within that part of the neighborhood would have to take that same route down that narrow or that smaller road of Birch. And as far as traffic onto Birch -- and then also onto Burnam, you'll have all of the traffic -- 100 percent of that traffic instead of going as they normally would out of Bingham have to backtrack through the neighborhood and come back on Burnam.

MR. GARDNER: But on the west side of the neighborhood, doesn't Burnam swing around?

MR. PRICE: It swings around and turns into Lagrange.

MR. GARDNER: Yeah.

MR. PRICE: And so -- and so some of them will normally take Lagrange to Burnam, but everybody else will have to make the decision are they going to go down Birch or are they going to go all the way around Lagrange into Burnam.

MR. GARDNER: But there was a decision made that that was more important than keeping these two houses?

MR. PRICE: Yes, it was.

MR. GARDNER: Okay. When you are on Stadium -- I'm sorry -- when you are on Providence and you're coming up to Burnam and you're getting ready to take that right by the Phi Psi house -- and in Phase 1, you want to turn left onto the outer road there where -- so what happens at traffic times when that stacks?

MR. PRICE: As Scott was mentioning, they've come up with some solutions and some ideas for keeping traffic clear of that particular interchange and allowing it to access that left turn down to the access road.

MR. GARDNER: Did you guys ever look at a traffic circle concept there because that kind of looks what --

MR. PRICE: There is no room for a traffic circle there.

MR. GARDNER: Well, you've got the Phi Psi house there that's got --

MR. PRICE: Right.

MR. GARDNER: -- game day parking access.

MR. PRICE: There is not enough room for a traffic circle to make that access road work, in my opinion. I am not a traffic engineer.

MR. GARDNER: That's all. Thanks.

MR. TREECE: Anybody else? Commissioner Tucker?

MR. TUCKER: Robbie, on -- with respect to Bingham --

MR. PRICE: Uh-huh.

MR. TUCKER: -- if you could have that open again in Phase 1 as a right-in/right-out, would you like that?

MR. PRICE: We would love it.

MR. TUCKER: Yeah.

MR. PRICE: That was a -- that was something we felt we could give up knowing that in the future we would have an access road that ran from Burnam all the way to Brandon. And so right-ins and right-outs could be restored. It was a concession made for allowing us to have that first phase.

MR. TUCKER: Okay. All right. And then with respect to the medians north of Stadium between the Grasslands -- a green median -- would you like to see that stay?

MR. PRICE: Absolutely. I think in the scheme of Providence in terms of what happens from Stadium to Rollins or to Stewart, I would love to see the traffic lanes widened from nine and a half to 12. They are much too narrow right now. I would love to see a median of substantial width that would allow to have green space, to have trees, to have -- have lighting -- street lighting that would be commensurate with this portal into the University and to downtown Columbia. Right now, we have highway -- interstate lights --

MR. TUCKER: Uh-huh.

MR. PRICE: -- on Providence. We can do much better than that. Providence is an abomination when you talk about how many vehicles go through there a day and what it could be if we widened the lanes and put a landscaping in down the middle. That would be the face of Columbia that people see. When SEC comes to town, they are going to see a concrete barrier with delineators on them or they could see a lovely landscaped median that would allow safety for pedestrians to pass between one side of Providence and the other, to have a safe area of refuge if they walk across. If you put a concrete delineator, that's not going to happen. You're waiting for an accident there.

MR. TREECE: Thank you for that. In July of last year, you had a neighborhood association meeting -- end of July?

MR. PRICE: No. Not in July.

MR. TREECE: Not in July?

MR. PRICE: We had a meeting in May -- May 26th was a Council meeting where they first proposed this idea. We had several meetings immediately after in June for those residents who felt that they didn't understand the explanation of this phase plan. They also -- go ahead.

MR. TREECE: Well, in that May 2012 meeting -- was this map with the side street and the removal of those houses presented at that meeting in May?

MR PRICE: That was presented in May.

MR. TREECE: So that was the City's plan when the City presented their plan?

MR. PRICE: Say that again. I'm sorry, Brian.

MR. TREECE: At the May neighborhood association meeting --

MR. PRICE: The May 26th meeting.

MR. TREECE: Yeah. You said that the City presented their plan, which was Phase 1 and Phase 2. Scott said Phase 1 and Phase 2 was not their plan, it came from somewhere else. And MoDOT told me it's not their plan. Want to comment on where it came from?

MR. PRICE: Phase 1 was a plan -- help me out, Scott, if -- and correct me. But Phase 1 came first, and that was -- that was the generator of the idea that an internal drive could help keep traffic along our streets going along the same lines. The second phase that the interior road from Bingham to Brandon came out of, I believe, a discussion through Helen Anthony and John Glascock, I was at the meeting, and I believe other representatives of the Grasslands where it was -- but this was before May that they suggested that this might be an alternate idea. And so it went back to -- to the City. I provided a plan that I drew myself that showed what it could look like, presented it to the City, and they took a look at it and they felt that this might be something that would work.

MR. TREECE: Got it. So maybe that's that mysterious map. You mentioned the association supports Phase 1 and possibly Phase 2.

MR. PRICE: Uh-huh.

MR. TREECE: Does Phase 1 work without Phase 2, in your opinion?

MR. PRICE: With the closure of Bingham, I don't believe it works as well. Nobody wants Bingham closed. We've always wanted it open. But the -- the requirement was that it needed to be closed until Phase 2 was -- was brought on line and Providence was widened to get their larger right-of-way to include that right hand turn lane.

MR. TREECE: So if -- I think -- I mean, say, possibly Phase 2, if the City had voted in November 19th, 2012 for Phase 1 and Phase 2 linked together, what would your position have been?

MR. PRICE: It would have been wonderful, but that didn't happen. They were only able to approve and to agree upon Phase 1. They could not put Phase 2 to a vote at that time. It was only a conceptual plan. And they said that they would -- they all felt -- all the Council approved it unanimously. They all felt that it should be put on the CIP for 2015.

MR. TREECE: So if -- if the political will doesn't exist for Phase 2, do you think Phase 1 should be reconsidered or revisted?

MR. PRICE: If we're going to get a light at Bingham -- I mean, at Burnam and MoDOT requires the closure of lefts out of our neighborhood, then, no, we would not -- we do not want to have our lefts out of our neighborhood closed off. The fact that they would open up again in the future with these access roads was the saving grace for the neighborhood. It restored the ability to travel on our roads as we normally have them, and come to a lighted interchange without severely or adversely affecting anybody else in the neighborhood.

MR. TREECE: And I'll just ask you the same question I asked everybody else, have you ever had a meeting with MoDOT, and the City, and the University, and the Phi Psi's, and the Providence Road homeowners --

MR. PRICE: No.

MR. TREECE: -- about Phase 1 and Phase 2?

MR. PRICE: Not all those together. On various occasions we have had parts of those groups together, but not as -- in total.

MR. TREECE: I know you are passionate about the landscaping, and you and I probably have a difference of opinion of what that would look like. Can you help me understand any other major City of Columbia, MoDOT Transportation project that has a landscaping scheme that you see replicated here?

MR. PRICE: No. But there is no other Columbia project of this importance and this value that necessitates this kind of landscaping design here at all. I think that's what needs to be brought up to a standard that we should expect out of -- out of our citizens and out of our City.

MR. TREECE: How does that happen? What's -- I mean, where's the budget for that?

MR. PRICE: Well, the budget -- budgets are numbers, and it's a budget. You talk about $400,000 for property. They won't sell for that. You know that. Market prices for those houses are far below that. It's far below it for the lot. So you're not going to spend $1.2 million to acquire property in Phase 1. It will be much less than that. $1.8 million has been granted by the Surface Transportation Improvement.

MR. TREECE: Right.

MR. PRICE: And so the $3.3 million for this project is not coming from Columbia. It will be far less -- $1.8 from the Government -- from the State and Federal Government, and then money from the CIP and any other funds that Columbia has. So to say that it is going to be $3.3 million dollars, I can't tell you that it's going to be. I don't think it will be that much.

MR. TREECE: And that -- but you agree that's what's they've budgeted?

MR. PRICE: That's what they've budgeted. And as we all know, you know, budget is just a guess.

MR. TREECE: Is there any landscaping budget in there?

MR. PRICE: You know, I'm not sure. I think -- I know that we talked about landscaping to make sure it was as heavy as possible.

MR. TREECE: Who did you talk to about that?

MR. PRICE: John Glascock.

MR. TREECE: Anything in writing from him?

MR. PRICE: No.

MR. TREECE: No.

MR. PRICE: Now you're parsing.

MR. TREECE: No. I'm just --

MR. PRICE: And there's no need to go through that. The fact is that this project, as it was drawn up for $3.3 million, gives us the lighted interchange at Turner, and at Burnam, the access road.

All the things -- and the extension of the right hand turn lane at Stadium. All the things that begin to help the problem of traffic on Providence.

MR. TREECE: I agree. You know, and let me -- let me just say --

MR. PRICE: I think you're chasing things here that you don't need to.

MR. TREECE: I'm not. And let me compliment you again because I know you have worked many hours in many meetings for many years on this, and I've seen the traffic flow, if you will, of all of your letters and things. And there is no easy solution, and you've done a lot of shuttle diplomacy on this. And I guess my sense on this is Public Works Directors come and go; City Councils come and go; Mayors come and go; but a 30-year mortgage lasts for 30 years. And before we do anything that impacts this neighborhood and those homes, it ought to be well thought out and well planned. So, I mean, I appreciated your --

MR. PRICE: This has been under the works now for how many years?

MR. TREECE: Ten years.

MR. PRICE: A long time. We've looked at many different plans, many different options. We've talked to all the stakeholders along Providence. Finally, in 2012, all of them came together and --

MR. TREECE: But not the -- but not the homeowners. Right?

MR. PRICE: Huh?

MR. TREECE: Homeowners?

MR. PRICE: The Grasslands neighborhood. Again, we send out our notices to every property in the Grasslands. Those who choose to come and be part of this process, we welcomed; those who don't, what are you going to do? You can't force them to come --

MR. TREECE: And for the record, we sent postcards about this meeting to every Providence -- or every homeowner in the Grasslands. Commissioner Gardner?

MR. GARDNER: One thought is I have rarely seen a City project come in under budget -- just my perspective on that. So you may be correct, this might be one of them, but it's a pretty rare animal from what I've seen. What happened to -- what happened to the Clarkson to South Garth plan that -- I remember several years ago that it was discussed, and it was deemed too expensive. And I think it was $1.4 million. This was an access in and out from -- a north/south access. What happened to that plan? Was that part of your discussion?

MR. PRICE: (No audible response.)

MR. GARDNER: Okay. So that was a City decision, you think?

MR. PRICE: You tell me. I don't know.

MR. GARDNER: Okay. I mean, I just -- I know it was discussed and then it was not discussed. And, also, going from Brandon onto Stadium, was that ever discussed west coming out to close to the Gustin stoplight?

MR. PRICE: Carrie Francke?

MR. GARDNER: Uh-huh.

MR. PRICE: Carrie Francke Drive? That was also discussed. And, again, probably the City is the best person to ask on that. And he told us today in his presentation that that was looked at and it was discounted as either too expensive or not feasible. But he gave us this this evening.

MR. GARDNER: Okay. I was just curious as to that. I was just trying to figure out -- there's lots of shells to move around here, so -- thank you.

MR. TREECE: Seeing none. Thank you.

MR. PRICE: All right.

MR. TREECE: Thank you. I gave him a little extra time as president of the association. You've got applause and you haven't even started speaking yet.

MR. DUELLO: Thank you very much. My name is Don Duello. I live at 203 Bingham Road. I am a relative newcomer to the Grasslands. I have lived there a couple of years. I have a particular insight into this because every morning somewhere between 7:30 and 8:30, I walk my dog down Bingham, down Providence, and down Burnam. And at some point someone will have to ask themselves at what price have we kept things the way they are because somebody is going to get killed. There are large numbers of pedestrians that walk down Burnam every morning, generally, most of them start at Clarkson, and they have to look at what is happening around them. They walk in the middle of the street, they walk on the grass, they go against the light across Providence when the traffic is going 50 miles an hour to the south and about two miles an hour in the morning to the north. And somebody is going to get killed. And you all need to ask yourselves would you rather have those houses or would you rather give them a pedestrian crossing where they might be safe, assuming they will follow the light, or would you rather see somebody killed -- because that is what's going to happen at some point. And the idea of having the houses that you are talking about between Bingham and Stadium be 10 feet, 12 feet, or however it is far from Providence, that the people there who are going to live in them, who will 99 percent times out of 100 be students, they're going to walk straight across Providence, I don't care what is there. You can have delineators, you can have whatever you want, but you look at College Avenue -- they've got all those nice things, and people are standing out in the middle texting on their cell phones or talking. And it's the same way on Providence every morning. And the dump trucks and the garbage trucks, among other things, that fly down the street are going to hit somebody sooner or later. It's the law of large numbers. And so whatever you want to do -- we've been through this, I don't know, how many times? The City Council has already decided they want to do No. 1, so I don't know why we have to rehash something that has already been decided. And those are lovely houses. I live in a very old house. I have rehabbed it completely; spent more money than makes any sense because I like those kinds of properties. But at what cost do we kill somebody? That's a question you need to ask yourselves when you say don't do anything. I mean, the best thing we can do is have a light at Burnam so there is some chance some high percentage of the people will at least walk when they are supposed to.

MR. TREECE: Thank you, Mr. Duello. Just in the interest of time, let's keep the applause to ourselves and follow City Council procedure here. Thank you.

MR. JENSEN: Hi. My name is Tom Jensen, and my address is 2416 Wild Oak Court. One thing I may have -- I probably should have made this point a little bit earlier as the meeting evolved, but we're getting pretty far afield second-guessing a lot of issues that fall outside of the enabling legislation for this particular Commission. The holistic view that you are taking today is the province of the City Council. And a lot of the second-guessing on traffic and the second-guessing on budget, all those matters fall outside of what you're specifically legislated to do with your duties and powers. So if you keep it focused to just those items that are the mandate of the Preservation Commission as defined in the Ordinance, the meeting will be a lot shorter; we won't have to reintroduce a lot of discussions that have occurred in a lot of the Interested Parties Meetings as well as the City Council meeting.

MR. TREECE: Thank you.

MR. JENSEN: And Brent did an excellent job kind of tying a lot of this stuff together, but let's keep it focused on Historic Preservation, and let the Public Work's guys worry about budget, let the traffic guy's worry about traffic because you're talking about things you don't have a mandate to talk about.

MR. TREECE: Actually, our Ordinance requires -- actually, if you would keep your applause -- the Ordinance does allow the Historic Preservation Commission to conduct any public hearing on any matter referred by Council. This issue was referred to us by Council. Mr. Beckett?

MR. BECKETT: My name is Bruce Beckett; I live at 809 East Happy Hollow Road. I own a property in the Grasslands. I've lived in four different places there. I've had five generations of my family live in the Grasslands at one time or another, and some still do. I'm familiar with the traffic in and out of there, and I expressed my sentiments to the City Council when they took up Phase 1 that I didn't think there was really a traffic problem at all there because people were courteous enough to let people in and out of the Grasslands, and that's been my experience both travelling down Providence -- I let people in and out, and when I come out of Grasslands, people have let me in and out. That fell on deaf ears at the City Council, and they were well prepared to rebut that, so I've kind of tossed that point of view aside. But after you stand back and you assume that there is some traffic -- need for some change in the traffic patterns around there, I think common sense dictates an answer to this that would serve both this Commission's purposes, the neighborhood's purposes, and the City's purposes. It seems to me that you can cut a significant amount of money out of this project and save your houses along Providence Road and signal -- put a signal in at Burnam Road and use Birch as the connector between Burnam and Bingham, and take the money you save from knocking down these eight houses and build a nice wide sidewalk along Burnam Road. That will address every concern that everybody that has gotten up here has talked about tonight. And it addresses every concern that I know anybody has. The only -- only hitch in the get-along there, is some -- some

belief that if you put a signal there at Burnam Road, you're irrevocably required to close the entrance into the Grasslands at Bingham Road. I think that signal issue right there could be revisited, and my guess is is that idea isn't coming from MoDOT. And if it is, then we've got to be more convincing with MoDOT and tell them not to do it. But it seems to me the common sense approach here is a cheap one, it's one that preserves the houses, and one that preserves access, and it meets the needs of the Grasslands. I'm kind of -- I'm a big fan of the Grasslands. I love the place. All this busyness, all the traffic, and all the foot traffic, and the students, and University, and being close to downtown, that's what makes that neighborhood such a great place to live. And I'm afraid if you tear the face off of it by knocking down these eight houses, one of which I was in last night, and it's just simply beautiful -- it's the first one that was built in the Grasslands. If you tear that -- if you tear all those down, you're just ripping the face off a great neighborhood, and I think you're going to destroy its whole aesthetic look. That is your business.

MR. TREECE: Thank you.

MR. BECKETT: Thank you very much.

MR. TREECE: Thank you, Mr. Beckett. Again, let's keep -- keep the applause down. Pat -- and while Pat Fowler is coming up, let me -- I did have an email from the owner of the -- I'll call it the yellow house. It's the 1929 Colonial Revival. It is owned by Dr. Annette Sobel and Dr. Rob Duncan: Dear Brian, please read the following into the public record. We are in support of the HPC proposal to build a private drive behind the Providence homes. We are the proud owners of a beautiful historic 903 South Providence. We are sorry we can't be there tonight as we are in Washington, DC to celebrate the conferring of the Presidential Medal of Science on Dr. Fred Hawthorne. We believe our home has significant historic legacy, owned and occupied by Dr. Walter Miller. Dr. Miller was an American linguist, scholar of the classics, archeologist, founder of the Classics Department at Stanford, he was noted to have led the first American archeological expedition in Greece. If we do not protect our town's history, Columbia will become one more generic small town USA of no notable significance, other than being a member of the SEC. Is this what we all want? Please, City Hall and citizens of Columbia, partner with us to keep a beautiful and academically and historically notable Columbia. Sincerely, Annette Sobel and Rob Duncan. Ms. Fowler?

MS. FOWLER: Thank you for holding these hearings. My name is Pat Fowler, and I live in north central. I'm sure most of the audience is wondering what I have to say on this matter. But a couple of things concern me greatly. And I attended your meeting on Tuesday because I am concerned. One of the things that happens in Columbia is that unless you have been intrinsically involved or intimately involved in the conversation, these things sneak up on City Council. And this one snuck up on us. And, primarily, my concerns are for the look and feel of Columbia, and the face of that neighborhood, and also the cost of this project because every time we spend money in this town, whether it's Federal money or State money or citizen money, we're taking it away from other projects that are pressing that have been needed for years and years. And I think City Staff already

mentioned that we just have an enormous list of unmet needs that are quite pressing that we don't have the funding for. So I want to talk about that in that context because while I appreciate and understand -- and I know several people that live in the Grasslands -- I have great esteem for many of them that I know by reputation, but you also have to ask the rest of us because the entire city is being asked to pay for this. There is always an opportunity cost and an opportunity lost. I live in a very modest neighborhood. We have 775 addresses. Our homes will never be as grand, and most of us have never -- will never have aspirations to live in the Grasslands or Old Southwest or any of those places that make Columbia beautiful and unique. However, if you rip the face off the Grasslands, you're doing damage to all of us because it is on a well-travelled corridor, it's part of who we -- how we identify ourselves for who we are in Columbia. And another thing that disturbs me about this is the conversations that we're having about the University. Yes, I know that our mayor thinks the University is the economic engine of Columbia, and, in many ways, it is, but so are the rest of us who live here. And the fact that time and again when the City or MoDOT or whomever has gone and said to the University, Can we reverse the traffic on this street? Can we accommodate this in order to help our neighbors in the Grasslands, the University has said no. And I think it's time, economic engine or not, that we revisit those issues with the University because we may need them, but they need us just as much. So please, all of you -- and I appreciate, again, that you are holding these hearings because we don't get much of a chance in front of City Council. There are so many things on the agenda -- to come up and have a thoughtful conversation. And if we don't have these side hearings where we can air all of these things thoroughly, they won't be heard. So, please, let's think carefully about the cost, and let's think carefully about what this done to the psyche and psychology of Columbia if you rip the face off that neighborhood. And let's also preserve -- I know it's an issue everywhere -- student housing -- but if these houses -- eight houses are primarily occupied by students, we need that housing at an affordable rate, so our students can afford to stay in Columbia. It may only be 24, 25 students who live there, but student housing right now in this town, it's like being bitten by 1,000 ants to what is happening to housing and the affordability of our students and their ability to stay enrolled at the University of Missouri. Thank you.

MR. TREECE: Thank you.

MR. GARDNER: Thanks.

MR. TREECE: Will you state your name, please?

MR. JONES: Hello, my name is Mark Jones. I live at 1151 West Azoros. In the interest of full disclosure, I'm also a candidate for the Fifth Ward. First of all, I just want to thank the Commission and all of those attending for spending your time at this late evening in the Council Chambers. It feels like -- I think they have turned off the air conditioning, so we are all making a great commitment to the City we love and to expressing our views. I just want to be brief, and in the interest of time and the hour, just simply say, you know, that planning is about priorities. And with so many priorities for this town in terms of traffic and infrastructure, wasting $7 million to solve a $1 million problem is not the

way we should move forward. You know, so often when it comes to historic preservation, we are often scrambling for financing and capital to save a building. And for the first time I can remember in Columbia's history, we have access money to knock buildings down. You know, and I think what has caused so much consternation within our community is it is outside of the character of our town. You know, we are a community of creators and builders and researchers. We make things here and are entrepreneurs. And to have our historic homes that are the gateway of our community knocked down seemed out of character with how we react and how we solve problems. I appreciate the Commission taking the time to put concrete proposals on the table, and I think they are worthwhile of the City Council's consideration. And I appreciate the efforts of those who have come here tonight to testify. And, finally, before I sit down, I would just like to say we have a duty here. I am thinking about the City about to exercise its most forceful power of eminent domain. And it's time to take a moment and take a breath and make sure that we are exercising the best plan possible where our taxpayers are getting the best value for their dollar. Thank you again for your time and efforts tonight, and I appreciate your help. Thank you.

MR. TREECE: Mr. Jones.

MR. FOLK: Hi. I'm Bill Folk. I and my wife have lived in the Grasslands for 22 years now. I want to also thank you very much for taking this up, and I complement you for trying to introduce some more creative solutions to this problem. I spoke at the City Council meeting last time when this was discussed and opposed Phase 1 and Phase 2 because I thought that it was too expensive. I continue to think that it's too expensive. I agree that we -- I'm sorry?

UNIDENTIFIED SPEAKER: Talk into the microphone.

MR. TREECE: If you maybe speak into the microphone.

MR. FOLK: Yes.

MR. TREECE: Thank you.

MR. FOLK: I will say that I thought at the City Council meeting when this was discussed that it was too expensive, and I continue to think that it is too expensive, and that we need more creative solutions than what has been proposed. I hope that besides saving the eight homes, we can also save the 20 or so very large trees that front those homes. There is now some of the oldest trees along Providence. And by taking those out, I think we will have taken out about half of the old trees along Providence because they add an enormous amount to the entryway and to the -- and your mentioning that there is absolutely no budget for landscaping just chills my blood because I can't imagine what it would be like without those trees. Let me just point out that over on the other side of the road -- the east side of Providence, there is about 50 feet of space that is presently owned by the University that, in fact, those -- the halls that house students do not have any entryways along Providence. That is space that is never really going to be used and could well become part of the entryway that we are talking about -- the streetscape. I would strongly favor putting in a median. I office at the University -- I work at the University -- is on College Avenue. I -- but many of the

students that live on College Avenue cross College Avenue all the time even though there are streetlights, students are walking out in the middle of the street. And the thought of having however many feet of concrete that students or anyone is going to be walking across to try to get from one place to another in the middle of busy traffic without a safe haven I think is just asking for some more accidents. Thank you.

MR. TREECE: Thank you, Mr. Folk.

MS. BUCHERT: Good evening, my name is Donna Buchert, and my address is 5601 Highlands Parkway. I am here tonight as a member of the House Corporation for the Delta Gamma Sorority at 900 South Providence. And we also own an annex at 411 Burnam. I guess our concern -- because we had a House Corporation meeting last Sunday -- is that we have looked at the plan, and I understand the need for the Grasslands homeowners to be able to take a left turn, but by putting the light in, we are now denying all of the University students that live in the sororities along Burnam and on Rollins of being able to take a left hand turn out of Richmond, Rollins, and Burnam. I know in our sororities there is 82 women, plus a house mom that lives there. There are several fraternities and sororities along that avenue, and I think we need to address how are we going to get those students out of that area because now I don't know where they are going to take a left hand turn unless they go down by the hospital. Again, thank you -- I do agree because we have chapter members that live down Burnam -- I do agree there needs to be sidewalks along there, and I would strongly support sidewalk down Burnam.

MR. TREECE: Thank you. Before you go, let me just -- I drive by your house every day, and it always looks beautiful. And thank you for the asset that you -- the DG house and the asset that you maintain and lead there.

MS. BUCHERT: We're really proud of it --

MR. TREECE: I appreciate the --

MS. BUCHERT: -- and it's older than any of the homes across the street too, so we are definitely wanting to preserve it and --

MR. TREECE: And if someone wants to tear it down, we'll be there.

MS. BUCHERT: Well, thank you.

MR. TREECE: Before you go, I just had one question for you. Did you ever have a meeting with MoDOT, the City, the University, Public Works, the Providence Road, or the Grasslands association about Phase 1 or Phase 2?

MS. BUCHERT: No.

MR. TREECE: Would you -- would you welcome that?

MS. BUCHERT: Yes. We were -- we felt like we were kind of blindsided by the whole thing because we have not -- they were talking about stakeholders and stakeholders' meetings, and we were not invited, and we own two properties -- one significant property at Burnam and Providence

Road. And I just -- we just feel that we need to be -- address that issue of how the students, faculty people, everybody coming out of the University are going to get left.

MR. TREECE: Thank you.

MS. BUCHERT: Uh-huh.

MR. TREECE: Oh, I'm sorry. One more question. Commissioner Tucker?

MR. TUCKER: When were you made aware of that plan? Do you -- can you recall that for me?

MS. BUCHERT: Saturday.

MR. TUCKER: This past Saturday?

MS. BUCHERT: Yes.

MR. TUCKER: Okay. Thank you.

MS. BUCHERT: Thank you.

MR. TREECE: Next, please?

MS. COGSWELL: Elizabeth Cogswell, 112 West Burnam. I just wanted --

MR. TREECE: Your name -- I'm sorry, I couldn't understand your name.

MS. COGSWELL: Elizabeth Cogswell, 112 West Burnam, which is pretty far west on the road. I just wanted to say to the person who just spoke, it is her sorority -- sisters in the DG house who are going to get killed crossing that street at Burnam and Providence. They go across in the night time, in the daytime. It's kids walking between the Phi Delta and DG house that cross that road at times that are just completely frightening. And it's also frightening to turn left. So I would love to save those houses on Providence Road, and if we could put in a light without MoDOT having to give us a concrete median, I would be -- although I supported Plan 1, I don't know about Phase 2. And I -- but if we can't do Phase 1, we've got to do something for safe passage there for everybody. So --

MR. TREECE: Thank you.

MS. COGSWELL: -- I hope we can come away with that and preserve the houses. That would be optimum, but --

MR. TREECE: Thank you for your time.

MS. COGSWELL: -- we haven't succeeded so far.

MR. GARDNER: That's our hope.

MR. TREECE: Thank you.

MR. CLARK: My name is John Clark; I live at 403 North Ninth Street. And like Pat Fowler, you may wonder why somebody north of Broadway is here in some ways talking about this, but exactly as Pat Fowler said, this actually affects all neighborhoods because of the process that were used and the problems that came with that. So I've got two or three points, and then I want to ask you something about -- because I'm -- there are some things that I'm not clear about, and I haven't read everything here. And it has to do with the status of the various medians in the various plans. And -- but the first thing is to step back. I mean, we've never had any success in north central, you know, getting too much further with the entire idea of corridor planning, but the broader issue here -- the one

that could encompass all of this, frankly, for College, for Providence, even for Business Loop is the idea of thoroughly going and thinking about these corridors actually over a very long, lengthy period. And it turns out the corridors of College and Providence actually form major gateway points as well, so they fall into that. So a lot of discussion here seems to me to be really there should be thinking about the longer corridor. All the things that have to happen on the Providence north and south for all of this -- and in that context, maybe some of these issues will be -- get a little bit clearer. We -- and I must admit we haven't had a big success. We made a decent start on thinking about the Broadway corridor, and somehow or another, the processes in our city at this time have, to a large extent, brought all of that to a halt. But that was a really good beginning -- an involved process, lots of stakeholders from the different expanses all the way from the far west to the far east. Thinking about that might help create a framework. The second thing, I was extremely struck by Scott's emphasis early in this process that everybody was upset about some kind of median. And it was that kind of upset and the desire to somehow or another get people on board in some sense that some kind of preliminary -- that seemed to drive -- keep going to all kinds of, in fact, extremes. My initial take on that was I'm sorry -- the safety and other kinds of issues are so huge. I'm sorry some people in the Grasslands didn't like the way some nonpermanent -- somehow their medians would look, but it sounded like the City went through a lot of processes and so forth and kept all those and selected things out of deference to that. So that's my median question. Do I -- is it not the case that under Phase 1 and Phase 2 and most of the alternatives there is going to be a major median? Maybe somebody wants a really wide median that is landscaped and so forth, but there is going to be a median out there. Have I got that right? Would you kind of summarize those kinds of options?

MR. TREECE: Sure. And in Phase 1 and Phase 2, there would be a median of uncertain construction. And they have budgeted for concrete. But I'm not sure why they even need a median in Phase 1 and 2 because there is no place to turn.

MR. CLARK: Well, and my --

MR. TREECE: Can't turn into the driveways and you can't turn into --

MR. CLARK: Doesn't that block --

MR. TREECE: -- Burnam.

MR. CLARK: Doesn't that block the left egress that the neighborhood is -- somehow or another, I got confused. It seemed to me that out of all these things, including the alternatives, actually, medians were going to be there, and that really dealt -- you know, eliminated -- and maybe on a road like this, the left egress out of Grasslands is probably going to be one of the -- my last -- my one last point, and that was my understanding of the origin of the IP process -- and I attended most of the meetings of the P & Z and the work group -- this essentially was meant to be part of the giving people an idea earlier on in a process that something was going on. For that kind of process to bear the freight of the really need for facilitated stakeholders getting together in an organized way by which the City takes information in and other people can get that seems to me -- we've not further

developed that whole process. That was briefly mentioned, and then we have gone no farther than that. I think that's -- it's a major process issue, and I think you brought that up, plus the issue of the Staff has always -- because it's been understaffed and unmanned. It has for a long time. We have to do things to maintain enough control so we can maintain our sanity and our professional standards. And we've got to do something about that because that process is causing the harm.

MR. TREECE: Thank you, John.

MR. CLARK: I was really glad that you mentioned it at the very beginning. That's an even a bigger issue almost than --

MR. TREECE: Thank you, John.

MR. CLARK: -- Providence.

MR. TREECE: Who else would like to testify, please? I would like to keep -- and if you want to stack up, we can do that too, just like traffic on Burnam. Mr. Vianello?

MR. VIANELLO: Hugo Vianello, 11 East Brandon Road. I'm a simple man, and I like simple solutions. A lot of people mentioned lights and all that sort of stuff, but, you know, if I was spending my own money rather than City money, what I would do is put lights on every street corner, synchronized the doggone things, paint markers there where people could walk across, and also put signs, Don't block the roadway. Try that -- I mean, it shouldn't cost that much money. Anyway, this is what I would do, and it's simple.

MR. TREECE: Maestro, under your plan, if it didn't work, could we still do this -- Phase 1 and Phase 2 later?

MR. VIANELLO: If you've got money, you can do anything.

MR. TREECE: Thank you. Thank you for being here tonight.

MR. PASCUCCI: Commissioner Treece and the rest of the Historic Preservation Commission, thank you. My name is Chris Pascucci; I reside at 1107 Merrill Court. I am also the owner of the Dr. J.E. Thornton House, located at 905 Providence.

MR. TREECE: That's the Harry Satterlee Bill home?

MR. PASCUCCI: This would be the architect of record. Stakeholders, I kind of wanted to touch on the stakeholding process. This is my October 24 dated letter that I signed for at my front door that was registered mail. I am assuming that the City has a record of that -- my signature -- informing me of the Interested Parties Meeting and Public Work Council Meeting that would -- later occurred here on November 19th. So that was 27 days from the date of that letter.

MR. GARDNER: Could you please speak up in the mic a little bit.

MR. PASCUCCI: I have not received --

MR. GARDNER: They can't here you back there.

MR. PASCUCCI: I have not received any additional communication from the City going back to 2005 -- going back to 1995. I don't know. There should be, I would think, a better source of communication for property owners. That don't seem to have a problem sending me my property tax

bill. So I think they can find my address to want to keep me informed of this. I own five parcels down Burnam Road, and I think that would qualify me as a stakeholder. So six total parcels that I own in the Grasslands neighborhood, and here is my letter, October 24th, inviting me to come listen to the vote that then was cast all -- all in. It wasn't real good. I felt pretty left out. Motivated enough that I don't think that I will stand by when I get the letter of condemnation. I think that will provoke me to find other judiciary satisfaction. So those are my statements. I think that Columbia would be far better served by the proposal or one of the alternative proposals that you have drafted. It certainly less costly; financially more healthy for Columbia. I don't think we want to demolish these homes. I think they have graced the western portal of the community for far longer than anyone in this room -- Mr. Vianello may be getting close, but he would be the only one. You know, over time, those homes have sewn themselves into the fabric of the community, and their architectural uniqueness is kind of what imparts a visual character. They make a coziness to the community, and without it, it doesn't -- it becomes a hardened landscape. It softens a city when you have history to it.

MR. TREECE: Thank you, Mr. Pascucci.

MR. PREVO: I have --

MR. TREECE: Commissioner Prevo?

MR. PREVO: Brent had his hand up first. I don't want to --

MR. TREECE: Commissioner Gardner?

MR. GARDNER: Yeah. Chris, so when did you first get notice that the City was looking at demolishing your property?

MR. PASCUCCI: Well, this is it. I got this nifty little map and this two-page letter in --

MR. GARDNER: What was the date? October something?

MR. PASCUCCI: It was October 24th.

MR. GARDNER: Of 2012?

MR. PASCUCCI: 2012.

MR. GARDNER: And then the vote at Council was --

MR. PASCUCCI: November 19th.

MR. GARDNER: November 19th. So you had a little over a month to --

MR. PASCUCCI: I was never included in any neighborhood discussions, meetings. I'm a property owner, but I guess because I do not reside in the neighborhood, I'm not privy to those -- those meetings and those exchanges of information.

MR. GARDNER: Thanks.

MR. TREECE: Commissioner Prevo?

MR. PREVO: He stole my question. Sorry.

MR. TREECE: Are you -- Commissioner Tucker?

MR. TUCKER: Chris, when did you purchase your first property in the Grasslands? What year?

MR. PASCUCCI: It would have been 1995.

MR. TUCKER: 1995. I'm assuming that because that's what you alluded to. And you own seven now total? Six on Burnam?

MR. PASCUCCI: Six -- it would be six total.

MR. TUCKER: And one on --

MR. PASCUCCI: Five on Burnam.

MR. TUCKER: Five on Burnam and one on Providence.

MR. PASCUCCI: Yes, sir.

MR. TUCKER: Have you ever been invited by the neighborhood association to be on the board?

MR. PASCUCCI: No.

MR. TUCKER: And you own six properties?

MR. PASCUCCI: Yes, sir.

MR. TUCKER: Out of 188?

MR. PASCUCCI: Yes, sir.

MR. TUCKER: Thank you.

MR. PASCUCCI: But I have attended -- I was invited and I did attend one neighborhood association meeting held in the County Government Building.

MR. TREECE: How did you get notice for that?

MR. PASCUCCI: I was delivered a personal phone call inviting me to that meeting.

MR. TREECE: Did you get an invite like that for either the May or the --

MR. PASCUCCI: No.

MR. TREECE: -- October --

MR. PASCUCCI: None before or after that. The interest or the topic of that meeting was trying to sew up the restrictive covenants and adopting the restrictive covenants that the Grasslands Neighborhood Association adopted.

MR. TREECE: Did you sign -- did you voluntarily sign those covenants?

MR. PASCUCCI: Yes, I did.

MR. TREECE: You did?

MR. PASCUCCI: I did. I thought it made the neighborhood healthier -- protected it. It seems a rather about face that you go five years later and take the houses down.

MR. TREECE: Did you know the bylaws for the covenants that you signed have a duty -- the mission purpose includes historic preservation?

MR. PASCUCCI: To tell you the truth, I didn't read -- I read the parts that seemed to be the most heavy.

MR. TREECE: Thank you. Anybody? Thank you, Mr. Pascucci.

MR. PASCUCCI: Thank you.

MR. BOOTH: I'm Frank Booth; I live at 5 East Burnam. And when I bought my house in 1999 -- it would be the house that if you were driving north on Birch, you would run into. So the traffic is going to increase there. I'm wondering where the Preservation has been the last ten years because there have been -- by my estimate, 60 to 70 cars added to the neighborhood on Clarkson and on Burnam. There is one house on Burnam, they have ten cars in front of it. There are eight to ten, usually. I called it the used car lot. So there's been a nibbling away -- not a demolition, but a nibbling away of the value of my property. And what I am hearing tonight is people standing up here and saying there is no downside of having everybody in the neighborhood come down Birch at night with their lights right into my bedroom. So what is being flipped around tonight is -- Alternative 5 in the last figure would hurt my property, and I feel very strongly that it's kind of hypocritical that we're talking about preservation now when there are properties around me, including the 40-unit apartment complex that was built on Clarkson without any neighborhood input. We were left out of the process too. The neighbors were really shocked. Finally, there's a real stress in selling houses because the house next to me has gone off the market. There's no one in it. I see no for sale sign that's on the house across the street. An older -- elderly lady, she's moved out. That has been on the market six months. I asked the realtor on the house next to me what the issue was, was it an egress from the neighborhood, and he said that can sometimes play an issue. The houses behind me used to be duplexes on Clarkson. They are now multi-unit with students. So in the 10, 13 years I've been here, I haven't seen preservation of the homeowners. Thank you.

MR. TREECE: Thank you. Any questions?

MR. GARDNER: This is the first time that there's been eight houses proposed to be demolished in that neighborhood, so we -- it caught our attention.

MR. BOOTH: I appreciate that.

MR. GARDNER: And I'm sure if we had been notified about some sort of issue going on, we would have taken a look at it. We don't drive around in that neighborhood. We weren't notified of this until two weeks before Council voted for it. So we were kept completely in the dark about this process as well, and that's why we are having this hearing now. It kind of seems like after the fact, which it is, according to the vote from Council, but eight houses being demolished is a big thing to historic preservation.

MR. BOOTH: Thank you.

MR. GARDNER: So that's why --

MR. BOOTH: And maybe I will be able to chat with you in the future then. Thank you.

MR. GARDNER: Thank you.

MR. TREECE: Come back. We meet the first Tuesday of every month.

MS. KREISMAN: Hi, I'm Laura Kreisman. I live at 322 West Burnam Road. And I've lived in the neighborhood for 19 years. We built our house 16 years ago. And there are definitely -- I mean, are issues with traffic on Burnam. So when they -- especially once they built those apartments on

Clarkson. So when they brought up the idea of a light, I think it was very tempting for the neighborhood to be, like, Yeah, that sounds great. And easy access, especially with all of us having children that will be driving someday, that made us a lot -- feel a lot safer. The first time I heard of this Phase 1, Phase 2 plan was at the November Grasslands Neighborhood Association meeting, which was held at the library.

MR. GARDNER: November of what year?

MS. KREISMAN: Just a few months ago. November of 2012. And it sounded to me as though, you know -- I mean, tireless effort has been put into this by -- on the part of our neighbors, on the part of the City, on the part of all kinds of people, and I really appreciate all that goes into that because it certainly wasn't me, so I have to appreciate all the labor of other people. That being said, it seemed like it happened very quickly, from my standpoint. And a lot of this seems to have been driven by the demands of MoDOT. And, you know, in defense of you guys and a lot of other people who have taken the hot seat tonight, they should be the one here in the hot seat because there is a lot of questions that it seems we're doing this or this or this because they are the only ones that can answer those questions and they're not here. So I don't know if -- in my opinion, I think that the City Council does need to revisit this issue, and I think MoDOT needs to be held to the fire about what exactly are the requirements going to be and what can we do to address them. And then bringing all the stakeholders together I think is wonderful. In terms of this plan, I originally was, like, okay, I guess I can live with Phase 1, that wouldn't be so terrible. And then I started thinking about driving down my street every single day, sometimes as many as six or seven times a day, taking my kids to school, going to work, coming home, taking my kids to activities, and I usually am granted a -- a Good Samaritan lets us out of neighborhood, which isn't so terrible. But, really, the traffic area I see is a pedestrian one. And that was mentioned by another neighbor, so I won't go into great detail, but it is a huge, huge problem between the cyclists and the kids walking on the street. And I'm very concerned that this -- Phase 1 does absolutely zero to address any of that pedestrian problem. All it does is exacerbate it because you're going to have instead of just the people living on Burnam or Clarkson turning on our street, 200 neighbors that are all driving northbound that need to get home funneled down my street. And there's terrible lighting; there is no sidewalks. It's a mess. So the idea that this is the solution seemed ridiculous to me. And I just don't think it was really very well thought out. I mean, I understand from a perspective, oh, it looks good on paper, but when you start actually driving it and looking at it and thinking that's what it's going to be like, I just think it is worth revisiting. I think there are other viable options. And to be honest, I would rather them do nothing then have them do what they're planning on doing. And I don't think any of us -- I don't think any of the neighbors in our association want these houses torn down. I don't believe that was ever something that anyone thought, oh, this is a great idea. I think it was what they thought would satisfy the needs of the various people to make MoDOT and everyone happy. And I think that the vast majority of people in the neighborhood would rather save those homes, if possible. And I know I speak on behalf

of my husband, who couldn't be here tonight because somebody has to stay home with the small people, and also many other neighbors that I have talked to. So thank you for your time.

MR. TREECE: Commissioner Gardner?

MR. GARDNER: Laura, do you have a feel for -- and this is -- I'm sure you probably don't, but a general idea of residents of the Grasslands and how they do feel about this? I know this isn't like a vote and you get what you want kind of thing. I mean, the Grasslands is needing of some elements here. They need a stoplight; they need -- a turn lane for the traffic that would alleviate that, but is there a feel, just because you live in the neighborhood and you're social, as to how this plays out? Like, how many people are on one side or the other?

MS. KREISMAN: I mean, I think -- I think -- this is -- I may be speaking out of turn, but I think we are all on one side. I mean, I think that we want what is best for the neighborhood and best for the community.

MR. GARDNER: Do --

MS. KREISMAN: I don't think this is -- I mean, to me, this is not personal. This is what is best for our neighborhood and what is best for our community. And, you know, I mean --

MR. GARDNER: Has there been any vote?

MS. KREISMAN: No. There --

MR. GARDNER: I know there has been neighborhood --

MS. KREISMAN: -- to my knowledge that there's --

MR. GARDNER: -- association meetings --

MS. KREISMAN: Yeah. To my knowledge there has been no real vote. And we had sort of a show of hands of who could live with Phase 1 and, possibly, Phase 2, but, you know, when you get it looked at and you're like, Oh my God, what -- we're tearing down what? And there are these maps and -- I mean, you really have to digest it -- at least I do. I mean, I can't speak for everyone else, but I had to really process. And I don't think in the course of, you know, a one-hour meeting, you can really process what that means for your neighborhood and what that would mean for the dynamics of coming in and out of your neighborhood and the traffic backing-up patterns that might establish. I mean, as it is now, half the time I try to turn into my street and there is three kids standing there and a car trying to turn out. So I'm thinking, Okay, could you -- you know, move aside? So -- I mean, we have all kinds of other issues too that, you know, need to be addressed. Unless you live on Burnam I don't think that you are as aware of that pedestrian issue as -- you know, I don't think they have that so much at Bingham and Brandon, at least not -- I haven't noticed it in the way that I do on Burnam because they don't have the, you know, pedestrian traffic of kids walking to school. So, I mean, I don't -- I don't think that there is nec-- I mean, I don't see this as like it has to be a divisive thing. I think there are people who would just really want a light, and they thought that this was what we had to do. But I think if MoDOT would be willing to go back to the drawing board and say, you know, let's

re-examine what we really have to have here, and maybe the University would be willing to give a little. You know, maybe we could find a better solution that would preserve our neighborhood.

MR. TREECE: Thank you.

MS. KREISMAN: Thank you.

MR. ELKIN: Eugene Elkin, 3406 Rangeline Street. I -- being outside the community, but often travel through that area, I feel that the gentleman that earlier spoke on just basic simple things -- the older gentleman wanted to go super simple, this idea just came to me, like, last night. And I can elaborate to the point of take the situation we've got and make it fully functioning at Burnam, not none of this cut this out and cut that in. You're getting the issues of pedestrians, you're looking at sidewalks. And the gentleman with the bedroom issue, let's go a new route. The last lady just spoke on it. How about cutting into the east side of any extra land, and if it has to be, three roads going south -- three lanes south, and three lanes north. My first thought was four lanes south and 1 going north at certain times of the day. Because if the gentleman says it is early morning and I know it to be somewhere, 4:00 or 4:30 in the afternoon, forget it, you ain't getting down Providence. But how many is going north? Do we need three each way or maybe take what we have today -- take 1 and 2; take the middle turning lane, that becomes three; take out the next one, that's four going due south. You don't have any more problems because I'm going just like the older gentleman said, Let's go the simple way and quit wasting money.

MR. GARDNER: Thank you.

MR. ELKIN: Thank you.

MR. TREECE: Thank you. Anybody else?

MR. MARTIN: Mike Martin, 206 South Glenwood. I wanted to tell you all that I think it's brilliant that you did this today -- presented these alternatives. Not necessarily because they are everybody's favorite choice, or might be everybody's favorite choice at some point, but because you opened this discussion up on a larger level to a larger community of people, and I guess we have so far heard from -- according to what we have heard tonight anyway -- and you have started a conversation about something that is, really, the entire town is confronting now. Broadway, where the old homes are along that street is confronting this exact same problem -- increase in traffic -- what do you do? Do you widen the street? Do you take out neighbor's yards, et cetera, et cetera? I looked in the audience tonight -- I mean, I don't live in the Grasslands, but I go by there all the time. I completely agree with everything I have heard tonight about it being a gateway to the community. I mean, it's the gateway to the community. Can you think of any other gateway? Cross Creek? Huh-uh. Student apartments there now. Anything off of Interstate 70? No. There are no other gateways to the community like that gateway. So it becomes something that you have to really handle with care. And not only that, all these great people I know personally live in that neighborhood. There's John and Lili (ph.); Richard and Tootie; Robbie and Ali (ph.); Brian Treece and Mary Phillips; I saw Mark Farnen out in the audience; and saw Tom and Lisa Kayser. And our kids grew up together. All of these folks

are among the most -- among the people I respect the most in this community. They have great minds, great visions, and I think can work something out that will be much more, I think, in keeping with what everybody wants to see because this -- the situation that is started now seems really out of character with the neighborhood. The patron saint of historic preservation lives there -- you know, John Ott, and he's involved in this in some way. And it sounds like he is more in favor of taking the houses down. That doesn't fit. And so I'm wondering what forces are causing that to happen. And I have to agree with Pat Fowler, there is a big neighbor right across Providence called the University of Missouri that isn't engaged -- you don't see any of their representatives here tonight -- and it's getting a larger and larger footprint that is starting to really put stress and pressure on all of these people I know and love who live in that neighborhood. They are besieged with traffic, they have students crossing roads that shouldn't -- I mean, why isn't the University sending letters to these students? Why isn't there some education going on about safety on Providence? I mean, the University is a steward of these students. Why not at least take some time to educate them about how to live on that street in that area? But they are not engaged. And, you know, any time you want them to get engaged on stuff like this, we're too busy. And the referees on the -- you know, in the middle of this -- MoDOT, you know, not a very good referee -- not here, but has a big footprint, has a lot of power, but not here and not that engaged. Our -- the people that are most engaged in this tonight from a government level have been our City Council people -- the City of Columbia. And I've seen most of them in here tonight. So that's -- that's really saying something. But they are only one part of -- only one part of the equation. So I'm hoping that all of these groups can get together and work this out because, you know, you've got a great team.

MR. TREECE: Mike, can I ask you a question? One, thank you for being here, and thank you for your service. You served on the Historic Preservation Commission with Brian Pape and Mary Kay Doyle, and I appreciate that. You were also on the City's Budget and Planning Committee, as I recall. Were you also on CATSO?

MR. MARTIN: No.

MR. TREECE: Okay. But you go to a lot of City meetings -- you cover a lot of City meetings. Do you think it is weird that the City has a $7 million transportation improvement project and didn't have an Interested Parties Meeting and that it's not part of CATSO's review or Planning & Zoning's regular review?

MR. MARTIN: If you mean weird by atypical, no.

MR. TREECE: Contrary to policy?

MR. MARTIN: Yes. But contrary to policy is not weird here. It's typical.

MR. TREECE: Okay. So let me back up. If -- do you think it is contrary to policy to send -- switching to the eminent domain -- I know you're passionate about condemnation in eminent domain. Do you think it is contrary to policy or at least outside of what you would expect City government to do

to send a notice to the property owners 19 days before the City Council introduced this plan, had a public hearing on it, and voted on it in the same day?

MR. MARTIN: Often, they don't treat us like they respect us as much as they should, so, yes, I think that's weird. I think it's not a good way to run a project like this. It's not a good way to run a government.

MR. TREECE: Anybody else? Thank you, Mr. Martin.

MR. MARTIN: Thank you.

MR. TREECE: Anybody else? And to you, Karl Skala.

MR. SKALA: Yes. Mr. Chairman, my name is Karl Skala, 5201 Gasconade Drive. I'm kind of representing the Third Ward. I'm a candidate for the Third Ward City Council. And I guess -- I wasn't planning on speaking; I was planning on listening. But as I sometimes want to do, it is very difficult without saying anything. So I guess I'm most concerned about the process here more than anything else. And I might mention some of it about being atypical, and your questions addressed it, I'm a little bit embarrassed to some degree that -- we've made some progress over the years on Planning & Zoning and on the City Council encouraging our citizens to get together with some of the development community for proposals and so on and to sit down in the same room and to hammer things out. It seems like in this instance the neighborhood has done most of the yeoman's work here and has been trying to get as many people together to sit down as possible. They're not always successful, probably because they haven't had very good examples from some of the leadership. And I'm a little bit embarrassed to say that we haven't been very successful. This is not -- this is intolerable to have a project of this magnitude with just some of the bare bones of Interested Parties Meetings and not have all of the stakeholders -- all of the stakeholders for a single meeting to sit down and hammer some of this out. A lot of these plans have been hatched at various times with different groups, all well-intentioned and all well-meaning, and it was, I guess, up to the Staff and some of the rest of the folks to put it all together. MoDOT is not here; the University is not here and never was. Some of these people got notice; some people didn't. This needs to be fixed. If we're talking about a $6 or $7 million project -- Pat Fowler was absolutely right. Everybody is scrambling for these dollars. When you talk about the CIP Plan, the last time we had a CIP Plan in 2005, when it was funded, the City wanted $105 million. They only got $80 million, and that $80, most of which only passed by 271 votes. If they didn't have that money, there wouldn't have even been that kind of ten-year plan. We are facing another ten-year plan in 2015, and that one has already climbed to $203 million for the bond issue. I'm not sure exactly which -- all of these -- all of these projects which are funded and which aren't, but it's organized in the CIP Plan from a one-to-two year project, which is usually funded, to a three-to-five year project, which is usually partially funded -- sometimes just engineering, maybe not completely, to eventually the seven-to-ten year projects, where this Phase 2 will occur sometime in the seven-to-ten year, unless it is moved up on the CIP Plan. And I'm just -- the idea of a month's notification for someone for eminent domain, and the City Council acting on

Phase 1, knowing that there was no money in the foreseeable future for Phase 2, and just assuming it was going to happen, I think is just irresponsible.

MR. TREECE: Thank you, Mr. Skala. Can I -- you served on Planning & Zoning -- help me remember. You're on P & Z --

MR. SKALA: 1999 to 2005.

MR. TREECE: And then you were on Council from 2005 to --

MR. SKALA: 2007 to 2010.

MR. TREECE: And now you are on P & Z again?

MR. SKALA: Again, for this past year.

MR. TREECE: Would it -- in terms of time table, would you say it is atypical for a project -- $7 million project to be unveiled in May of one year, no Interested Parties Meetings, and have it be noticed up for Council at November and approved in the same night?

MR. SKALA: Sure. But there is precedence. Look at the EEZ and how that was --

MR. TREECE: But they also --

MR. SKALA: -- I mean, that was --

MR. TREECE: But they also reversed that.

MR. SKALA: That's right. And they can reverse this as well.

MR. TREECE: Okay.

MR. SKALA: But, yes -- I mean, it's very unusual. And P & Z was not a part of this -- of course, I wasn't involved at that time when this was being passed along, but as far as I know, P & Z was not involved in it.

MR. TREECE: As part of the public record -- and you were probably on City Council when this email was generated, but there was a City Council member who was getting questions from the Grasslands, questions about the -- from the University, questions from the Phi Psi's about this project --

MR. SKALA: Perhaps, but it was never shared with the rest of the City Council.

MR. TREECE: Well, and this person was told not to meet with them because, we need to preserve maximum flexibility for City Staff to be able to negotiate in-between them without all of them talking. And would that be --

MR. SKALA: Well, there is, you know --

MR. TREECE: -- the --

MR. SKALA: -- there is a requirement in the City Charter that the City Council cannot talk to City Staff members, except to extract information, without the permission of the City Manager.

MR. TREECE: But should they be discouraged from talking to their constituents -- these stakeholders?

MR. SKALA: Absolutely not.

MR. TREECE: Okay.

MR. SKALA: Absolutely not.

MR. TREECE: I'll share that with you. Anybody else? Thank you. Thank you, Mr. Skala.

MR. SKALA: Thank you.

MR. TREECE: Anybody else? I'm sorry, Patty, can you hold on -- Mitch Skov, please. Thank you. You had your hand up.

MR. SKOV: Hi. My name is Mitch Skov, and I live at 407 West Boulevard South. And I'm not here to criticize anyone or any of the treatments that have been proposed here, but I just want to reiterate a couple of the things that have been mentioned here tonight that these are structural resources that are irreplaceable if they were to be gone. I think -- looking at it from a financial perspective, I do think in -- just, in general, we have a lot of misallocation of resources financially, and this would, I think, not only be a misallocation of financial resources, but it would result in a loss of a structural resource that is irreplaceable. And it would certainly have a very negative impact on the Grasslands aesthetically, and from a noise pollution perspective -- at least for those owners who are directly on the streets directly to the west of these houses fronting on to Providence. And the other thing I wanted to mention is that as somebody who is on foot on a regular basis travelling to and from downtown, I know what a barrier Providence is to pedestrian traffic and bike traffic. And I'm sure it is worse in the Grasslands area than it is even in other places, like at signalized intersections. But I will point out that no matter what kind of treatments might be introduced on Burnam or elsewhere -- and I certainly fully support pedestrian improvements at those signalized intersections. Whatever intersections become signalized in the future that may not be now, there is no guarantee that the students will go to that spot to cross Providence. I think that that is very obvious, based upon experience, that they will cross where they decide to cross at that point. But, certainly, I want the facilities to be available for them -- and improved facilities to be available for them to do so. But, again, just from my perspective, I certainly am opposed to tearing down the central city located houses. This is housing that is very walkable, very bikeable to the central city to MU, as well as Stephens in Columbia, and it is an irreplaceable loss if that kind of housing is gone. Thank you.

MR. TREECE: Thank you, Mr. Skov. Commissioner Gardner?

MR. GARDNER: Mitch, I had a question. Were you surprised, as a walker -- I see you walking a lot. As a walker, were you surprised that the Phase 1 was approved without any comment of -- or approval for sidewalks on Burnam? I mean, to me, just in reality, you're going to have a stop light there, and you're going to have a lot of the same students that are currently walking on the street -- on Burnam, walking up to an intersection that doesn't have a sidewalk --

MR. SKOV: I can't speak to that. I was not involved in the first phase to the degree -- to any degree, so I can't speak to why --

MR. GARDNER: As a walker, do you ever walk to an intersection that you really don't have a sidewalk?

MR. SKOV: Yes.

MR. GARDNER: And does that intersection have a stoplight ever? Are there any precedents for a stoplight at an intersection without a sidewalk going to it?

MR. SKOV: I'm -- I think that there are. I'm trying to think of an example of one. Certainly there are -- West Boulevard and Worley, for example, does not have a -- at least one of the legs does not have a sidewalk on one of the sides -- maybe the northeast corner does not have a sidewalk. There are other signalized intersections in town that do not have a sidewalk. I mean, it's going to be less probable, but there are a number -- of course, there are many nonsignalized intersections that don't have sidewalks -- at least part of the --

MR. GARDNER: I'm just trying to visualize what we're -- we're going to be standing either on the road or in the grass to get across that intersection.

MR. SKOV: Well, we do not -- there is one -- there is actually a -- in the draft sidewalk plan now, there is a sidewalk on Burnam shown between Clarkson and Providence, which was put in based upon public input received at the input meetings back in September, and also, at the request at Councilwomen Anthony. So, again, that's a draft, but the project is included in the list now.

MR. GARDNER: But that wasn't tied to Phase 1?

MR. SKOV: That's -- not to my knowledge, no.

MR. GARDNER: Thanks.

MR. TREECE: Thank you, Commissioner Skov.

MR. SKOV: Thank you.

MR. TREECE: Yeah. I'm sorry.

MS. KING: I'm Patty King, and I live at 109 West Parkway. And I have a question that just really kind of blows my mind as to why as citizens -- and even the City of Columbia is allowing a bully as big as the University of Missouri to dictate what they are going to allow to happen, and what's not going to be allowed to happen? Why have they not been approached, and why do we give up so easily about asking them to give us a portion of that property on the east side of Providence? We see the University aggressively trying to get more students to come to the University, but they're not addressing the fact that these students have no place to live. And therefore, we're seeing properties in downtown Columbia being taken over and high rise apartments, slash, student housing being built. And we're allowing this, as a community, to happen. And I'm not sure why eminent domain doesn't come into plan with the University of Missouri.

MR. TREECE: That's a -- that's a good point. And, you know, Mike Martin mentioned the clout -- Mike Martin mentioned the clout of this neighborhood, and you are friends with a lot of people in that neighborhood too.

MS. KING: Right.

MR. TREECE: And it seems to me -- there's a former congressman there; there is at least one judge; six professional lobbyists; three -- the presidents of three banks. I don't know why that neighborhood doesn't have the clout to push back on a better --

MS. KING: I mean, it's --

MR. TREECE: -- plan.

MS. KING: Even if we took 12 feet of their property, that would allow for us to widen the nine and a half feet that the lanes are currently at; it would allow us to give probably another lane of traffic; and we wouldn't have to get rid of these houses that are along Providence Road. It's just, to me, it's ridiculous that we as a community allow this to happen. You know, economic drive or not, we're still -- we still have voices.

MR. TREECE: You live --

MS. KING: 109 West Parkway.

MR. TREECE: So that's the old southwest. Would you be here if this was Stewart Road -- taking down the north side of --

MS. KING: Heck, yeah.

MR. TREECE: -- Stewart Road?

MS. KING: Absolutely I would be here. It's very sad to watch. And it just -- to me, just doesn't make sense that because the University said no, maybe once, that we said, Okay, nevermind, we'll do something else.

MR. TREECE: Commissioner Tucker?

MR. TUCKER: More of a statement. The reason we are here is because there was not an IP in 2012 that approved this plan that was passed by Council in November.

MS. KING: Well, I can appreciate that, but --

MR. TUCKER: That's why -- that's why we are here.

MS. KING: But as the National Historic Society -- Preservation Society, I mean, we're seeing the same thing happening with the Niedermeyer, we're -- you know, we're having the same things happening with other properties within our beautiful city. And it just -- you know, it seems we've got this big huge bully staring down on all of us, and we're not making them answer to anything.

MR. GARDNER: I think at some point that the City of Columbia has to look at itself and say how much do we care about historic preservation?

MS. KING: Right.

MR. GARDNER: And whether it is the Niedermeyer, whether it's any number of properties that kind of go every month or two, you know, they may or may not have historic value to everyone. They may have historic value to people, but I think we need to address that as a community --

MS. KING: Right.

MR. GARDNER: -- what does the history mean to us? And, maybe, it may be true that the City of Columbia doesn't care about that, and they care more about getting more students in town. That's the --

MS. KING: Where are they going to live?

MR. GARDNER: -- discussion for -- right. So a lot of what is going on, the pressures are -- as you stated, are coming from the University. A lot of the downtown crunch on student housing is coming from that. And that is pushing out --

MS. KING: Uh-huh.

MR. GARDNER: -- some of the older properties that have history.

MS. KING: And why the Grasslands now has the 40-unit, you know, duplexes down on Clarkson Road. It's -- you know, they've -- it's a healthy market for student housing. And it's because we're not allow-- we're not requiring the University to do anything about their expansion. But yet, they're going to tell us no. We're not going to give you any part of our property that is not even being used along Providence Road. It's just -- it's ridiculous to me.

MR. TREECE: Thank you, Ms. King.

MS. KING: Uh-huh.

MR. GARDNER: Thanks.

MR. TREECE: Welcome.

MR. WEITKEMPER: I'm Bill Weitkemper. I was also not planning on speaking tonight. I'm a candidate for the Fourth Ward City Council. I think you have two problems tonight. One is a historical preservation problem, and the other problem is a Staff problem. The conduct of your Staff is disgraceful. I had the same problem with the sewer ordinance. When you start deceiving the public, misleading the public, circumventing the public, you do something about it. The City Manager is the only employee that the Council supervises, but he needs to hold people accountable. That is one of the reasons why I am running. Thank you.

MR. TREECE: Mr. Weitkemper, before you leave, you've worked in --

MR. WEITKEMPER: Public Works.

MR. TREECE: -- Public Works for a long time.

MR. WEITKEMPER: Thirty-seven and a half years.

MR. TREECE: Do you say it's unusual that the City of Columbia adopted a $7 million transportation project without having an Interested Parties Meeting, start to finish, in five months?

MR. WEITKEMPER: No. There was a reason for that. Ms. Anthony was leaving. Ms. Anthony wanted this plan adopted. It's the same reason they adopted a sewer ordinance without a thorough hearing, Bill Watkins was leaving. They needed to adopt the sewer ordinance revisions before Bill Watkins left. They needed to adopt this plan before Ms. Anthony left. It had to be done; it was done.

MR. GARDNER: Thank you.

MR. TREECE: Thank you. Anybody else? Would anybody else like to testify? Going once. Okay. Our intent tonight is to review the transcript. I promise we will make adjustments to our recommendations. I do expect our Commission to make a report to Council and submit that. I would look for that report on the City Council agenda -- Ms. Rachel Bacon, the Council meets Monday?

MS. BACON: There is not going to be enough time to get the tape, so I would say February 18th, the second meeting in February.

MR. TREECE: Got it. So -- but our report conceivably could be posted not on tomorrow's agenda, but in two weeks, you could find that report on the Council Website?

MS. BACON: Yes, sir.

MR. TREECE: Great. Thank you. Thank you for your time. I appreciate it.

XI.) ADJOURN

The meeting adjourned 9:58 p.m.

(Off the record)