

TERM OF COMMISSION: July Session of the July Adjourned Term

PLACE OF MEETING: Roger B. Wilson Boone County Government Center  
Chambers

PRESENT WERE: Presiding Commissioner Dan Atwill  
District I Commissioner Fred Parry  
District II Commissioner Janet Thompson  
County Counselor CJ Dykhouse  
Director Resource Management Stan Shawver  
Planner Uriah Mach  
Deputy County Clerk Michelle Thompson

The meeting was called to order at 7:00 p.m.

### **Resource Management**

- 1. Public hearing for a request by Fred Overton Development, Inc. to rezone from A-2 (Agriculture) to R-SP (Planned Single-Family Residential) and approve a review plan for Perche Ridge Planned Development on 17.0 acres, more or less, located at 6001 W Gillespie Bridge Rd., Columbia.**

**- Rezone**

**-Review Plan**

Stan Shawver read the following staff report:

This request was considered by the Planning & Zoning Commission during its July 18, 2019 meeting.

The minutes for the Planning & Zoning Commission meeting of July 18, 2019,

along with the Boone County Zoning Regulations and Subdivision Regulations are entered into the record of this meeting.

The Planning & Zoning Commission conducted a public hearing on this request during its July 18, 2019 regular meeting. There were seven members of the commission present during the meeting.

The property is located on the north side of Gillespie Bridge Road at the intersection of Gillespie Bridge Road and Coats Lane. The zoning is A-2 (Agriculture), as is all the surrounding zoning. These are all original 1973 zonings. The request is to rezone the approximately 17 acres to R-SP (Planned Residential Single Family) and to create a residential subdivision of public streets, 34 home lots, and 2 common lots. The area sought to be zoned is currently vacant.

The Master Plan identifies a sufficiency of resources test for determining whether there are sufficient resources available for the needs of the proposal. The sufficiency of resources test provides a gate-keeping function. Failure to pass the test should result in denial of a request. Success in passing the test should allow the request to be considered and evaluated based on accepted planning principles.

The resources typically used for this analysis can generally be broken down into three categories: Utilities, Transportation, and Public Safety.

Utilities: The area proposed for rezoning is proposed to be served with sewer by the BCRSD with ultimate treatment by the City of Columbia. It is understood that an agreement with the City to provide the treatment has been obtained. The design of the sewage collector system will have to be designed to meet the BCRSD standards.

Consolidated Public Water District #1 provides water in the area and has a tower/storage tank within 3,500 feet of the property. Fire hydrants and public water is required for the proposed development. There may need to be some upgrades or relocations of waterlines that will need to be coordinated and will be at the developer's expense.

Boone Electric currently serves the area and any facilities that will need to be reworked and/or relocated will be at the developer's expense.

Stormwater: Development on the site will be required to comply with the Boone County Stormwater Regulations. There is some designated Floodplain on the eastern portion of the property. Most of the Floodplain is contained on the large proposed common lot. The fringe edge of the 100-year floodplain does extend onto 6 of the 34 proposed development lots. These 6 or so lots will need Floodplain Development permits and elevation certifications.

Transportation: The property has frontage on Gillespie Bridge Road and will provide two hard-surface public road connections along with a west-bound right turn lane at the proposed 4-way intersection with Coats Lane. The right turn lane is proposed to mitigate traffic impact from the new development at the expanded intersection of Coats Lane and Gillespie Bridge Road. Gillespie Bridge Road is designated as an Arterial roadway on the CATSO Major Thoroughfare Plan, and Coats Lane is designated as a Collector. No direct driveway access to Gillespie Bridge Road will be allowed from any of the proposed lots. The existing private drive on the western edge of the property that intersects Gillespie Bridge Road creates some potential conflicts with the proposed Tamarack Drive intersection. The exact location of these connections will need to be coordinated as/and if the development moves forward. Some modification during the design refinement process is likely going to be required to meet sight distance and construction standards.

Public Safety Services: The site is within 2.6 road miles of County Fire Station 14 on Scott Boulevard, and 5.9 road miles from County Fire Station 9 on Henderson Road.

Zoning Analysis: The Master Plan designates this property for residential use. The proposed use is consistent with that designation. The proposed design is at 2 units per acre, which is the equivalent density of an A-R zoning district. The maximum density possible to propose under an R-SP would be 6 units per acre. The proposal is essentially at 1/3 of the theoretical maximum density possible to have been proposed under the zoning sought.

The request does meet the sufficiency of resources test for service availability or potential availability. However, there may still need to be some coordination work with utility providers. The exact location of the western public road connection may need some adjusting and a possible conflict with the gravel private drive to the west of this new roadway connection will need to be resolved. While the existing land use and zoning of the area is rural residential in nature with newly created tracts of 2.5 acres and larger, this character and zoning was set at a time when the existing infrastructure of the area was not available to support higher densities. However, the Master Plan anticipates this area to be suitable for smaller lot sizes and hence zoning changes; this suitability is dependent upon upgrades to infrastructure to support higher densities. Water in the area has been upgraded to where it is possible to provide fire flows. Gillespie Bridge Road, while subject to occasional flooding, is designated and built as an Arterial roadway and is one of the better County roadways. The provision of public central sewer is the last of three primary hard infrastructure upgrades needed to support the density anticipated in the Master Plan. The residential use is surrounded by other residential uses with the only real difference amongst all the residential uses being density created by variation in lot size. The proposal appears to be compatible with what was anticipated by the future land use map

for the area in the Master Plan.

Staff notified 10 property owners about this request. The property scored 63 points on the rating system.

Staff recommends approval of the rezoning with the following conditions:

- The issues related to the intersection of proposed Tamarack Drive and Gillespie Bridge Road shall be worked out to the satisfaction of the County Engineer and the Director of Resource Management prior to submission of the final plan: sight distance and locations issues; conflict with the existing Drive.
- A right turn lane shall be installed in accordance with Boone County Roadway Regulations and to the satisfaction of the County Engineer and Director of Resource Management prior to recording any final plat.

The Planning & Zoning Commission conducted a public hearing on this request during its July 18, 2019 regular meeting. There were seven members of the Commission present during the meeting.

Following the public hearing, a motion was made to recommend approval of the rezoning request. That motion was approved by a vote of 5-2.

A motion was then made to recommend approval of the Review Plan with staff suggested conditions. That motion was approved by a vote of 5-2.

Commissioner Parry asked if the standard width of a turn lane is 11 feet.

Stan Shawver said yes, 11 feet is the standard.

Commissioner Parry said that the City of Columbia is interested in buying County Fire Station 14 and asked which station would respond to emergencies in that area if the

transaction does happen.

Shawver said based on what has happened in the past, it would be anticipated there would be a joint response with initial response coming from the station on Scott Boulevard, what is currently Station 14. The City and the Fire District have worked out those mutual responses depending on who is closer.

Commissioner Parry asked to be shown on the slide where the existing private driveway is and where the proposed Tamarack Drive would be.

Commissioner Parry wanted clarification that the County asked the developer to add an entrance off Coats Lane.

Shawver said the very first plan that was shown a few years ago only had one entrance. The County is requiring two entrances.

Commissioner Parry asked when the original Master Plan was adopted and updated.

Shawver said the Plan was adopted in 1973 and was updated in 1995.

Commissioner Thompson said a lot of her questions come from the flooding issues and asked what evidence was presented, in terms of the flooding and the use of the fire stations, at the Planning & Zoning meeting.

Shawver said there was not a presentation on how often emergency calls would be diverted to another route.

Commissioner Thompson asked if there was no evidence presented as to the difference when the road was flooded and the lack of availability of a fire response from Scott Boulevard, for instance.

Shawver said there was no evidence presented other than the distance of the fire stations.

Commissioner Atwill said he recalled that Mr. Crockett did reference the distance from each of the fire stations and there was consultation with the Fire Department.

Commissioner Atwill asked to see the map that shows the flood area involved.

Shawver explained the illustrations on the slides. All slides are included at the end of these minutes.

Shawver said the spotted area is what is defined as Floodway. That is the carrying area of flood. That is where the water has to be. The striped area is what is defined as Floodplain. It is an area that is susceptible to flooding but it is not where the carrying capacity of where the flood is going to be.

Commissioner Thompson asked what carrying capacity of flood meant.

Shawver said the carrying capacity of the flood is the Floodway. That's the channel. That is where the water is always going to be depending on the amount of rain and flooding. In the other area, it is possible to have flooding. It is an area that can be developed and built on. FEMA regulations provide for that, including allowing fill. There is a whole section of County regulations and FEMA regulations that explain how fill can be done and how structures can be elevated. Residential structures have to be elevated at or above base flood elevation. There are cross sections prepared by FEMA showing what the depth of a flooding would be at that place. When building permits are issued, there is a requirement for a flood plain development permit for any structure or any development taking place in that area. If it is a structure that is going to be occupied, there is a requirement for an elevation certificate to show what the lowest floor is, which has to be at or above that base flood elevation.

Commissioner Thompson asked if that goes with the land record.

Shawver said it is with the building permits and there is a whole separate file of all the flood plain development permits and elevation certificates. Those are subject to scrutiny and review by FEMA at any time.

Commissioner Thompson asked if that was available for subsequent buyers as well.

Shawver said yes.

Commissioner Atwill asked if this plan that is being presented conforms to the rules of FEMA.

Shawver said it conforms to the County regulations at this point in time. It is a proposed development and until there is actually grading, fill, and proposed structure location, it is hard to say it will. However, he cannot see any reason why it would not. All of this has to be engineered. He cannot prepare an elevation certificate. It has to be done by either an engineer or a surveyor.

Commissioner Atwill asked if the extra work would be done by the Resource Management office in connection with the process of building.

Shawver said yes. Resource Management would review in conjunction with the stormwater plans and the road plans. The office would also review any fill that is proposed as well as review the flood plain development permits and elevation certificates.

Commissioner Atwill asked if Resource Management would approve anything that did not conform to FEMA rules.

Shawver said, to his knowledge, they have not, and they would not. There have been times in the past when things get approved and, once built, they aren't quite right. In which case, it has been required to have people mitigate those and bring them into compliance.



Commissioner Thompson asked if that would happen when FEMA does inspections.

Shawver said usually, the insurance catches it because if anyone is in the Floodplain, they have to get a floodplain insurance.

Commissioner Atwill asked if there are other areas in the County that have this kind of configuration with the Floodway and Floodplain.

Shawver said yes.

Commissioner Parry wanted clarification that the 6 lots in question are in the Floodway, not the Floodplain.

Shawver said that is correct. These lots are in the fringe, the area in the Floodway in the common lot area.

There were no more comments or questions from Commission.

Tim Crockett was present on behalf of the applicant to speak on this item.

Crockett presented a Power Point presentation. That Power Point presentation is included at the end of these minutes.

Commissioner Atwill opened the public hearing.

Kenneth Barnes was present to speak in support of this item.

Barnes said he is in support of this plan. He is the one that lives on the private drive. He is more than willing to work something out with them on moving the driveway.

Kim and Steve Stonecipher Fisher were present to speak against this item.

Kim Stonecipher Fisher said they are in the subdivision that would be looking across at this development.

Steve Stonecipher Fisher said he is also representing the West Cliff Homeowners Association, which is 88 homes. A survey was done and 57 of those 88 absolutely opposed this project because it doesn't fit with either side surrounding it. There were 4 that had questions about it.

Kim Stonecipher Fisher said there is a total of 12 houses that border the land. Each of those 12 houses have at least 1 ½ acres to 3 acre lots.

Steve Stonecipher Fisher said he believed on the County side, the rule is 2 ½ acres per house. Another thing he wanted to point out is that the existing properties there do not have any of their acreage taken up by roads. This new development will have about 18 to 20 percent of the whole property taken up by roads. That would make it about 4/10 of an acre per house. He wanted to know where they have done a 2-foot elevation in the Floodplain as Mr. Crockett said they always do that elevation. Gillespie Bridge Road is likely designated as an Arterial road because it is the only road out there. If something is going to be built there, it needs to fit into the rest of the area. What is being proposed now does not. The FEMA regulations on Floodplains are not as good as they are presented to be, in that in Columbia, 100-year Floodplain floods are happening about every 25 years. With global warming, 2 feet for elevation may not be enough.

Kim Stonecipher Fisher said an additional concern they had was making changes to the homes that are currently not in the Floodplain. Adding all these roadways, landfill, etc., is going to affect those who already have their homes established and it will affect how the Floodplain actually extends. Kim Stonecipher Fisher showed the Commission some pictures she had of water in their yard and stated they are on an 80-foot cliff.

Commissioner Thompson asked when the pictures were taken.

Steve Stonecipher Fisher said either 2017 or 2018.

Scott Mullins was present to speak against this item.

Mullins said he understands that growth will happen, but this type of development does not fit out there. There is nothing else like it out there, having a city-like development in a country area. He also worries about the safety on the entrances to this development. The speed limit is 50 on that road and it goes downhill at parts. It is dangerous. Another issue he has concerns about is the big pond on the property. The developer has plans to fill it and put a street on top of that and he doesn't know how that might interfere with any preservation laws. He worries about the preservation of the mature trees on the property. The area is not ready for an urban sprawl right now.

Janis Stevens was present to speak against this item.

Stevens presented a Power Point presentation. That Power Point presentation is included at the end of these minutes.

David Jax was present to speak against this item.

Jax said he is concerned about traffic and safety. There are no shoulders on UU. The s-curve ices up in the winter as does the bridge. People who are not used to driving on untreated roads or who do not have 4-wheel drive might have an issue with that. The proposed development doesn't match what it already out there. The lots are going to be too small. Putting a subdivision there will take away from the homes that are already there that have nice, big open lots. Many of the homes out there are worth a lot of money and this is going to take away from them.

Commissioner Atwill asked Jax if he had an appraisal.

Jax said yes, he does, and he pays his taxes every year.

Commissioner Atwill asked if he had an appraisal in light of what it would be if this were to be constructed. It is the opinion of Jax, but that is something that the County would seek expert opinion on.

Jax said that it is sad to see that the Commission appears to have already made its mind up about this when it is really going to hurt the value of some of the houses.

Penny Arafe was present to speak against this item.

Arafe said when she built her house 34 years ago, she had to buy a lot that was not in the 100-year Floodplain. In fact, she had to switch lots in her subdivision for her loan to go through as the lot she initially picked out was in the 100-year Floodplain. On this issue of emergency vehicles having access, she was told that if the road was flooded, it would be a minimum of 14 minutes for an emergency vehicle to get out there from Midway.

Commissioner Thompson asked what the time was from the other station.

Arafe said it would be a lot faster if there was no flood.

There was no one else present from the public to speak on this item.

Tim Crockett had an opportunity to address public concerns.

Crockett said, regarding the flood insurance: getting a letter of map revision removes the structure from the Floodplain itself. The reason for that is so that you can go to the lender and show them that the structure is elevated above the Floodplain. It is the lender's prerogative if they will require flood insurance or not. Regarding comments that this development does not fit: one of the slides in the presentation illustrated the location of

single-family residential developments within Boone County. They are next to 100-acre farms. They are next to 2 ½-acre tracts and they fit just fine. He does not know of any issues with those. Regarding preservation of the mature trees: part of the annexation agreement with the City for the sewer situation requires them to comply with the County regulations while the property is being developed except for when the County doesn't have requirements that the City does and, in this case, tree preservation. They will have to provide a preservation of the site of 25 percent of the climax forest and 25 percent of any significant tree. A significant tree is identified as an existing tree over 20 inches in diameter. These trees will be protected by the annexation agreement. Regarding the 500-year Floodplain on the streets; again, the properties will be elevated above that so there will not be any issues with that. A statement that was made at the Planning & Zoning Commission meeting and was referenced at this meeting was that residents may not be accustomed to country living because they live on a single-family residential lot in County. Crockett takes some personal offense to that. There are a lot of single-family lots in the County. Those residents are no different than any others in the County. Regarding a comment saying this development will double the population in the area; looking at the streets around there, the population is certainly not going to be doubled. There is a lot of property out in the area and this development will not double the population. Regarding sight distances at the entrances: yes, that will need to be looked. They have shot the sight distance at those locations, as has the County Staff. The sight distance requirements will be met, and the County will verify that.

Regarding a comment saying the City denied this due to the issue of flooding: this is not accurate. The City likely denied it because they did not want to extend infrastructure, police protection, etc. The City did have concerns over flooding, but that was not the sole reason. The reason the annexation was asked for was the fact that, when the project was first started, it was discussed with the Planning Staff of the County. It was discussed with the City Manager at the time regarding tying into the sewer and his comment was that if City sewer was wanted, the property had to be annexed. Regarding the minimum response time of emergency vehicles: he spoke to Gale Blomenkamp and asked for response times and he said they do not comment on response times, but also said that both of those stations can

adequately serve that development in a timely fashion. The Floodplain has been brought up many times. This is dealt with on a routine basis. The County has professionals on staff as does Crockett Engineering.

Commissioner Parry wanted clarification of the 2017 annexation denial.

Crockett said it was based on multiple reasons. Several council members didn't like the idea of having to extend City services on the other side of Perche Creek. They had a concern over having to extend Columbia Police, a concern over solid waste, road maintenance, etc., and flooding. There was concern over how the City would bring services over a flooded road. Crockett spoke with the Sheriff's Department and they had no issue with this; their comment was they would most likely come from the other direction to access that site anyway.

Commissioner Parry asked if the annexation agreement required sidewalks, lighting, and tree ordinance.

Crockett said yes, to some degree. It requires a tree preservation for the significant trees. It requires sidewalks. The County requires internal sidewalks which they will have to comply with, but the City also has external sidewalks which will be a requirement along Gillespie Bridge. The City will not require them to install street lighting because of the environment which it is in; with the larger tracts, they are saying it is more conducive to having no streetlights in the area.

Commissioner Parry asked if the turn lane would be for traffic coming from the east or the west.

Crockett said it is for the traffic coming from the east, coming from the City of Columbia that would enter the development. It would be a right-turn lane.

Commissioner Parry asked for information on the common space of the development.

Crockett explained it would be left alone as much as possible with the exception of the stormwater facilities. The HOA is going to own it, so it could be used for a trail network or whatever they might see fit for that area. It will be very beneficial to the development itself.

Commissioner Thompson wanted clarification on the average lot size.

Crockett said it is ½ acre for the entire piece of property. The lot sizes would be roughly 75 to 80-foot-wide, which is the typical standard single-family residential lot.

Commissioner Parry asked what the average price for these homes would be.

Crockett said that is hard to say. It is hard to dictate at this time what builders will put in there.

Commissioner Parry asked how many houses with basement walkouts there would be.

Crockett said it would probably be about 50/50 at this point. Honestly, to build a cheap home in Boone County, it cannot hardly be done for \$200,000, so it would be well north of \$200,000 for sure.

Commissioner Parry asked if Crockett could address the concerns raised over building a street on top of the existing pond.

Crockett said that will all be done in conformance with the Boone County Regulations for roadway construction. Issues such as that are encountered all the time. The subgrade has to be tested and certified by the Boone County inspectors before a road surface can be put on top of it. All the unsuitable material gets pulled out and suitable material gets put in. It is not a concern. It will take special care, but it has been done before and the County has seen it before.

Commissioner Thompson asked Shawver what this area looks like.

Shawver said the majority of the properties in the vicinity are larger tracts: 50, 80, 100 acres. Walnut Woods and Johnmeyer Lane are 2 ½ to 5 acres and up. Perche Hills, Druid Lane, Celtic, those are all 2 ½ acres and larger. Going all the way out to Route UU, there is some AR land there. There are some smaller lots there, about 2 acres or so.

Commissioner Atwill closed the public hearing.

Commissioner Parry complimented the neighbors for putting together an excellent presentation. It was very compelling and brought a lot of information to the table that was not heard before. He certainly has sympathy and empathy about the concern for changing the character of the area and it is a valid concern. It is a concern that, unfortunately, the community hears over and over. As Columbia and Boone County continue to grow, a lot of concerns about changing the character of neighborhoods is heard. The fact that the County's Master Plan, even though it is 24 years old, going back to 1973 has the designation of this area as residential sways him. It is important in some respects when you have someone come to the County with a plan that is 100 percent in compliance with the zoning regulations and everything else that is asked of them. Getting sewer on this property was no small feat. In his mind, the County's hands are somewhat tied because they are being brought a legal and complying subdivision for consideration.

Commissioner Thompson said it does technically meet the standards. However, she has serious concerns for various reasons. There are serious concerns because when the County has looked at prior situations, they have looked at the character of the area and if it would be consistent with that or change it. It seems, from what Mr. Shawver described from the rest of the area, there was nothing that was less than 2 ½ acre pieces of property. To say that something is going to be maybe a ½ acre, that seems inconsistent. She does appreciate everything that Mr. Crockett and Mr. Overton have done. They have done a wonderful job in trying to make this work. There is also the concern of the flooding. Looking at this land,



she can see the results of flooding. Yes, it is in compliance with FEMA, but there are still serious concerns. The people who would buy these houses are not going to be owner/builders and there is a likelihood they will not be as well informed as owner/builders would be. Her first concern was initially the safety issue regarding emergency vehicles if the road was flooded. However, Gale Blomenkamp knows what he is talking about and she can trust when he says there is not going to be a problem.

Commissioner Atwill said growth can cause problems. Right now, while a lot of other counties are losing population, Boone County continues to grow, which, while good, does cause a different set of problems than losing population. There are a lot of imperfections in the whole thing. Looking at roads that need to be closed or changed because of flooding, there would be a long list of roads. There has been considerable flooding this year that has affected a lot of places. Another aspect of this that is important, is the fact that there is an Advisory Commission, people who donate their time and go through a lot of trouble to learn the rules and the law as it pertains to this type of project. They voted 5-2 to approve this project and their position has to be carefully considered. How the County Commission reacts to those recommendations needs to be looked at. If the County Commission declines to approve recommendations frequently, then there has been failure to pick the right people to serve on those commissions. He thinks, currently, the right people are on those advisory commissions. He believes they carefully analyzed the information they had and did the best they could in deciding. He sees no defect in their decision or any failure to sort out the facts or apply the proper rules. Another factor that is important is that Staff recommended approval. FEMA requirements seem to be on track to be followed. The County Commission has approved 3/10 of an acre on a tract of 40 acres for homes before, although not unanimously. There needs to be consistency on how these things are handled. With all things considered, Mr. Overton has done what he was expected to do by the existing rules and has worked hard in his approach to be consistent in these things. He should be permitted to proceed.

Commissioner Thompson said, talking about existing rules, that is the most relevant fact. It

would be nice if there were someone from the City at this meeting to talk about this August 5<sup>th</sup> proposal to create some kind of new plan, rather than kicking it down the proverbial road. The current rules need to reflect reality. To really do it right, there needs to be a plan for the western part of Boone County. Yes, under current rules, Mr. Overton has done everything needed to make this happen, but she isn't sure if the current rules are the right place to be.

Commissioner Parry said it should be noted that there is tremendous satisfaction with the northeast area plan. Though it was very complicated, it has proven to be a very beneficial plan for that area of the community. It should also be noted that the County has strongly urged the City to participate in a south area plan as well as a west area plan but has not received cooperation from the City to move forward with those. Now there is new leadership in the City, so there is probably a great opportunity to visit that again. There is a 60-inch sewer main that runs right through the middle of this area that currently only has 16 percent of it being used while there are parts of town where houses cannot be built because there is no sewer. Somewhere along the way 30 years ago, someone thought that western expansion was the way the city ought to grow by building a sewer of this size. A west area plan is desperately needed and hopefully, under new leadership, the City will move forward with that.

There was no further discussion amongst the Commissioners.

Commissioner Parry moved now on this day, the County Commission of the County of Boone does hereby approve the request by Fred Overton Development, Inc. to rezone from A-2 (Agriculture) to R-SP (Planned Single-Family Residential) on 17.0 acres, more or less, located at 6001 W Gillespie Bridge Road, Columbia, Missouri.

Commissioner Atwill seconded the motion.

The motion carried 2 to 1. **Order #312-2019**

Commissioner Parry moved now on this day, the County Commission of the County of Boone does hereby approve the request by Fred Overton Development, Inc. for a Review

Plan for the Perche Ridge development on 17.0 acres, more or less, located at 6001 W Gillespie Bridge Road, Columbia, Missouri with the following conditions:

1. The issues related to the intersection proposed at Tamarack Drive and Gillespie Bridge Road shall be worked out to the satisfaction of the County Engineer and the Director of Resource Management prior to submission of a Final Plan:
  - Sight distance and location issues
  - Conflict with the existing Drive
  
2. A right turn lane shall be installed in accordance with Boone County Roadway Regulations and to the satisfaction of the County Engineer and Director of Resource Management prior to recording any final plat.

Commissioner Thompson seconded the motion.

The motion carried 3 to 0. **Order #313-2019**

2. **Hagans Ridge Plat 3. S13-T48N-R12W. A-2. Tracey Fritchey, owner. Derek Forbis, surveyor.**

Stan Shawver said Hagans Ridge Plat 3 is southeast of Ashland. The Commission granted permission to vacate and re-plat this tract last month.

3. **Golf Plat 3. S2-T48N-R12W. R-M. Matthew and Robin Cadwell, owners. Frederick E. Carroz, surveyor.**

Stan Shawver said Golf Plat 3 is located east of Columbia off St. Charles Road.

4. **Bax Point. S30-T46N-R12W. A-2. Carrie Bax, owner. David T. Butcher, surveyor.**

Stan Shawver said Bax Point is located on Cedar Tree Lane southwest of Ashland.

5. **Beckville. S26-T50N-R12W. A-2. Raymond and Delilah Beck, owners. James R. Jeffries, surveyor.**

Stan Shawver said Beckville is located south of Hallsville on Varnon School Road.

6. **Wolfie Acres. S22-T49N-R13W. A-R. Eldon Smith, owner. Anthony Derboven, surveyor.**

Stan Shawver said Wolfie Acres is located on Creasy Springs Road north of Columbia.

7. **Country Paradise. S3-T51N-R13W. A-2. TWW and EAB Revocable Trust, owner. Steven R. Proctor, surveyor.**

Stan Shawver said Country Paradise is located on Bourbon Road west of Sturgeon.

8. **Pauley Acres Plat 2. S12-T47N-R12W. A-1. Kerry and Christina Pudenz, owners. Steven R. Proctor, surveyor.**

Stan Shawver said Pauley Acres Plat 2 is on State Highway AB west of Rangeline Road.

**\*All Plats Done on One Order\***

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby receive and accept the following subdivision plats and authorizes the Presiding Commissioner to sign them:

- Hagans Ridge Plat 3. S13-T48N-R12W. A-2. Tracey Fritchey, owner. Derek Forbis, surveyor.
- Golf Plat 3. S2-T48N-R12W. R-M. Matthew and Robin Cadwell, owners. Frederick E. Carroz, surveyor.
- Bax Point. S30-T46N-R12W. A-2. Carrie Bax, owner. David T. Butcher, surveyor.
- Beckville. S26-T50N-R12W. A-2. Raymond and Delilah Beck, owners. James R. Jeffries, surveyor.
- Wolfie Acres. S22-T49N-R13W. A-R. Eldon Smith, owner. Anthony Derboven, surveyor.
- Country Paradise. S3-T51N-R13W. A-2. TWW and EAB Revocable Trust, owner. Steven R. Proctor, surveyor.
- Pauley Acres Plat 2. S12-T47N-R12W. A-1. Kerry and Christina Pudenz, owners. Steven R. Proctor, surveyor.

Commissioner Parry seconded the motion.

The motion carried 3 to 0. **Order #314-2019**

**9. Perche Ridge Preliminary Plat. S19-T48N-R13W. Fred Overton Development Inc., owner (report only)**

This plat was already extensively covered in item one on the agenda. The Commission did not request additional information on it.

**13<sup>th</sup> Judicial Circuit Court**

**10. Public Hearing & Second Reading; Budget Amendment: Increase Revenue & Expenditures for the Domestic Relations Resolution Fund – Contact for Kids: A Safe Way Grant (1<sup>st</sup> read 7-16-19)**

Commissioner Atwill opened the public hearing.

There was no one present from the public to speak on this item.

Commissioner Atwill closed the public hearing.

Commissioner Parry moved now on this day, the County Commission of the County of Boone does hereby acknowledge the following budget amendment from the 13<sup>th</sup> Judicial Circuit Court to increase revenue and expenditures for the Domestic Relations Resolution Fund – Contact for Kids: A Safe Way Grant for the period of 7/1/2019 through 12/31/19.

Department	Account	Department Name	Account Name	Decrease \$	Increase \$
1243	3451	Judicial Grants	State Reimbursement-Grant		9,000
1243	71101	Judicial Grants	Professional Services		9,000
					18,000

Commissioner Thompson seconded the motion.

The motion carried 3 to 0. **Order #315-2019**

**11. Public Hearing & Second Reading; Budget Amendment: Increase Revenue & Expenditures for the new Juvenile Justice Program Assistance Grant (1<sup>st</sup> read 7-16-19)**

Commissioner Atwill opened the public hearing.

There was no one present from the public to speak on this item.

Commissioner Atwill closed the public hearing.

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby acknowledge the following budget amendment from the 13<sup>th</sup> Judicial Circuit Court to increase revenue and expenditures for the new Juvenile Justice Program Assistance (JJPA) Grant for the period of 7/1/19 through 12/31/19.

Department	Account	Department Name	Account Name	Decrease \$	Increase \$
1243	3451	Court Services Grant	State Reimbursement-Grant		9,525
1243	71100	Court Services Grant	Outside Services		3,446
1243	71101	Court Services Grant	Professional Services		2,579
1243	7160	Court Services Grant	Equipment Lease & Meter Charge		3,500
					19,050

Commissioner Parry seconded the motion.

The motion carried 3 to 0. **Order #316-2019**

#### **Auditor/Road & Bridge**

#### **12. Public Hearing & Second Reading; Budget Amendment: Road & Bridge (1<sup>st</sup> read 7-18-19)**

Commissioner Atwill opened the public hearing.

There was no one present from the public to speak on this item.

Commissioner Atwill closed the public hearing.

Commissioner Parry moved now on this day, the County Commission of the County of Boone does hereby acknowledge the following budget amendment from the Road & Bridge department to correct the Class 1 Personnel budget.

Department	Account	Department Name	Account Name	Decrease \$	Increase \$
2040	10325	Road & Bridge	Disability Insurance		6,989
2040	10330	Road & Bridge	Dependent Health Prem.		43,780
2040	10331	Road & Bridge	Dependent Dental Prem.		3,829
2040	10350	Road & Bridge	Life Insurance		3,456
2040	10375	Road & Bridge	Employee Dental Insur.		19,320
2040	10400	Road & Bridge	Workers Comp		104,962
2040	10500	Road & Bridge	401 (A) Match Plan		24,960
2040	10900	Road & Bridge	Tool Allowance		5,250
					212,546

Commissioner Thompson seconded the motion.

The motion carried 3 to 0. **Order #317-2019**

### 13. Public Hearing & Second Reading: Budget Amendment: Rock (1<sup>st</sup> read 7-18-19)

Commissioner Atwill opened the public hearing.



There was no one present from the public to speak on this item.

Commissioner Atwill closed the public hearing.

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby acknowledge the following budget amendment from the Road & Bridge department to increase funds for additional rock needed.

Department	Account	Department Name	Account Name	Decrease \$	Increase \$
2040	26200	Road & Bridge	Rock		430,000
					430,000

Commissioner Parry seconded the motion.

The motion carried 3 to 0. **Order #318-2019**

**Health Department**

**14. Second Reading; Animal Control Cooperative Agreement: City of Ashland (1<sup>st</sup> read 7-25-19)**

Commissioner Parry moved now on this day, the County Commission of the County of Boone does hereby approve the attached Animal Control Enforcement Cooperative Agreement between Boone County and the City of Ashland.

Terms of the agreement are stipulated in the attached Agreement. It is further ordered the Presiding Commissioner is hereby authorized to sign said Cooperative Agreement.

Commissioner Thompson seconded the motion.

The motion carried 3 to 0. **Order #319-2019**

**Purchasing**

**15. Second Reading; Bid Award: 39-26JUN19 – Sodium Chloride (Rock Salt) Term and Supply (1<sup>st</sup> read 7-25-19)**

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby award bid 39-26JUN19 – Sodium Chloride (Rock Salt) Term and Supply to Independent Salt Company of Kanopolis, Kansas.

Terms of the award are stipulated in the attached Purchase Agreement. It is further ordered the Presiding Commissioner is hereby authorized to sign said Purchase Agreement.

Commissioner Parry seconded the motion.

The motion carried 3 to 0. **Order #320-2019**

**Commission**

**16. Public Comment**

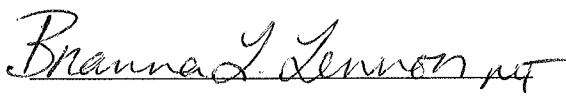
None

**17. Commissioner Reports**

None

The meeting adjourned at 9:27 p.m.

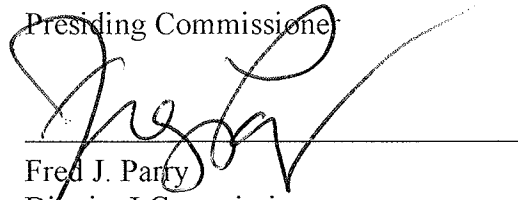
Attest:



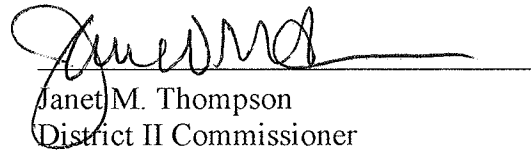
Brianna L. Lennon  
Clerk of the County Commission



Daniel K. Atwill  
Presiding Commissioner



Fred J. Parry  
District I Commissioner



Janet M. Thompson  
District II Commissioner

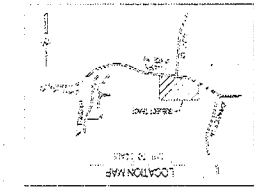
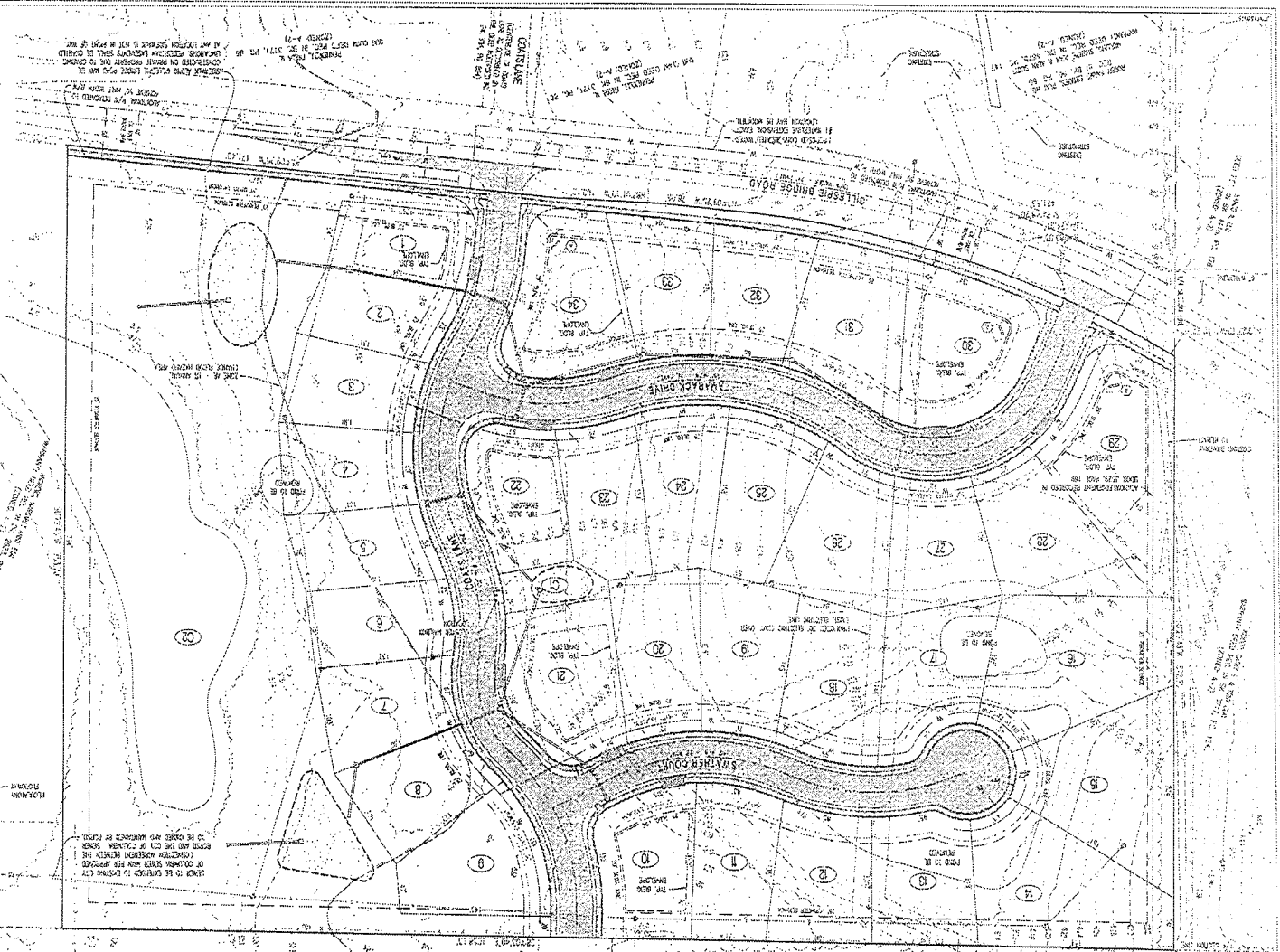




APPROVED FOR THE BOARD OF PLANNING AND ZONING  
 COMMISSIONERS BY THE BOARD OF PLANNING AND ZONING  
 COMMISSIONERS ON 11/11/2019  
 11/11/2019

**GENERAL NOTES:**

1. THIS PLAN IS A PRELIMINARY PLAN FOR THE PROPOSED DEVELOPMENT OF THE PERCHE RIDGE SUBDIVISION, SECTION 19, TOWNSHIP 48 NORTH, RANGE 3 WEST, BOONE COUNTY, MISSOURI.
2. THE DEVELOPER HAS OBTAINED ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.
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**PRELIMINARY PLAT & REVIEW PLAN FOR PERCHE RIDGE**  
 A MAJOR SUBDIVISION LOCATED IN SECTION 19, TOWNSHIP 48 NORTH, RANGE 3 WEST, BOONE COUNTY, MISSOURI  
 JULY 11, 2019  
 OWNER/DEVELOPER: FRED OVERTON DEVELOPMENT, INC.  
 200 CHAPEL WOODVIEW, COLUMBIA, MO 65201  
 OWNER'S ATTORNEY: DEED RECORDS IN BOOK 454, PAGE 281

**LEGEND:**

- PROPOSED IMPROVEMENTS
- EXISTING IMPROVEMENTS
- PROPOSED LOT LINES
- EXISTING LOT LINES
- PROPOSED DRIVEWAYS
- EXISTING DRIVEWAYS
- PROPOSED SIDEWALKS
- EXISTING SIDEWALKS
- PROPOSED UTILITY LINES
- EXISTING UTILITY LINES
- PROPOSED EASEMENTS
- EXISTING EASEMENTS
- PROPOSED ENCROACHMENTS
- EXISTING ENCROACHMENTS
- PROPOSED SETBACKS
- EXISTING SETBACKS
- PROPOSED CORNERS
- EXISTING CORNERS
- PROPOSED CURBS
- EXISTING CURBS
- PROPOSED GUTTERS
- EXISTING GUTTERS
- PROPOSED DRAINAGE
- EXISTING DRAINAGE
- PROPOSED FENCES
- EXISTING FENCES
- PROPOSED SIGNAGE
- EXISTING SIGNAGE
- PROPOSED LIGHTING
- EXISTING LIGHTING
- PROPOSED LANDSCAPING
- EXISTING LANDSCAPING
- PROPOSED TREES
- EXISTING TREES
- PROPOSED BUSHES
- EXISTING BUSHES
- PROPOSED GRASS
- EXISTING GRASS
- PROPOSED SOIL
- EXISTING SOIL
- PROPOSED WATER
- EXISTING WATER
- PROPOSED SEWER
- EXISTING SEWER
- PROPOSED GAS
- EXISTING GAS
- PROPOSED ELECTRIC
- EXISTING ELECTRIC
- PROPOSED TELEPHONE
- EXISTING TELEPHONE
- PROPOSED CABLE
- EXISTING CABLE
- PROPOSED SATELLITE
- EXISTING SATELLITE
- PROPOSED FIBER
- EXISTING FIBER
- PROPOSED RAILROAD
- EXISTING RAILROAD
- PROPOSED HIGHWAY
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- PROPOSED AIRPORT
- EXISTING AIRPORT
- PROPOSED PORT
- EXISTING PORT
- PROPOSED CANAL
- EXISTING CANAL
- PROPOSED DAM
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- PROPOSED LEVEE
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- PROPOSED DIKE
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- PROPOSED BRIDGE
- EXISTING BRIDGE
- PROPOSED TOWER
- EXISTING TOWER
- PROPOSED MAST
- EXISTING MAST
- PROPOSED ANTENNA
- EXISTING ANTENNA
- PROPOSED SIGN
- EXISTING SIGN
- PROPOSED BILLBOARD
- EXISTING BILLBOARD
- PROPOSED STRUCTURE
- EXISTING STRUCTURE
- PROPOSED BUILDING
- EXISTING BUILDING
- PROPOSED GARAGE
- EXISTING GARAGE
- PROPOSED PORCH
- EXISTING PORCH
- PROPOSED DECK
- EXISTING DECK
- PROPOSED PATIO
- EXISTING PATIO
- PROPOSED WALKWAY
- EXISTING WALKWAY
- PROPOSED DRIVEWAY
- EXISTING DRIVEWAY
- PROPOSED SIDEWALK
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- PROPOSED TRAIL
- EXISTING TRAIL
- PROPOSED PATH
- EXISTING PATH
- PROPOSED ROAD
- EXISTING ROAD

**LEGEND**

[Symbol]	Proposed Road	[Symbol]	Proposed Utility
[Symbol]	Proposed Lot	[Symbol]	Proposed Structure
[Symbol]	Proposed Driveway	[Symbol]	Proposed Fence
[Symbol]	Proposed Sidewalk	[Symbol]	Proposed Storm Drain
[Symbol]	Proposed Easement	[Symbol]	Proposed Right-of-Way
[Symbol]	Proposed Utility Easement	[Symbol]	Proposed Right-of-Way Easement
[Symbol]	Proposed Right-of-Way	[Symbol]	Proposed Right-of-Way Easement

**GENERAL DESCRIPTION**

This plan shows the subdivision of a portion of the land owned by the applicant, located in the SW 1/4 of Section 18, Township 46 North, Range 15 West, Boone County, Missouri. The subdivision is shown on the attached plat and is subject to the provisions of the Missouri Subdivision Law, Chapter 208, R.S.Mo., and the provisions of the Missouri Platting Act, Chapter 209, R.S.Mo.

**PRELIMINARY**

This is a preliminary plat and is subject to the provisions of the Missouri Subdivision Law, Chapter 208, R.S.Mo., and the provisions of the Missouri Platting Act, Chapter 209, R.S.Mo.

**PURPOSE**

The purpose of this plat is to show the subdivision of the land owned by the applicant, located in the SW 1/4 of Section 18, Township 46 North, Range 15 West, Boone County, Missouri.

**BLIND SUBDIVISION**

This is a blind subdivision and is subject to the provisions of the Missouri Subdivision Law, Chapter 208, R.S.Mo., and the provisions of the Missouri Platting Act, Chapter 209, R.S.Mo.

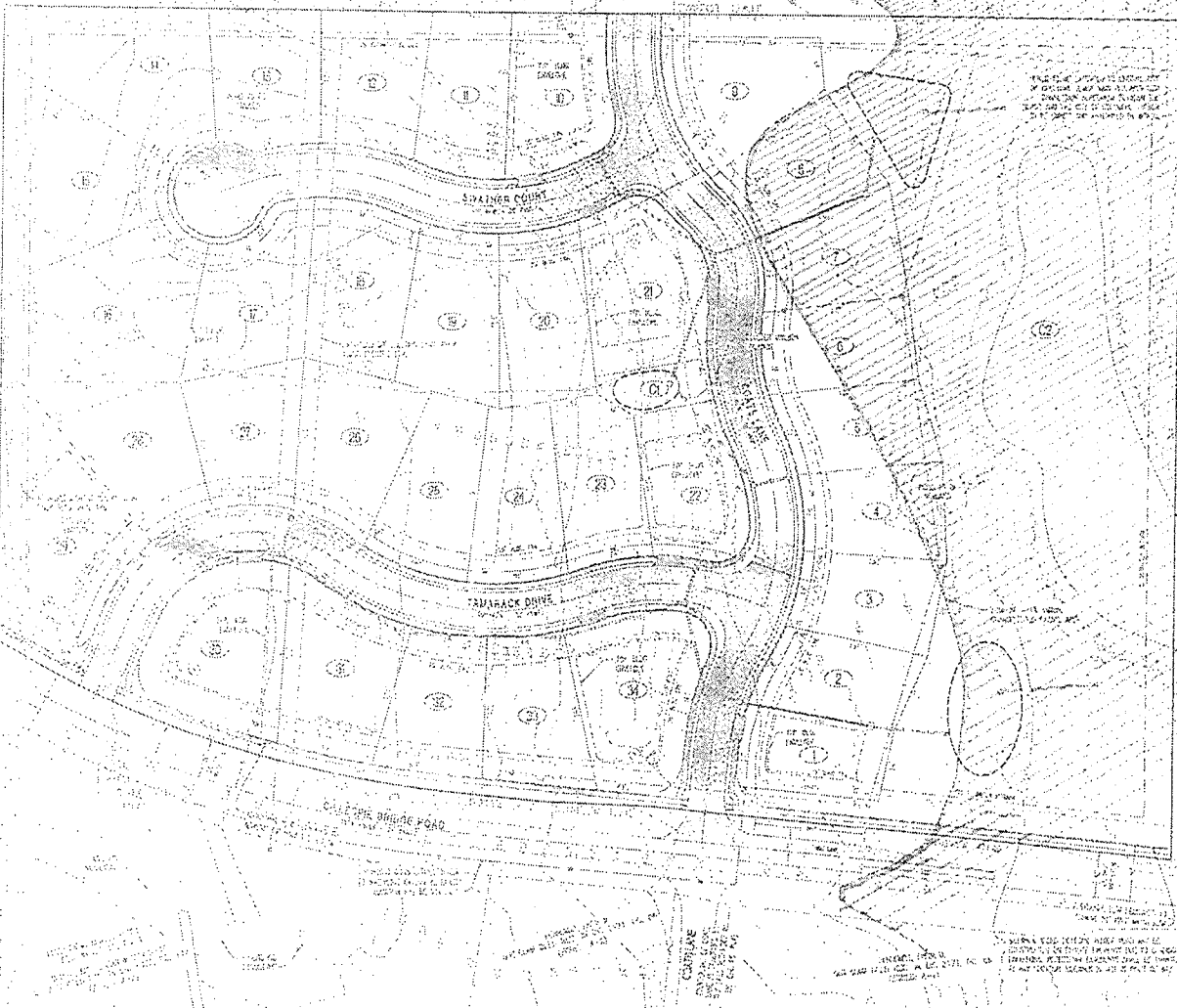
**LANDSCAPE ARCHITECTURE PLAN**

This is a landscape architecture plan and is subject to the provisions of the Missouri Subdivision Law, Chapter 208, R.S.Mo., and the provisions of the Missouri Platting Act, Chapter 209, R.S.Mo.

**PRELIMINARY PLAT & REVIEW PLAN FOR PERCHE RIDGE**

A MAJOR SUBDIVISION LOCATED IN SECTION 18, TOWNSHIP 46 NORTH, RANGE 15 WEST, BOONE COUNTY, MISSOURI  
JULY 1980

**OWNER/DEVELOPER:**  
FRANK CROTHER DEVELOPMENT, INC.  
2000 W. 100th St.  
Boone County, Missouri



- NOTES**
1. The subdivision is shown on the attached plat and is subject to the provisions of the Missouri Subdivision Law, Chapter 208, R.S.Mo., and the provisions of the Missouri Platting Act, Chapter 209, R.S.Mo.
  2. The subdivision is shown on the attached plat and is subject to the provisions of the Missouri Subdivision Law, Chapter 208, R.S.Mo., and the provisions of the Missouri Platting Act, Chapter 209, R.S.Mo.
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  20. The subdivision is shown on the attached plat and is subject to the provisions of the Missouri Subdivision Law, Chapter 208, R.S.Mo., and the provisions of the Missouri Platting Act, Chapter 209, R.S.Mo.

**DISSEMINATIONS**

This is a dissemination of the land owned by the applicant, located in the SW 1/4 of Section 18, Township 46 North, Range 15 West, Boone County, Missouri.



Surveyor/Engineer Name and License Information

**Perche Ridge**  
Preliminary Plat/ Review Plan  
Rezoning to R-SP  
Boone County Commission

**July 30, 2019**

1

**Perche Ridge**

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**Representatives**

- Tim Crockett, PE – Crockett Engineering Consultants
- Fred Overton– Applicant

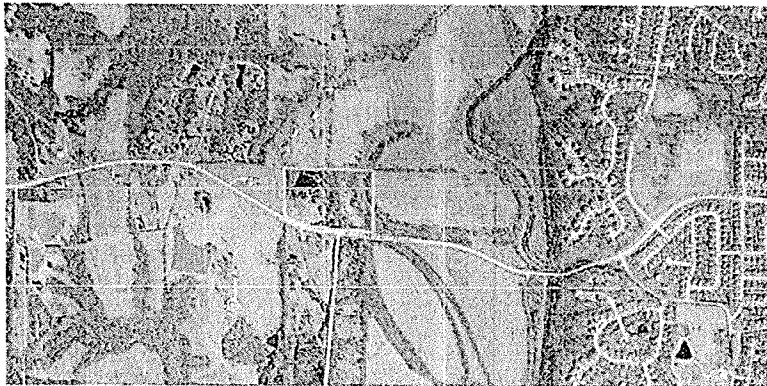
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## Overview

- 17 acre tract currently zoned A-2
- Proposed 34 single family residential lots
- Located in an area noted as residential in the Boone County Master Plan.
- All utilities are on or near the subject site.
- Development will meet all Boone County regulations
- Development will be in accordance with the Annexation Agreement with the City of Columbia

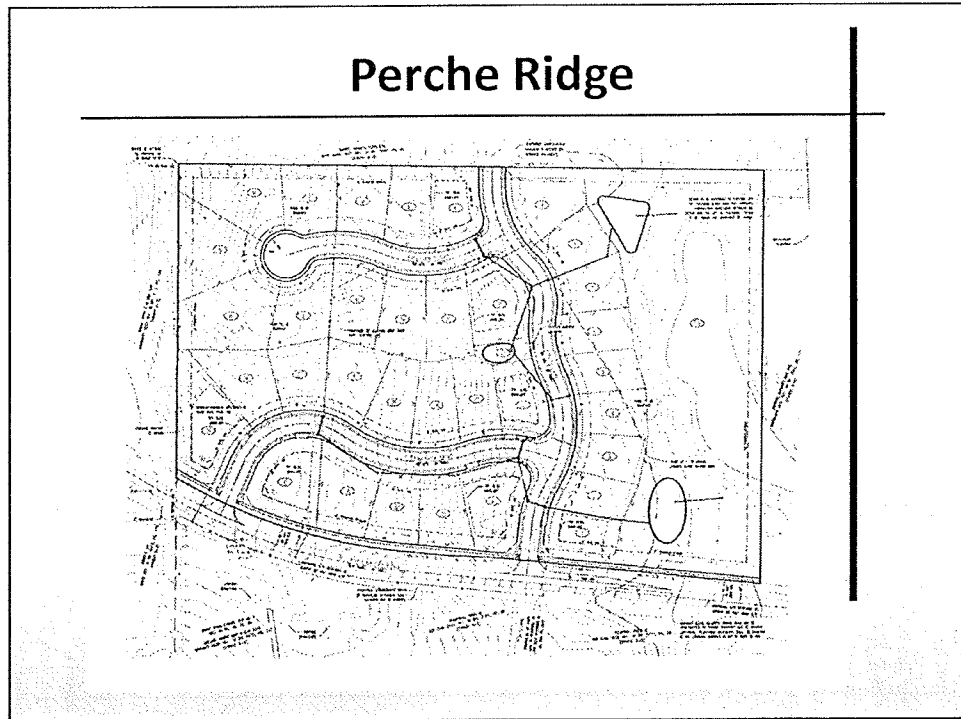
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## Perche Ridge



4





5

- ## Subjects of Interest
- Zoning
  - Density
  - Boone County Master Plan
  - Utilities
  - Traffic
  - Stormwater
  - Flooding/ Floodplain
  - Emergency Response

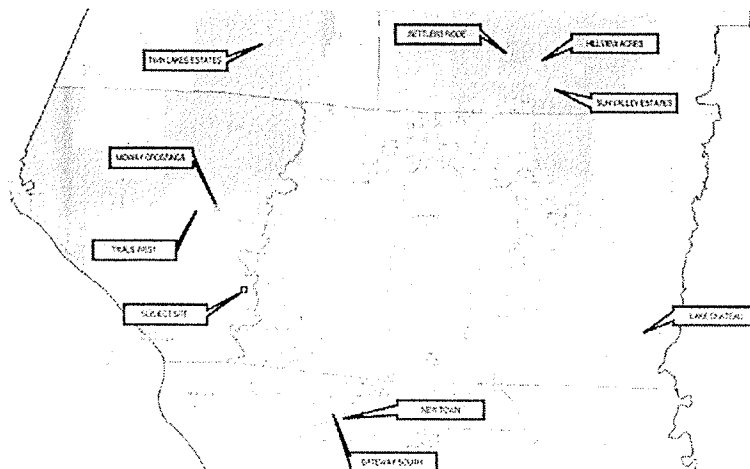
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## Zoning

- Requesting zoning to R-SP.
- Boone County Master Plan notes this area as future "Residential"
  - Not to be confused with Agricultural Residential.
- Subject property is located 1/3 of mile from current City Limits.
- Tract of land is located off of an Arterial roadway as designated by the CATSO Plan.
- Not uncommon for this type of zoning to be approved in Boone County.

7

## Zoning



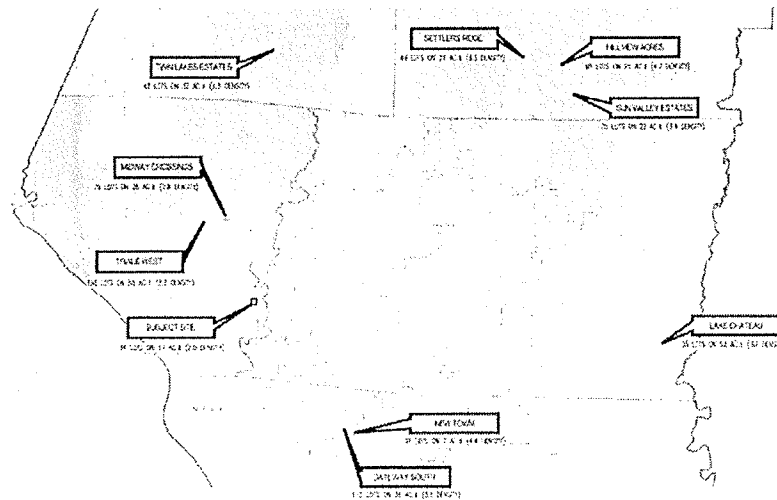
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## Density

- Total density of 34 lots on 17 acres is equivalent to ½ acre lot density. More in line with an A-R (1/2 acre lot) development.
- Not out of character with other similar County developments

9

## Density



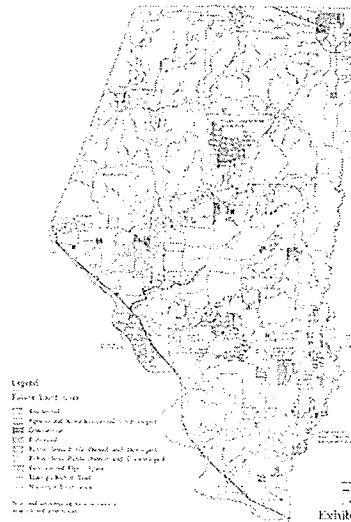
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## Boone County Master Plan

- The Master Plan was created by a consultant using a Long Range Planning Steering Committee of over 30 Boone County residents with sub-committees containing many more residents.
- The Master Plan contains a Future Land Use Plan for recommended future land uses in Boone County.
- Plan was developed as a guide for future development and how Boone County is to grow.
- Proposal passes the "sufficiency of resources" test as identified in the Master Plan.
- Land Use Plan based on:
  - "Boone County will continue to experience significant population growth."
  - "This growth will necessitate the conversion of large amounts of what is now agricultural or otherwise undeveloped privately-owned land."
  - "New growth will tend to disproportionately cluster in and around Columbia."
  - "The most extensive infrastructure (roads, public water, sanitary and storm sewers, natural gas, etc.) and concentrations of public and private services are and will be in Columbia and it environs."

11

## Future Land Use Plan



12



## Utilities

- Water- Consolidated Water District #1
- Electric- Boone Electric
- Sewer- Boone County Regional Sewer District

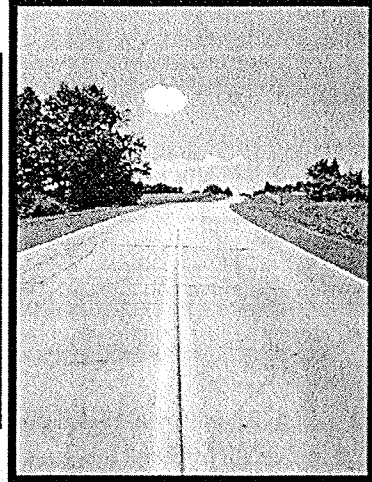
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## Traffic

- Gillespie Bridge Road is classified as a Arterial roadway.
- Second highest classification of roadway maintained by the County.
- Available capacity on Gillespie Bridge Road to handle additional traffic.
- Sight distance of entrances will meet or exceed county requirements.
- Proposing a right-turn lane off of Gillespie Bridge Road.
- Staff states "Gillespie Bridge Road, while subject to occasional flooding, is designated and built as an Arterial roadway and is one of the better county roadways."

16

## Traffic



17

## Storm Water

- All of the County's storm water regulations will be met
  - Detention
  - Water Quality
- Development will not increase the rate of the storm water discharge.

18

## Floodplain

- A small portion of the proposed residential lots is within the 100 year floodplain.
- The 100 year floodplain is determined by and regulated by FEMA.
- FEMA also creates the rules and regulations by which we can fill and develop in and around floodplains.
- County's Floodplain Manager permits and reviews all floodplain activities for FEMA compliance. (Floodplain development permits and elevation certificates.)
- Any and all grading will be in accordance with all local, state, and federal regulations.
- A Letter of Map Revision (LOMR) will be submitted to FEMA once grading is complete.
- Any residential structure adjacent to the floodplain will be elevated above the BFE by a minimum of 2 Feet.

19

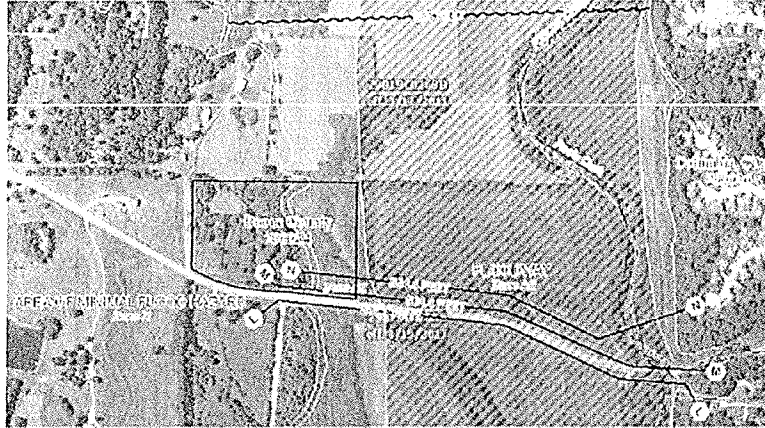
## Floodplain vs. Floodway

- Floodway- the channel of a river or other watercourse and adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.
- Floodplain- the area that will be inundated by the flood event having a 1% chance of being equaled or exceeded in any given year.

20



## Floodplain vs. Floodway

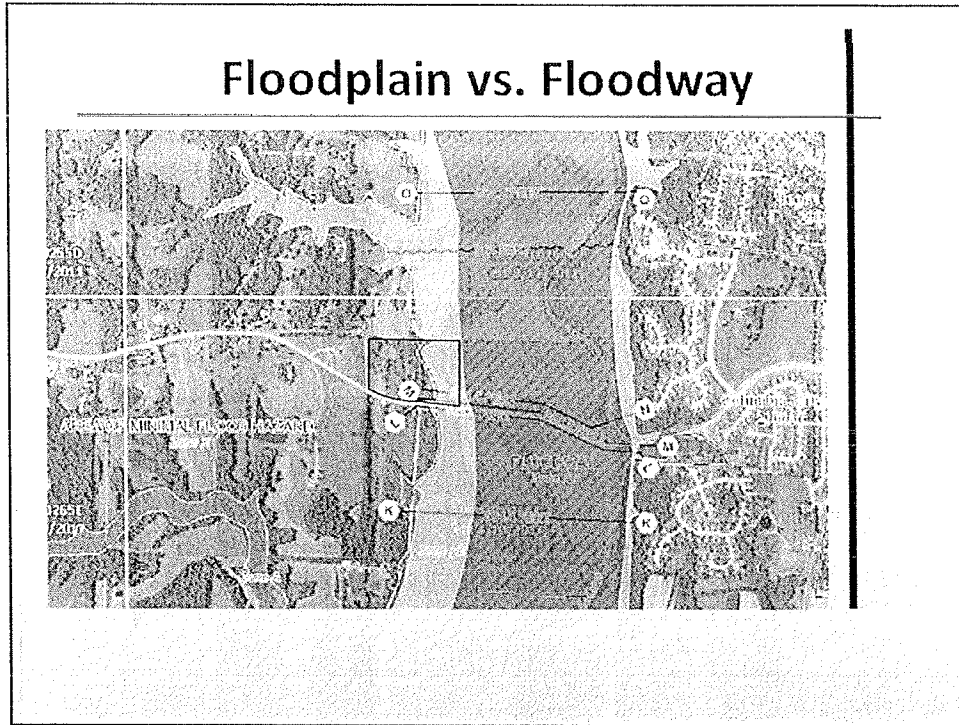


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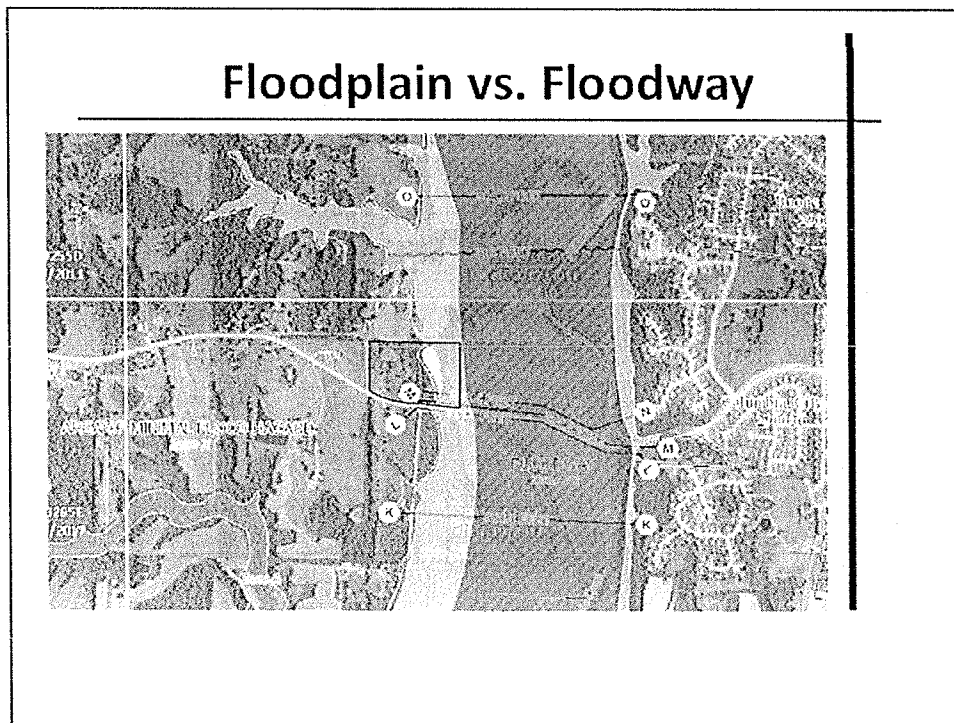
## Floodplain vs. Floodway



22

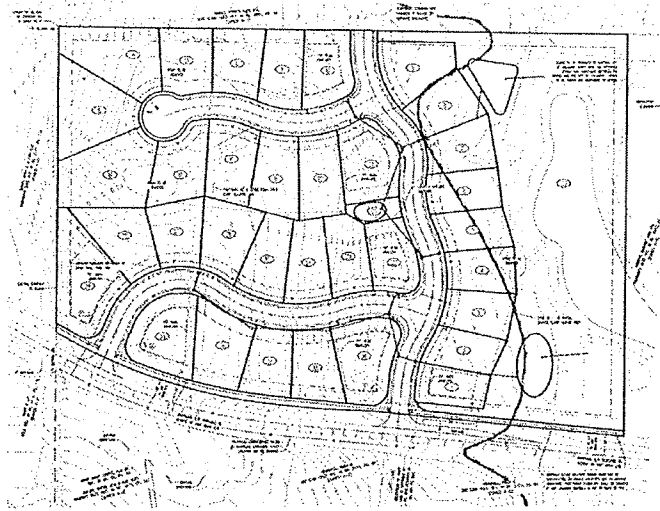


23



24

## Flooding/Floodplain



25

## Floodplain According to FEMA

- FEMA specifically allows for residential construction in its regulated floodplain.
- FEMA has a detailed process to follow when filling inside the floodplain.
- FEMA states “the lowest floor of a residential structure, including basement, built within the SFHA be at or above the Base Flood Elevation (BFE).
- Once filled, FEMA allows for areas to be removed from the floodplain. “under certain conditions, when engineered earthen fill is placed within a SFHA to raise the surface of the ground to or above the BFE, a request may be submitted to FEMA to revise the FIRM to indicate that the filled land is outside of the SFHA.

26

## Floodplain According to County

- Development, including filling and construction, shall be in accordance with FEMA regulations.
- Structures constructed on fill in the floodplain shall be elevated a minimum of 2 feet above the BFE.
- All construction will require a floodplain development permit.
- All structures will require an elevation certificate.

27

## Flooding/Floodplain

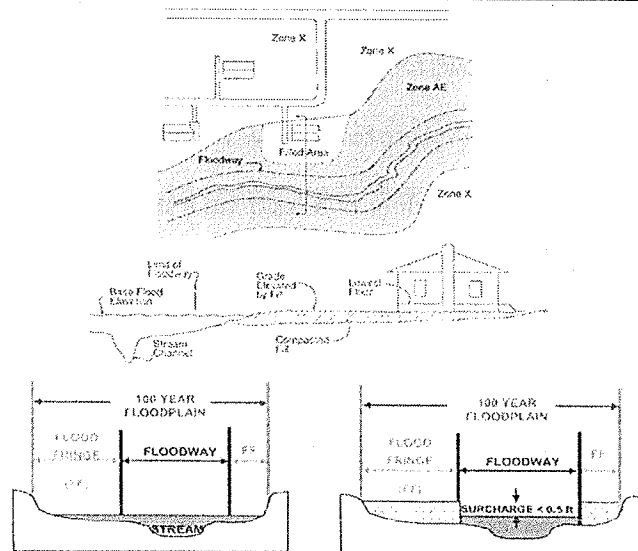


Figure 2. Cross section of river showing floodplain before obstructions or filling.

Figure 3. Cross section of river showing floodplain with filling in flood fringe.

28

## Emergency Response

- Primary response will be from Station 14 (Scott Boulevard)
- Secondary response will be from Station 9 (Midway)
- Boone County Fire Protection District has approved the development. They can adequately serve the site from either station.

29

## Staff Report

- The Master Plan designates this property for residential use. The proposed use is consistent with that designation.
- The proposed design is at two units per once which is the equivalent density of a A-R zoning district.
- The request does meet the sufficiency of resources test for service availability or potential availability.
- While the existing land use and zoning of the area is rural residential in nature with newly created tracts of 2.5-acres and larger, this character and zoning was set at a time when the existing infrastructure of the area was not available to support higher densities. However, the Master Plan anticipates this area to be suitable for smaller lot sizes and hence zoning changes, this suitability is dependent upon upgrades to infrastructure to support higher densities.
- The proposal appears to be compatible with what was anticipated by the future land use map for the area in the Master Plan.
- Staff recommends approval with conditions.

30

## Conclusion

- Preliminary plat/ Review Plan conforms to County regulations.
- Proposed Zoning complies with the Boone County Master Plan.
- Area has all utilities to serve this development.
- Development will not be a burden on traffic.
- Construction in and around floodplain will be done per Boone County and FEMA Regulations.
- Emergency response is not an issue.
- Proposal comes before the Commission with a recommendation of approval from County staff and approval from the P & Z Commission.

31

## Questions

32

A Presentation  
To The Boone County Commission

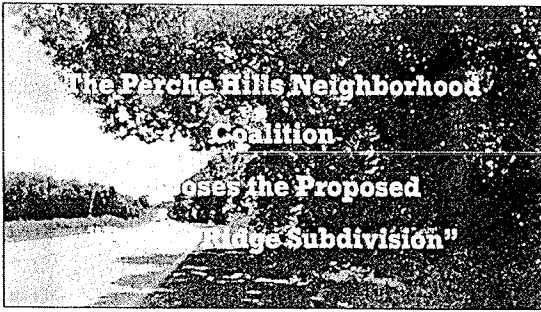
In Opposition To

The Proposed  
“Perche Ridge Subdivision”

July 30, 2019

by

The Perche Hills Neighborhood Coalition



<p><b>THE PERCHE HILLS NEIGHBORHOOD COALITION</b></p>	<ul style="list-style-type: none"> <li>▪ 71 adults in 34 households signed letter of opposition to the Overton Development</li> <li>▪ Includes both members of Perche Hills Estates Homeowners Association &amp; other immediate area residents impacted by the development</li> <li>▪ Only six letters of support (potentially awaiting their own opportunity to sell or develop)</li> </ul>
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Good evening. My name is Jana Stephens. I live at 6401 W. Druid Lane in Boone County. I am President of the Perche Hills Estates Home Owners Association; however, tonight I am here representing the Perche Hills Neighborhood Coalition, a coalition of seventy-one (71) adult individuals residing in thirty-four (34) households who have signed in opposition to the re-zoning of a seventeen (17) acre tract of land on the north side of Gillespie Bridge Road at Coats Lane, on which Fred Overton wishes to build a thirty-four (34) house "Perche Ridge Subdivision." Our Coalition members reside in the general neighborhood of the proposed subdivision.

I would like to that Mr. Overton has submitted only six (6) letters of support versus our seventy-one (71) signatories in opposition.

<p><b>MAJOR AREAS OF CONCERN</b></p>	<ul style="list-style-type: none"> <li>▪ FLOODING HISTORY</li> <li>▪ EMERGENCY SERVICES</li> <li>▪ ROAD SAFETY</li> <li>▪ URBAN SPRAWL</li> <li>▪ OPPORTUNITY TO PLAN FOR DEVELOPMENT</li> </ul>
--	--

There are five major issues we would like to address tonight: the area's flooding history; access to emergency services; road safety issues related to increased population density; the problem of urban sprawl; and the unique opportunity we have right now to plan the manner in which Boone County and City of Columbia can together develop a plan to manage inevitable population growth of the area.

<p><b>OUR FLOODING HISTORY</b></p>	<ul style="list-style-type: none"> <li>▪ 500-year flood of 1993</li> <li>▪ FEMA floodplain estimates</li> <li>▪ Increasingly erratic weather</li> <li>▪ 48 road closures—1993-2009</li> <li>▪ 32 road closures / 85 days — 2009-2019</li> <li>▪ Permanent location of flood barricade signs</li> <li>▪ 6 lots within FEMA 100-year floodplain</li> <li>▪ 2-foot lot elevation insufficient</li> <li>▪ 500-year floodplain ignored</li> </ul>
--	--

The County is well aware of the flooding history on the section of Gillespie Bridge Road between Coats Lane and the Perche Creek Bridge. Many of our Coalition members vividly recall the Flood of 1993, termed by FEMA as a "500-year flood" when area residents were impacted for a full month, locked in by water on all sides or traveling out by boat.





This is an aerial photo of the flood waters from June 6 of this year, taken 3 days after the water peaked. Brownish areas indicate where the water has already receded. The Overton property is located on the left edge of the photo.

The photo shows the proximity of flood waters to the proposed "Perche Ridge Subdivision" during a minor flooding event, minor only due to the fact that some 50 Missouri River levees upstream breached or overtopped during this flood.



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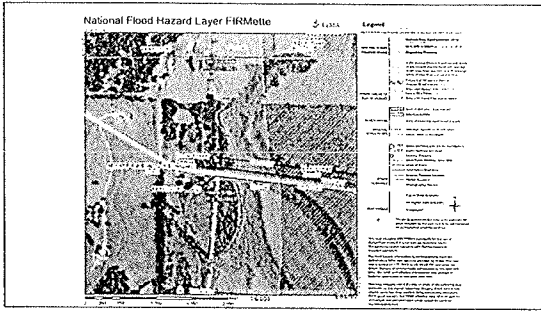


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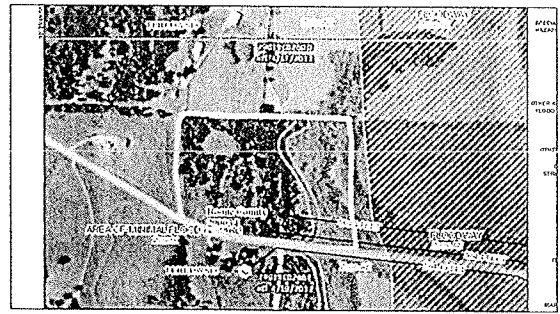
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The two permanently stored road barricade signs—one at Coats Lane and one east of the bridge on the Perche Creek hill—speak to the frequency of flooding.



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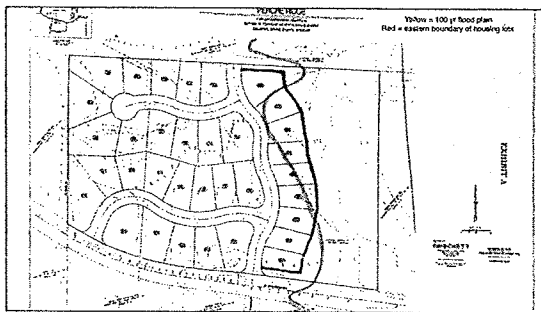
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The lines on FEMA maps are the best estimates of floodways and floodplains, predicting flooding impact based on *historical* levels of rainfall and topography—rainfall that we can no longer reliably predict and topography that changes with development. A 100-year flood, meaning a 1% chance of occurrence in any one year, has become commonplace, while multiple 1000-year rainfalls occur across the country.

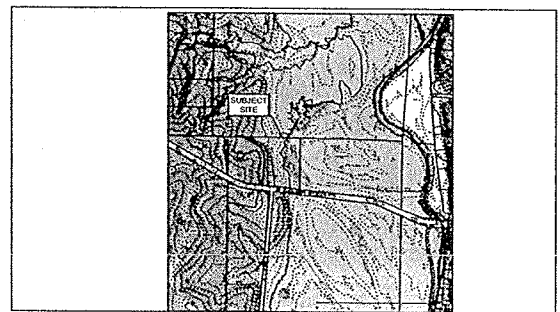
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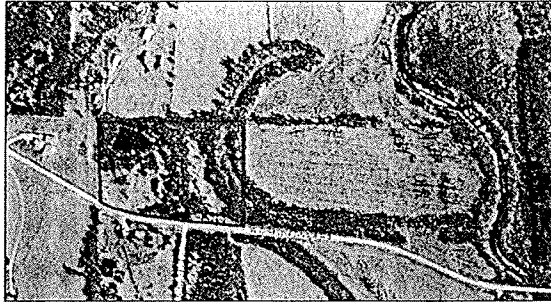
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Six of the proposed subdivision lots include land within the 100-year floodplain. A seventh lot borders it. We believe raising the area within the six lots by 2 feet, as proposed, in order to meet county requirements, is insufficient to mitigate either potential flood damage or the economic impact to unwitting home buyers. Raising these lots by 2 feet also increases the likelihood of channeling additional floodwaters to Gillespie Bridge Road, thereby increasing the detrimental impact on everyone in the area.

The proposed subdivision plan gives no consideration to the land lying within the 500-year floodplain. A 500-year flood would cover some or all of the main subdivision street, leaving many subdivision residents with no way out in a major flood event.



As we see it, the County must consider two questions: first, whether to allow thirty-four (34) houses to be built on the tract of land in question; and secondly, whether development should be allowed *at all* in and contiguous to this increasingly vulnerable floodplain.

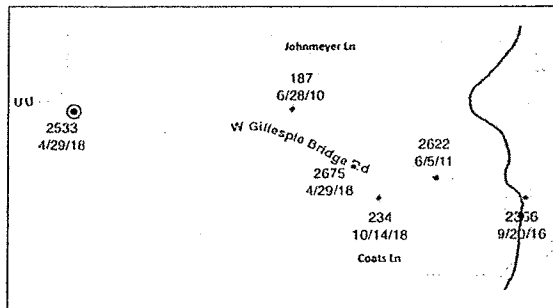


The oxbow lake—the former course of Perche Creek—can be clearly seen in this aerial photo. By granting a zoning designation of R-SP for this tract of land, the County would confer its implicit certification of the tract as safe and suitable for high-density housing—a position with which we strongly disagree.

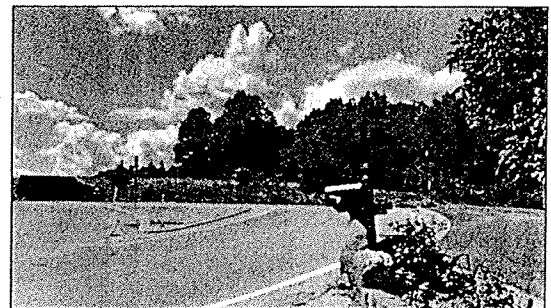
### ACCESS TO EMERGENCY SERVICES

- FIRE
- LAW ENFORCEMENT
- MEDICAL SERVICES
- Access to Columbia via Rt. UU to I-70

According to the Boone County Fire District, the primary fire and emergency response for the proposed “Perche Ridge Subdivision” would come from Station 14 at Scott Boulevard and Vawter School Road. Station 14 would not have access to the proposed subdivision during flooding of Gillespie Bridge Road. Alternative responses would come from Station 8 on Route K or Station 9 in Midway, with significantly longer emergency response times.



Boone County traffic counts, largely from 2018, show more than 2600 vehicles per day traveling over Gillespie Bridge Road at the western edge of the proposed subdivision.



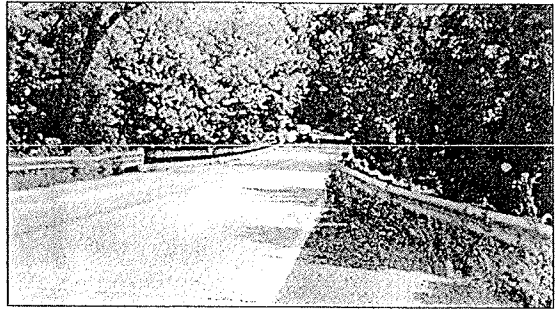
During flooding there would be a very significant increase in numbers of people and vehicles requiring Highway UU and I-70 to circumvent the flood for access to Columbia.

Those who would choose to live in a densely populated subdivision such as the one proposed, would likely not be accustomed to both the benefits *and* drawbacks of rural living, and might very well apply pressure on the County to elevate Gillespie Bridge Road in order to provide unencumbered access to the City and to emergency and other services.

## IMPACT ON ROAD SAFETY

- Population doubled
- Steepness of subdivision streets
- Filling / paving over existing lake
- Curves, hills, increased traffic
- Adding 2 streets to a blind hill/curve
- Site distances in violation of regulations
- Maintaining Gillespie Bridge Rd as a (minor) arterial route

Despite its status as a minor arterial route, Gillespie Bridge Road has multiple traffic safety issues. A thirty-four (34) house subdivision, assuming three people and two vehicles per household, would roughly double the population of the area, bringing at least one-hundred-two (102) additional residents and sixty-eight (68) vehicles, all relying on Gillespie Bridge Road for access to services.



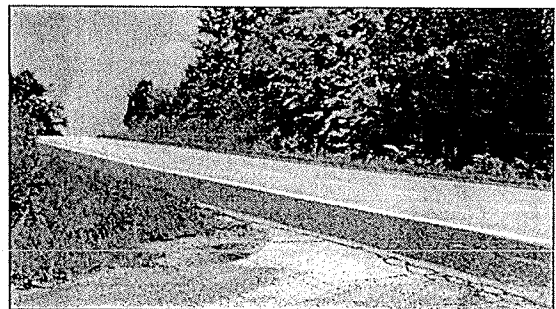
Entry from the east is down a sharp, steep curve onto the bridge.

17

18



As previously shown, Gillespie Bridge Road T's with Route UU from the west, on another steep, downhill curve.



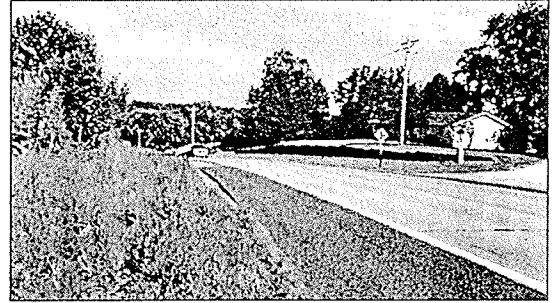
Yet a third steep, downward hill and curve occurs with minimal visibility as one enters Gillespie Bridge Road from Coats Lane on the south.

19

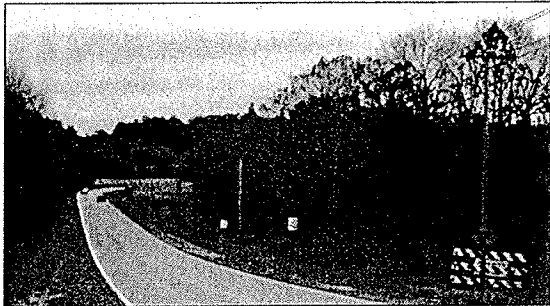
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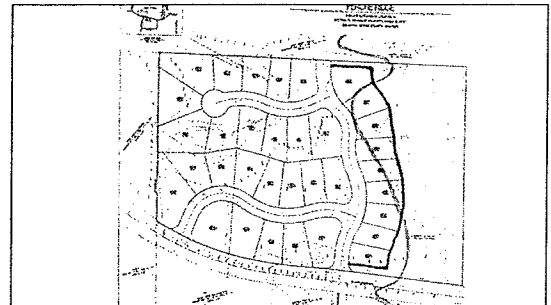
There is even less visibility from the north side, where access to Gillespie Bridge Road would be gained at the subdivision's eastern entrance.



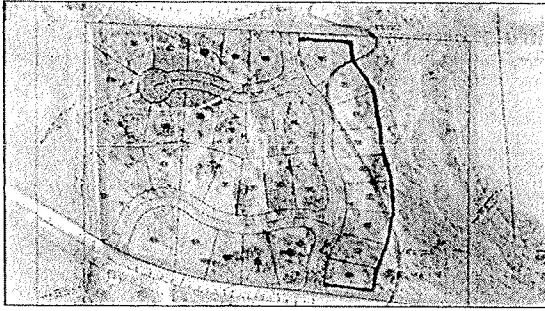
A proposed second subdivision access on the west edge of the proposed subdivision would fall immediately around the same curve—an accident waiting to happen on a road with increasingly heavy traffic.



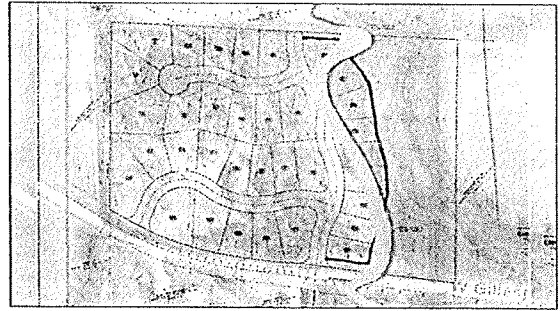
Adding 2 additional entry and exit points to a (minor) arterial road limits its purpose as a traffic thoroughfare.



In addition to safety issues regarding Gillespie Bridge Road, there are safety issues within the proposed subdivision itself.



Ecological impact aside, filling in and building a street over an existing lake is unwise at best.



Finally, the main street falls within the 500-year floodplain. In the event of a major flood event, at least half of the residents could be left with no way out.

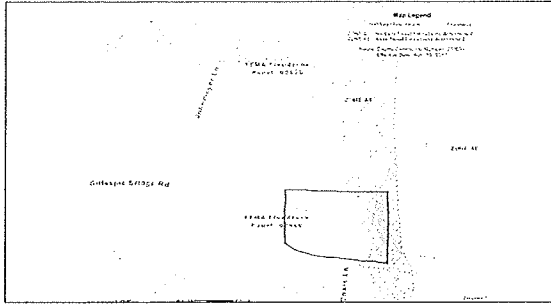
**URBAN  
SPRAWL**

- The area looks, feels, and IS rural
- Rural amenities complement the urban core
- Destruction of old-growth forest
- Rural fringe as an economic asset
- The first domino to fall

Any casual observer of the region west of Perche Creek—and certainly its residents—understand that the area looks, feels, and IS rural.

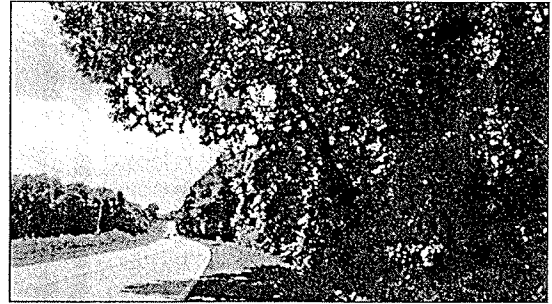


By granting Mr. Overton's request for rezoning to allow for a population density equivalent to the City, the County would be encouraging other developers to likewise seek rezoning for lucrative, city-like subdivisions west of Perche Creek, with the potential of transforming this rural countryside into a zone of urban sprawl. This lovely area immediately west of Columbia would become an unplanned, de facto annexation of the County into the City with similar urban population density. It would lose its old growth forest, its wildlife, and its value as an economic asset as rural fringe to Columbia's urban core.



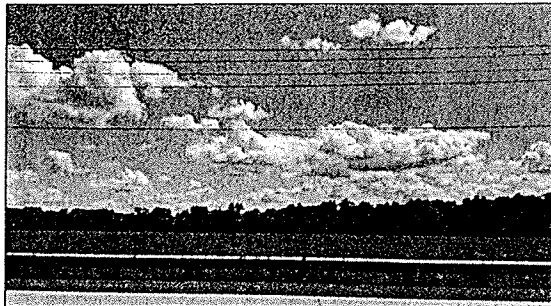
We would like to remind the Commission that the City of Columbia rejected Mr. Overton's application for City annexation of the subject tract in 2017, specifically due to concerns regarding the floodplain and the flooding of Gillespie Bridge Road.

The sewer connection agreement between the Boone County Sewer District and the City of Columbia was subsequently approved last month by a 4-3 City Council vote based on the Council being convinced that, if the development was inevitable, it would be environmentally preferable for the Council to approve a connection with City Sewer services over having a stand-alone sewer system.



We believe that a subdivision in this rural setting would detrimentally and irrevocably alter the character and beauty of the area.

Other than the developer himself, rezoning benefits no one—not the homeowners who would be persuaded to buy homes in a flood-prone area, not the existing residents whose rural lifestyles and surroundings would be forever disrupted, not the Columbia residents who enjoy the immediate proximity to our rural area...

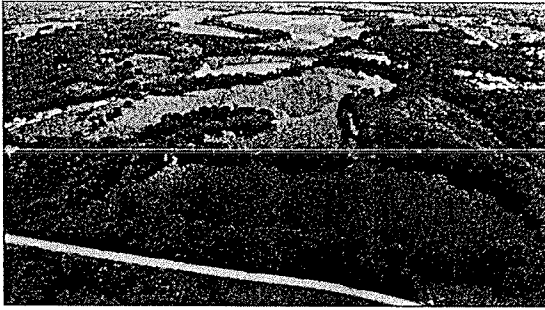


...not those who farm the surrounding cropland, and not the County whose obligation for increased citizen access to emergency services and ease of ingress and egress would be greatly impacted.

**AN  
OPPORTUNITY  
TO PLAN FOR  
DEVELOPMENT**

- Current 1996 Boone County Master Plan is 23 years old
- Approving a subdivision in a flood-prone area should not be inevitable
- Precedent for Joint City-County Planning
- Process to develop West Area Plan to be addressed at August 5<sup>th</sup> City Council Mtg
- A unique opportunity to plan for the future

There is a way forward, but the 23-year-old County Master Plan currently in place should not be the basis on which we plan the future of Boone County. *Unprecedented growth and a very different time demand a new guiding document.*



With the precedent of a joint City-County Planning Commission having been created in the context of developing a North-East Area Plan, the opportunity now exists to jointly create a "West Area Plan" that carefully balances the best rural assets of Boone County with the impending urban pressure of Columbia. Approval of the proposed "Perche Ridge Subdivision" should not be inevitable. We have the unique opportunity to pause and get it right.

A staff recommendation on the process required to create a "West Area Plan" is scheduled to come before the Columbia City Council at its August 5<sup>th</sup> meeting. We believe a City-County "West Area Plan" would be a far preferable approach for the management of Columbia's westward expansion into the County. We strongly urge the County Commission to reject the pending request for both the rezoning and the review plan for the "Perche Ridge Planned Development Subdivision".



POWERPOINT SCRIPT  
Boone County Commission  
July 30, 2019

**SLIDE 1**

**SLIDE 2**

Good evening. My name is Jana Stephens. I live at 6401 W. Druid Lane in Boone County. I am President of the Perche Hills Estates Home Owners Association; however, tonight I am here representing the Perche Hills Neighborhood Coalition, a coalition of seventy-three (73) adult individuals residing in thirty-six (36) households who have signed in opposition to the re-zoning of a seventeen (17) acre tract of land on the north side of Gillespie Bridge Road at Coats Lane, on which Fred Overton wishes to build a thirty-four (34) house "Perche Ridge Subdivision." Our Coalition members reside in the general neighborhood of the proposed subdivision. **Would Perche Hills Neighborhood Coalition members in the audience please rise?.... Thank you.**

I would like to point out to the Commission that Mr. Overton has submitted only six (6) letters of support versus our seventy-three (73) signatories in opposition.

**SLIDE 3**

There are five major issues we would like to address tonight: the area's flooding history; access to emergency services; road safety issues related to increased population density; the problem of urban sprawl; and the unique opportunity we have right now to plan the manner in which Boone County and City of Columbia can together develop a plan to manage inevitable population growth of the area.

**SLIDE 4**

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SLIDE

**SLIDE 5**

This is an aerial photo of the flood waters on June 6th of this year, taken 3 days after the waters peaked. Brownish areas indicate where the water has already receded. The Overton property is located on the left edge of the photo.

The photo shows the proximity of flood waters to the proposed “Perche Ridge Subdivision” during a minor flooding event; minor *only* due to the fact that some 50 Missouri River levies upstream breached or overtopped during this flood. **(1)(2)**

**SLIDE 6**

Based on Boone County Department of Road and Bridge records, Gillespie Bridge Road was closed due to flooding 32 times between April 30, 2009 and May 5 of this year, for a total of all or a portion of 85 days.

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The 2010 Boone County Hazard Mitigation Plan listed 48 closures of Gillespie Bridge Road between 1993-2009. In 1993 many Coats Lane residents traveled by boat for nearly a month.

**SLIDE 8**

This photo taken from the Coats Lane intersection looking east is from 2014—one of many floods equaling or surpassing the “100-year flood” level.

The two permanently stored road barricade signs—one at Coats Lane and one east of the bridge on the Perche Creek hill—speak to the frequency and expectation of flooding.

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#### SLIDE 11

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The proposed subdivision plan gives no consideration to the land lying within the 500-year floodplain. A 500-year flood would cover some or all of the main subdivision street, leaving many subdivision residents with no way out in a major flood event.

#### **SLIDE 12**

As we see it, the County must consider two questions: first, whether to allow thirty-four (34) houses to be built on the tract of land in question; and secondly, whether development should be allowed *at all* in and contiguous to this increasingly vulnerable floodplain.

#### **SLIDE 13**

An oxbow lake—the former course of Perche Creek—can be clearly seen in this aerial photo. By granting a zoning designation of R-SP for this tract of land, the County would confer its implicit certification of the tract as safe and suitable for high-density housing—a position with which we strongly disagree.

#### **SLIDE 14**

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#### **SLIDE 15**

Boone County traffic counts, largely from 2018, show more than 2600 vehicles per day traveling over Gillespie Bridge Road at the western edge of the proposed subdivision.

SLIDE

**SLIDE 16**

During flooding there would be a very significant increase in numbers of people and vehicles requiring Highway UU and I-70 in order to circumvent the flood for access to Columbia.

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**SLIDE 18**

Entry from the east is down a sharp, steep curve on to the bridge.

**SLIDE 19**

As previously shown, Gillespie Bridge Road T's with Route UU from the west, on another steep, downhill curve.

**SLIDE 20**

Yet a third steep, downward hill and curve occurs with minimal visibility as one enters Gillespie Bridge Road from Coats Lane on the south.

SLIDE

**SLIDE 21**

There is even less visibility from the north side, where an improvement would be gained at the subdivision's eastern entrance

**SLIDE 22**

A proposed second subdivision access on the west side would fall immediately around the same curve—an accident waiting to happen on increasingly heavy traffic.

**SLIDE 23**

Adding 2 additional entry and exit points to a (minor) arterial road limits its purpose as a traffic thoroughfare.

**SLIDE 24**

In addition to safety issues regarding Gillespie Bridge Road, there are safety issues within the proposed subdivision itself.

**SLIDE 25**

Ecological impact aside, filling in and building a street over an existing lake is unwise at best.

**SLIDE 26**

Finally, the main street falls within the 500-year floodplain. In the event of a major flood event, at least half of the residents could be left with no way out.

**SLIDE 27**

Any casual observer of the region west of Perche Creek—and certainly its residents—understand that the area looks, feels, and IS rural.

SLIDE

**SLIDE 28**

By granting Mr. Overton's request for rezoning to allow for a population density equivalent to the City, the County would be encouraging other developers to likewise seek rezoning for lucrative, city-like subdivisions west of Perche Creek, with the potential of transforming this rural countryside into a zone of urban sprawl. This lovely area immediately west of Columbia would become an unplanned, de facto annexation of the County into the City with similar urban population density. It would lose its old growth forest, its wildlife, and its value as an economic asset as rural fringe to Columbia's urban core.

**SLIDE 29**

We would like to remind the Commission that the City of Columbia rejected Mr. Overton's application for City annexation of the subject tract in 2017, specifically due to concerns regarding the floodplain and the flooding of Gillespie Bridge Road.

The sewer connection agreement between the Boone County Sewer District and the City of Columbia was subsequently approved last month by a 4-3 City Council vote based on the Council being convinced that, if the development was inevitable, it would be environmentally preferable for the Council to grant a connection with City Sewer services over having a stand-alone sewer system.

**SLIDE 30**

We believe that a subdivision in this rural setting would detrimentally and irrevocably alter the character and beauty of the area. Other than the developer himself, rezoning benefits no one—not the homeowners who would be persuaded to buy homes in a flood-prone area, not the existing residents whose rural lifestyles and surroundings would be forever disrupted, not the Columbia residents who enjoy the immediate proximity to our rural area...

SLIDE

**SLIDE 31**

...not those who farm the surrounding cropland, and not the County, whose obligation for increased citizen access to emergency services and ease of ingress and egress would be greatly impacted.

**SLIDE 32**

There is a way forward, but the 23-year-old County Master Plan currently in place should not be the basis on which we plan the future of Boone County. *Unprecedented growth and a very different time demand a new guiding document.*

**SLIDE 33**

With the precedent of a joint City-County Planning Commission having been created in the context of developing a *North-East Area Plan*, the opportunity now exists to jointly create a "West Area Plan" that carefully balances the best rural assets of Boone County with the impending urban pressure of Columbia. Approval of the proposed "Perche Ridge Subdivision" should not be inevitable. We have the unique opportunity to pause and get it right.

A staff recommendation on the process required to create a "West Area Plan" is scheduled to come before the Columbia City Council at its August 5<sup>th</sup> meeting. We believe a City-County "West Area Plan" would be a far preferable approach for the management of Columbia's westward expansion into the County.

We strongly urge the County Commission to reject the pending request for both the rezoning and the review plan for the "Perche Ridge Planned Development Subdivision".

Thank you.

**CITATIONS:**

- 1) "The swollen Platte River created river levels never before recorded on the Missouri River below the confluence of the two rivers, causing more than 50 major levee breaches" Source: [waterwaysjournal.net](http://waterwaysjournal.net), Jun 17, 2019
- 2) "Since ABC 17 News last aired an investigation on levee conditions across mid-Missouri, the number of levees that have been overtopped or breached has nearly tripled. In April, 18 levees had breach or overtopped; at the start of June, that number jumped to 51." Source: [abc17news.com](http://abc17news.com), Jun 20, 2019