



BOONE COUNTY FIRE PROTECTION DISTRICT

2201 I-70 Drive NW • Columbia, Missouri 65202 • Telephone (573) 447-5000 • FAX (573) 447-5099 • www.bcfmo.com

September 4, 2024

City of Columbia
Mayor Barbara Buffaloe
701 E Broadway
Columbia, MO 65205

Dear Mayor and City Council Members,

I hope this letter finds you well. I am writing to provide an explanation regarding our decision to select the single-entry site plan from Route K South versus the conceptual site plan which provided a secondary entrance from S Bethel Church Road.

After careful consideration and thorough evaluation of the options available, we determined that the single-entry site plan from Route K South offers several advantages that align with our objectives for this project. These include:

1. **Reduced Land Disturbance and Tree Preservation:** The Route K South single-entry plan minimizes the overall land disturbance. By consolidating access to a single-entry point, we reduce the amount of grading, clearing, and other earth-moving activities required, thereby preserving more of the natural landscape and minimizing the environmental impact.
2. **Water Control Best Management Practices (BMPs) Reduction:** A single-entry point allows us to implement more streamlined water control measures. With fewer impervious surfaces being created, the need for extensive BMPs is reduced, which contributes to both cost savings and environmental protection by lowering the risk of erosion and runoff issues.
3. **Less Site Work Required:** The secondary entrance from S Bethel Church Road would necessitate additional site work, including more extensive grading, driveway construction and large tree removal. The single-entry plan significantly reduces these requirements, making it a more practical and efficient choice.
4. **Cost Savings:** By opting for the single entry from Route K South, we anticipate cost savings of approximately \$225,000. This reduction is attributed to the minimized land disturbance, fewer BMP requirements, reduced site preparation work and less impervious surface. These savings are substantial and will allow us to allocate resources more effectively toward other essential aspects of the project.
5. **Enhanced Site Security:** A single entry point inherently offers better control and monitoring of access to the fire station. This setup enhances the overall security of the site, ensuring that only authorized personnel have access, which is crucial for maintaining the integrity and safety of our operations and our volunteer firefighters.

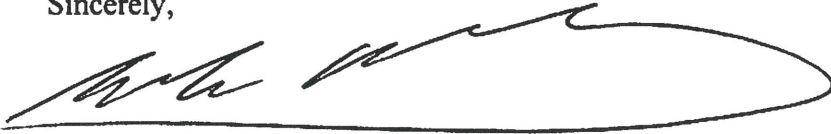
"A Helping Hand"

In conclusion, the decision to proceed with the Route K South single-entry site plan was based on a comprehensive assessment of all factors, including environmental impact, cost efficiency, and operational security. We believe this approach best meets the needs of the community while ensuring fiscal responsibility and sustainable development.

We appreciate your understanding and support of this decision. If you have any further questions or require additional information, please do not hesitate to contact me.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gale Blomenkamp', written over a horizontal line.

Gale Blomenkamp, Bureau Director

Boone County Fire Protection District

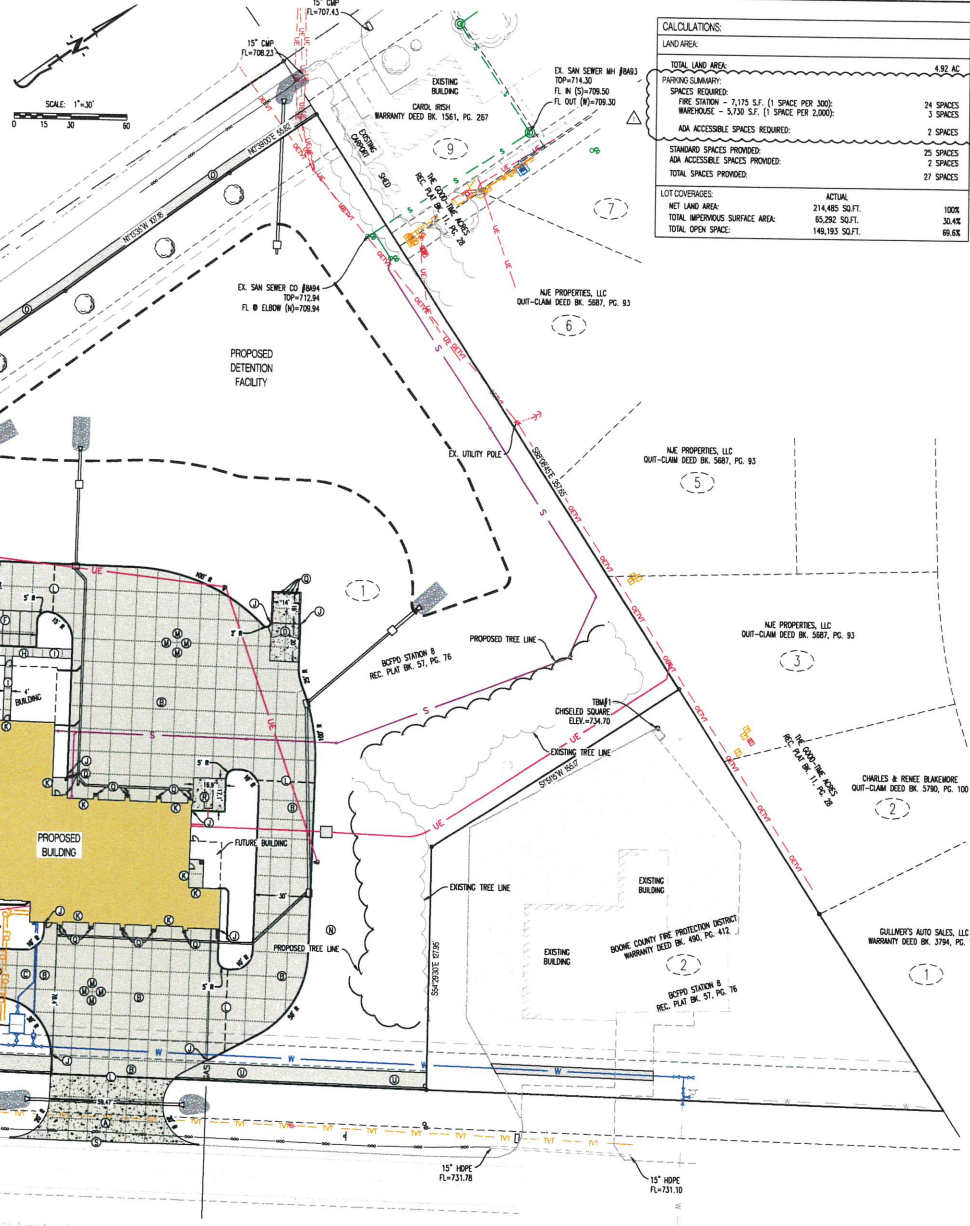
- LEGEND OF LABELS**
- 1) CONSTRUCT MOIST TYPE IN COMMERCIAL ENTRANCE. REFER TO HEAVY DUTY PAVEMENT CROSS SECTION ON CE 7.
 - 2) CONSTRUCT HEAVY DUTY CONCRETE PAVEMENT WITH INTEGRAL CURB FOR DRIVING AREAS AND LANES AS SHOWN. REFER TO HEAVY DUTY PAVEMENT CROSS SECTION ON CE 7.
 - 3) CONSTRUCT LIGHT DUTY CONCRETE PAVEMENT WITH INTEGRAL CURB FOR PARKING AREAS AS SHOWN. REFER TO LIGHT DUTY PAVEMENT CROSS SECTION ON CE 7.
 - 4) CONSTRUCT CONCRETE DUMPSTER PAD AREA AS SHOWN. REFER TO PAVEMENT DIMENSIONS ON PLAN. REFER TO DUMPSTER PAD PAVEMENT CROSS SECTION ON CE 7. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
 - 5) CONSTRUCT COMMERCIAL DRIVE APPROACH. REFER TO DETAIL 410.03 ON CE 7.
 - 6) PAINT 4" PARKING STALL STRIPES AS SHOWN, COLOR WHITE. TYPICAL ALL STALLS EXCEPT HANDICAP STALLS. REFER TO PLAN FOR WIDTH AND SPACING OF STALLS.
 - 7) CONSTRUCT HANDICAP PARKING AREA WITH SCIENCE AND ADA COMPLIANT. PAINT 4" STRIPES AND HANDICAP SYMBOL, COLOR BLUE. PAINT HATCH AREA AS SHOWN, COLOR BLUE. SLOPE OF THE PAVEMENT AT ALL HANDICAP STALL SHALL NOT EXCEED 1:50. REFER TO DETAILS ON CE 8.
 - 8) CONSTRUCT 4" THICK, 6" WIDE PCC THICKENED EDGE SIDEWALK AS SHOWN (MAXIMUM LONGITUDINAL SLOPE 1:20, MAXIMUM CROSS SLOPE AT 1:50). REFER TO CROSS-SECTION ON CE 7.
 - 9) CONSTRUCT 4" THICK PCC WALK AS SHOWN (MAXIMUM LONGITUDINAL SLOPE 1:20, MAXIMUM CROSS SLOPE AT 1:50). REFER TO CROSS-SECTION ON CE 7.
 - 10) CONTRACTOR TO TAPER FROM 6" TO 4" CURB. REFER TO GRADING PLAN FOR ELEVATIONS.
 - 11) INSTALL 3/4" EXPANSION JOINT.
 - 12) INSTALL 1" EXPANSION JOINT OR TYPE A ALTERNATE EXPANSION JOINT IN PAVING. REFER TO DETAIL ON CE 7.
 - 13) TYPE C SAW JOINT (TYPICAL). REFER TO DETAIL ON CE 7.
 - 14) TRANSFORMER PAD COORDINATE WITH BOONE ELECTRIC FOR REQUIREMENTS.
 - 15) CONSTRUCT 4" THICK, 5" WIDE PCC WALK AS SHOWN (MAXIMUM CROSS SLOPE AT 1:50). REFER TO BOONE COUNTY DETAIL 400.01 ON CE 8.
 - 16) CONSTRUCT ADA ACCESSIBLE SIDEWALK RAMP AT BACK OF CURB. REFER TO DETAIL ON CE 8.
 - 17) INSTALL 6" BOLLARDS. REFER TO DETAIL ON CE 9. REFER TO ARCHITECTURAL PLANS FOR BOLLARDS AT BAY LOCATIONS.
 - 18) CONSTRUCT GENERATOR PAD AREA AS SHOWN. REFER TO PAVEMENT DIMENSIONS ON PLAN. REFER TO GENERATOR PAD PAVEMENT CROSS SECTION ON CE 7.
 - 19) CONTRACTOR TO PROVIDE FULL DEPTH SAW CUT AT CONNECTION TO EXISTING PAVEMENT TO ENSURE A SMOOTH JOINT.
 - 20) EXISTING SIGN TO BE REMOVED AS REQUIRED FOR GRADING OPERATIONS AND TO BE REINSTALLED IN ORIGINAL LOCATION.
 - 21) CONSTRUCT 4" THICK, 6" WIDE PCC PEDESTRIAN WALK-WAY AS SHOWN (MAXIMUM CROSS SLOPE AT 1:50). REFER TO DETAIL 400.01 ON CE 8.

GENERAL NOTES:

- 1) THE PAVEMENT JOINTS SHOWN ARE A GRAPHICAL REPRESENTATION OF A POSSIBLE JOINT LAYOUT. CONTRACTOR TO PROVIDE SHOP DRAWINGS WITH JOINT LAYOUT FOR APPROVAL BY ENGINEER PRIOR TO POURING OF PAVEMENT.
- 2) REFER TO BUILDING PERMIT PACKAGE FOR PHOTOGRAPHIC NOTE.

TREE PRE-ESTABLISHMENT NOTE:

1) THE ESTABLISHMENT OF TREES IS BEING USED AS A STORMWATER TREATMENT BMP. THE PROPOSED TREES SHOWN ON THIS PLAN ARE TO REMAIN IN PLACE IN PERPETUITY AND TO BE IMMEDIATELY REPLACED IF DECEASED OR IF SUBSTANTIALLY DAMAGED. THERE WILL BE 18 TREES PLANTED. THE TREES SHALL BE DECIDUOUS OR EVERGREEN AND MUST BE 2" MINIMUM CALIPER AT TIME OF PLANTING.



CALCULATIONS:

LAND AREA:	4.92 AC	
TOTAL LAND AREA:	4.92 AC	
PARKING SUMMARY:		
SPACES REQUIRED:		
FIRE STATION - 7,175 S.F. (1 SPACE PER 1000)	24 SPACES	
WAREHOUSE - 5,730 S.F. (1 SPACE PER 2,000)	3 SPACES	
ADA ACCESSIBLE SPACES REQUIRED:	2 SPACES	
STANDARD SPACES PROVIDED:	25 SPACES	
ADA ACCESSIBLE SPACES PROVIDED:	2 SPACES	
TOTAL SPACES PROVIDED:	27 SPACES	
LOT COVERAGES:		
NET LAND AREA:	214,485 SQ.FT.	100%
TOTAL IMPERVIOUS SURFACE AREA:	83,292 SQ.FT.	30.4%
TOTAL OPEN SPACE:	148,193 SQ.FT.	69.6%

REVISIONS:

NO.	DATE
1	07/17/2019
2	07/22/2019

THE SHEET HAS BEEN REVISIONED AND IS NOT ELECTRONICALLY UPDATED.

BOONE COUNTY ENGINEERING
 BOONE COUNTY ENGINEERING DISTRICT
 2201 SOUTH MAIN
 COLUMBIA, MISSOURI 65201
 TERRY D. CROCKETT
 LICENSE NO. 2004000775

PREPARED BY:
CROCKETT
 BOONE COUNTY ENGINEERING DISTRICT
 2201 SOUTH MAIN
 COLUMBIA, MISSOURI 65201
 TERRY D. CROCKETT
 LICENSE NO. 2004000775

OWNER:
 BOONE COUNTY FIRE PROTECTION DISTRICT
 2201 SOUTH MAIN
 COLUMBIA, MISSOURI

DRAWING INCLUDES:
CONCEPTUAL SITE PLAN

DESIGNED: TDC
 DRAWN: JEE
 PROJECT NO.: 220191
 SHEET: CE 6

11/02/2019 - Boone County Fire District Seven - Estimate/Plan/Map/Title/Construction Plans/02/03 - 08/2021/2019 - Shubert.dwg

1/1/2023(2018)11 - Boone County Fire District, Site Plan Construction Plans (2023) for 2024(2018)11 - Station #8

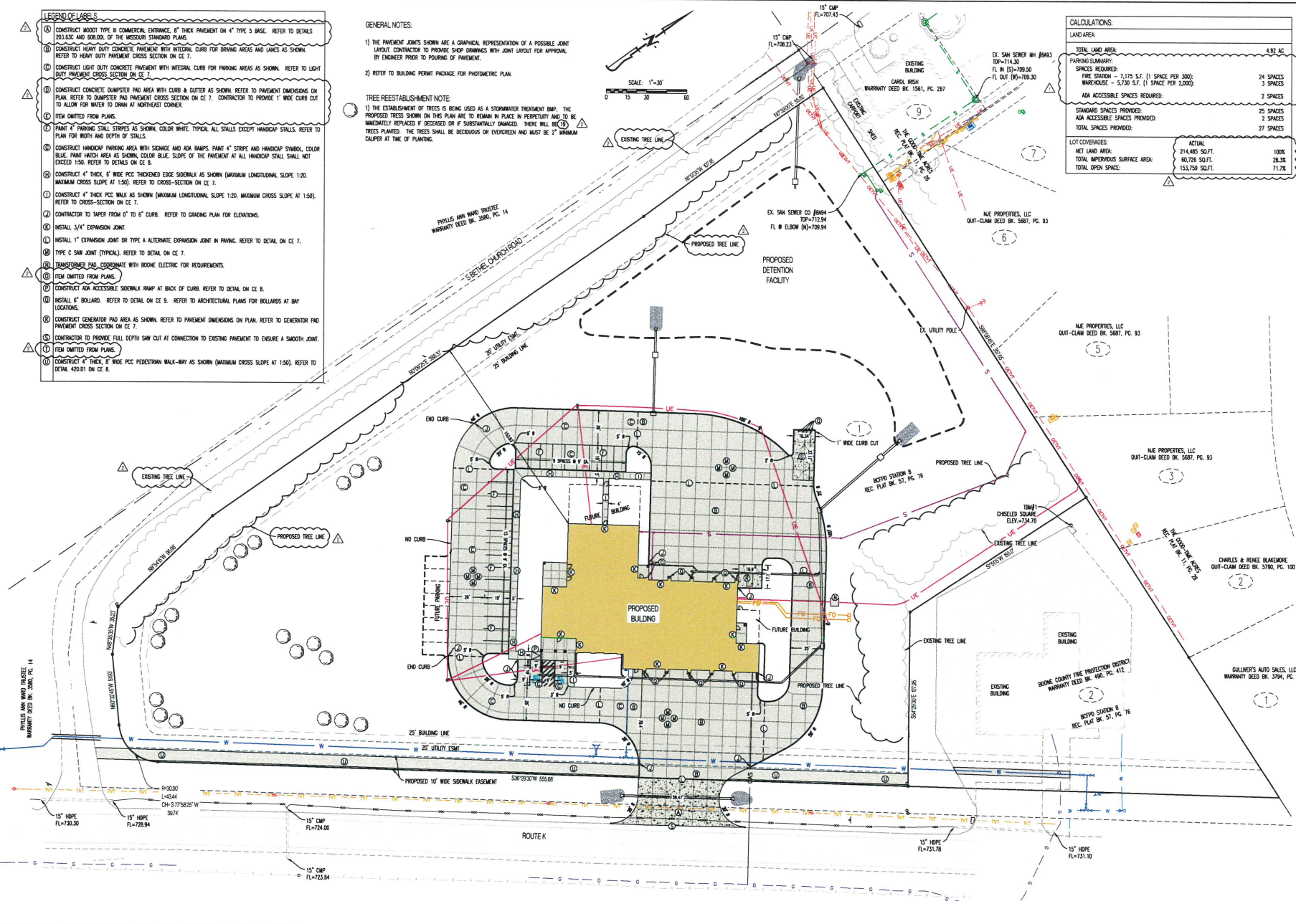
- LEGEND OF LABELS**
- ① CONSTRUCT MOODY TYPE II COMMERCIAL ENTRANCE, 8" THICK PAVEMENT ON 4" TYPE 5 BASE. REFER TO DETAILS 203.63C AND 608.00D OF THE MISSOURI STANDARD PLANS.
 - ② CONSTRUCT HEAVY DUTY CONCRETE PAVEMENT WITH INTEGRAL CURB FOR DRIVING AREAS AND LANES AS SHOWN. REFER TO HEAVY DUTY PAVEMENT CROSS SECTION ON CE 7.
 - ③ CONSTRUCT LIGHT DUTY CONCRETE PAVEMENT WITH INTEGRAL CURB FOR PARKING AREAS AS SHOWN. REFER TO LIGHT DUTY PAVEMENT CROSS SECTION ON CE 7.
 - ④ CONSTRUCT CONCRETE DAMPER PAD AREA WITH CURB & BUTTER AS SHOWN. REFER TO PAVEMENT DIMENSIONS ON PLAN. REFER TO DAMPER PAD PAVEMENT CROSS SECTION ON CE 7. CONTRACTOR TO PROVIDE 1" WIDE CURB CUT TO ALLOW FOR WATER TO DRAIN AT NORTHEAST CORNER.
 - ⑤ ITEM OMITTED FROM PLANS.
 - ⑥ PAINT 4" PARKING STALL STRIPES AS SHOWN, COLOR WHITE. TYPICAL ALL STALLS EXCEPT HANDICAP STALLS. REFER TO PLAN FOR WIDTH AND DEPTH OF STALLS.
 - ⑦ CONSTRUCT HANDICAP PARKING AREA WITH SLOPES AND ADA RAMP. PAINT 4" STRIPES AND HANDICAP SYMBOL, COLOR BLUE. PAINT PATCH AREA AS SHOWN, COLOR BLUE. SLOPE OF THE PAVEMENT AT ALL HANDICAP STALL SHALL NOT EXCEED 1:50. REFER TO DETAILS ON CE 8.
 - ⑧ CONSTRUCT 4" THICK, 6" WIDE PCC THICKENED EDGE SIDEWALK AS SHOWN (MAXIMUM LONGITUDINAL SLOPE 1:20, MAXIMUM CROSS SLOPE AT 1:50). REFER TO CROSS-SECTION ON CE 7.
 - ⑨ CONSTRUCT 4" THICK PCC WALK AS SHOWN (MAXIMUM LONGITUDINAL SLOPE 1:20, MAXIMUM CROSS SLOPE AT 1:50). REFER TO CROSS-SECTION ON CE 7.
 - ⑩ CONTRACTOR TO TAPER FROM 6" TO 4" CURB. REFER TO GRADING PLAN FOR ELEVATIONS.
 - ⑪ INSTALL 3/4" EXPANSION JOINT.
 - ⑫ INSTALL 1" EXPANSION JOINT OR TYPE A ALTERNATE EXPANSION JOINT IN PAVING. REFER TO DETAIL ON CE 7.
 - ⑬ TYPE C SAW JOINT (TYPICAL). REFER TO DETAIL ON CE 7.
 - ⑭ TRANSFORMER PAD. COORDINATE WITH BOONE ELECTRIC FOR REQUIREMENTS.
 - ⑮ ITEM OMITTED FROM PLANS.
 - ⑯ CONSTRUCT ADA ACCESSIBLE SIDEWALK RAMP AT BACK OF CURB. REFER TO DETAIL ON CE 8.
 - ⑰ INSTALL 6" BOLLARD. REFER TO DETAIL ON CE 9. REFER TO ARCHITECTURAL PLANS FOR BOLLARDS AT BAY LOCATIONS.
 - ⑱ CONSTRUCT GENERATOR PAD AREA AS SHOWN. REFER TO PAVEMENT DIMENSIONS ON PLAN. REFER TO GENERATOR PAD PAVEMENT CROSS SECTION ON CE 7.
 - ⑲ CONTRACTOR TO PROVIDE FULL DEPTH SAW CUT AT CONNECTION TO EXISTING PAVEMENT TO ENSURE A SMOOTH JOINT.
 - ⑳ ITEM OMITTED FROM PLANS.
 - ㉑ CONSTRUCT 4" THICK, 6" WIDE PCC PEDESTRIAN WALK-WAY AS SHOWN (MAXIMUM CROSS SLOPE AT 1:50). REFER TO DETAIL 420.01 ON CE 8.

GENERAL NOTES:

- 1) THE PAVEMENT JOINTS SHOWN ARE A GRAPHICAL REPRESENTATION OF A POSSIBLE JOINT LAYOUT. CONTRACTOR TO PROVIDE SHOP DRAWINGS WITH JOINT LAYOUT FOR APPROVAL BY ENGINEER PRIOR TO POURING OF PAVEMENT.
- 2) REFER TO BUILDING PERMIT PACKAGE FOR PHOTOGRAPHIC PLAN.

TREE REESTABLISHMENT NOTE:

- 1) THE ESTABLISHMENT OF TREES IS BEING USED AS A STORMWATER TREATMENT BMP. THE PROPOSED TREES SHOWN ON THIS PLAN ARE TO REMAIN IN PLACE IN PERPETUITY AND TO BE IMMEDIATELY REPLACED IF DECEASED OR IF SUBSTANTIALLY DAMAGED. THERE WILL BE (2) TREES PLANTED. THE TREES SHALL BE DECIDUOUS OR EVERGREEN AND MUST BE 2" MINIMUM CALIPER AT TIME OF PLANTING.



CALCULATIONS:

LAND AREA:		4.92 AC
TOTAL LAND AREA:		
PAVING SUMMARY:		
SPACES REQUIRED:	24 SPACES	
FIRE STATION - 7,175 S.F. (1 SPACE PER 300):	3 SPACES	
WAREHOUSE - 5,730 S.F. (1 SPACE PER 2,000):	3 SPACES	
ADA ACCESSIBLE SPACES REQUIRED:	2 SPACES	
STANDARD SPACES PROVIDED:	25 SPACES	
ADA ACCESSIBLE SPACES PROVIDED:	2 SPACES	
TOTAL SPACES PROVIDED:	27 SPACES	
LOT COVERAGES:		
NET LAND AREA:	214,485 SQ.FT.	100%
TOTAL IMPERVIOUS SURFACE AREA:	80,728 SQ.FT.	38.3%
TOTAL OPEN SPACE:	133,757 SQ.FT.	61.7%

REVISIONS:

NO.	DATE
1	07/17/2023
2	07/27/2023

THE SHEET HAS BEEN REVISIONED AND REDESIGNED BY:

BOONE COUNTY FIRE PROTECTION DISTRICT
 1000 W. MAIN ST. SUITE 100
 BOONE COUNTY, MISSOURI 64601
 (417) 885-1111
 www.boonecountymissouri.gov

DESIGNED BY: TDC
 DRAWN BY: JEE
 PROJECT NO.: 22081
 SHEET: CE 6

PREPARED BY:

GROCKETT
 ENGINEERS & ARCHITECTS
 1000 W. MAIN ST. SUITE 100
 BOONE COUNTY, MISSOURI 64601
 (417) 885-1111
 www.grockett-engineers.com
 CONSULTING ENGINEERING CORPORATION
 LICENSE NO. 000000000

OWNER:

BOONE COUNTY FIRE PROTECTION DISTRICT
 1000 W. MAIN ST. SUITE 100
 BOONE COUNTY, MISSOURI 64601

BCFPD STATION #8

BOONE COUNTY, MISSOURI

ACTUAL SITE PLAN