



BOONE COUNTY FIRE PROTECTION DISTRICT

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

August 22, 2024

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

Subject: Request for Amendment to Pre-Annexation Agreement – Case #49-2022

Dear Mayor and City Council Members,

I am writing on behalf of the Boone County Fire Protection District to formally request an amendment to the pre-annexation agreement between the City of Columbia and the Boone County Fire Protection District, referenced as Case #49-2022 and ordinance #024934 which was executed on February 22, 2022. Specifically, we are seeking to amend item number 5 within the agreement.

The amendment we are requesting pertains to the requirement for a 5-foot sidewalk along S. Bethel Church Road, as mandated by city codes. We propose that this requirement be eliminated for the following reasons:

1. **Preservation of Mature Trees:** Eliminating the sidewalk would allow us to preserve a significant amount of mature oak trees along the west property line of the new fire station location. These trees contribute to the environmental quality and aesthetic value of the area, and their preservation is in the community's best interest.
2. **Cost Savings:** By amending this requirement, the Boone County Fire Protection District would save approximately \$60,000 in construction costs. These funds could be better allocated to enhancing public safety services within the district.
3. **Lack of Existing Sidewalk Connectivity:** Currently, the nearest sidewalk along S. Bethel Church Road is located 1,400 feet north of our property. Constructing a sidewalk on this short stretch would not provide meaningful connectivity at this time.

In lieu of this immediate construction, the Boone County Fire Protection District agrees to participate in the future development of S. Bethel Church Road, should there be a broader initiative to extend sidewalks or other infrastructure improvements in this area.

We believe this amendment will not only support our mission to serve the community efficiently but also align with the City's goals for responsible and sustainable development. We respectfully request your consideration of this amendment and look forward to discussing this proposal further.

"A Helping Hand"

Attached you will find several photos of the area which supports our request for this amendment demonstrating the mature tree preservation, overall aesthetic value of the area and the lack of sidewalk connectivity.

Thank you for your time and attention to this matter. Please do not hesitate to contact me if you require any additional information or clarification.

Sincerely,



Scott Olsen, Fire Chief
Boone County Fire Protection District
2201 I-70 Drive NW
Columbia, MO 65202
solsen@bcfdmo.com
573-447-5000



John Sam Williamson, Board Chairman
Boone County Fire Protection District
2201 I-70 Drive NW
Columbia, MO 65202
jwilliamson@bcfdmo.com
573-447-5000







Prepared by the Boone County Assessor's Office, (573) 886-4262



DISCLAIMER; READ CAREFULLY: These maps were prepared for the inventory of real property based on the utilization of deeds, plans, and/or supportive data. In addition, map files are frequently changed to reflect changes in boundaries, lot lines and other geographic features resulting from changes in ownership, development and other causes. The existence, dimension, and location of features, as well as other information, should not be relied upon for any purpose without actual field verification. The County of Boone makes no warranty of any kind concerning the completeness or accuracy of information contained on these maps and assumes no liability or responsibility for the use or reuse of these maps by persons not affiliated with Boone County. Use of these maps by any person not affiliated with Boone County constitutes agreement by the user to assume full liability and responsibility for the verification of the accuracy of information shown on these maps.



BOONE COUNTY FIRE PROTECTION DISTRICT

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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.

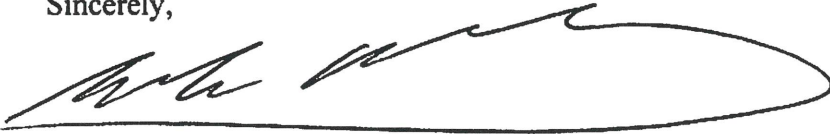
"A Helping Hand"

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 dark ink, appearing to read 'Gale Blomenkamp', with a long, sweeping horizontal line extending to the right.

Gale Blomenkamp, Bureau Director

Boone County Fire Protection District

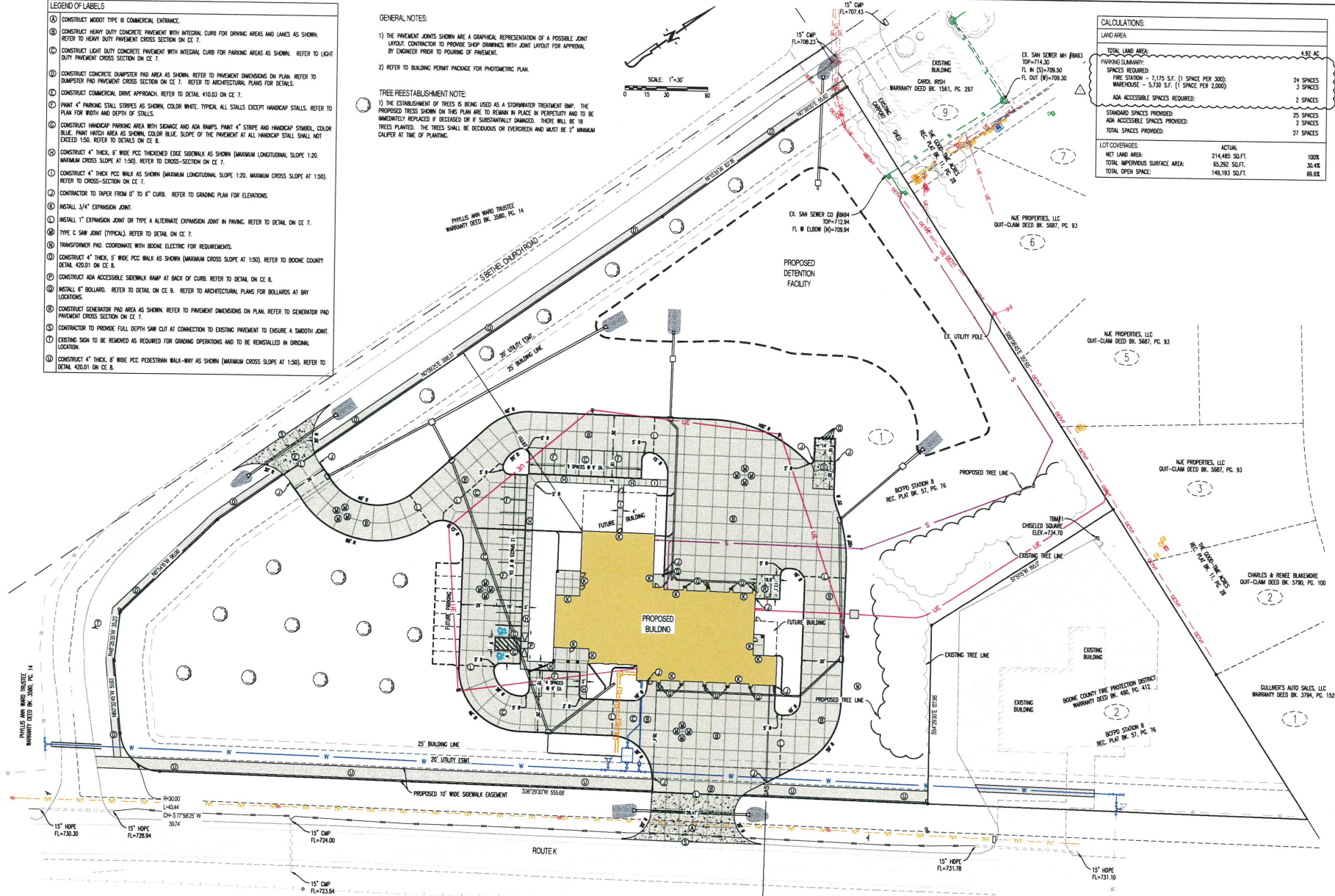
1/10/2023/201811 - Boone County Fire District Street Extension/Construction Plans/02/20 2024/12/2018 - Shiloh, Mo

LEGEND OF LABELS

- 1) CONSTRUCT MOIST TYPE IN COMMERCIAL ENTRANCE.
- 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 SENSAGE AND ADA RAMP. PAINT 4" STRIPE 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 0" TO 6" 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 420.01 ON CE 8.
- 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) 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 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 PHOTO-METRIC 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 BE REPLANTED 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.

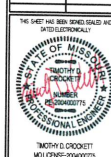


CALCULATIONS

LAND AREA:	4.92 AC
TOTAL LAND AREA:	4.92 AC
PARKING SUMMARY:	
SPACES REQUIRED:	
TRUCK 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.
TOTAL IMPERVIOUS SURFACE AREA:	85,292 SQ.FT.
TOTAL OPEN SPACE:	148,193 SQ.FT.
	100%
	39.4%
	68.6%

REVISIONS

NO.	DATE
1	07/17/2024
2	07/22/2024



PREPARED BY:
CROCKETT
TIMOTHY D. CROCKETT
Professional Engineer
State of Missouri
License No. 000000075
www.crockett-engineers.com
Crockett Engineering & Consultants, LLC
Boone County, Missouri

OWNER:
BOONE COUNTY FIRE PROTECTION DISTRICT
2201 N. D. HWY.
COLUMBIA, MO 65202

BCFPD STATION #8

BOONE COUNTY, MISSOURI

DRAWING INCLUDES:

CONCEPTUAL
SITE PLAN

DESIGNED: TDC

DRAWN: JEE

PROJECT NO.: 220181

SHEET:

CE 6

1/3/2023/20181- Boone County Fire District, Sewer Extension/Collection/Plant/Station #20181/20181- Stationing

