

September 21, 2015:

I'm Charlotte Wiggins I live at 1001 Bluebird Lane off highway E with 11 other families.

My neighbors and I attended the city's transportation strategy open house on September 14, 2015. I am taking this opportunity to provide my input for the official record.

The city has plans for \$58 million dollars worth of road projects including an outer road to guide traffic to a proposed shopping center next door to an existing single family residential subdivision.

A highway overpass is proposed through the same 12 homes at 10th street to resolve a glut of traffic the hospital and university will generate as they expand.

Question 1: Has the city approached the hospital and university about channeling the traffic on their side of the highway? Since those entities already own most of the originally private property and have their own revenue sources, they could financially contribute to solving the traffic problem they themselves are creating.

Question 2. In terms of the proposed outer road from exit 184 to 185 hugging the highway but increasing traffic through a residential neighborhood. It's our understanding the highway patrol doesn't want a road there for safety reasons. City planning and zoning laws require buffers when placing non compatible uses next to each other. A major traffic road is not appropriate through a single family neighborhood so where are the proposed buffers? A grove of trees or a sound wall would be two possible options. Our neighborhood already successfully worked with the highway patrol to get a sidewalk on highway E for the safety of walkers and bikers.

If that outer road trajectory is not possible, that leaves the city with bringing the outer road through Vista drive. That will take out at least three existing homes and front lawns of five more. If you add the 10th street overpass, the required span across the highway would also take out the backyards of these homes plus several more and move the road to a limestone hill ridge with a deep slope, which would be very expensive to build on and maintain.

Question 3. Since this is about moving traffic to the shopping center, would the developer consider moving the phase 2 building to the south side of the shopping center, away from existing residential properties, and use a periphery shopping center road to guide shoppers to retailers?

Question 4: Phase 2 of the shopping center is being proposed for property currently zoned single-family and on a hillside. Should heavy construction take place, it will damage nearby neighborhood home foundations, its why I had to move the location of my home when I built it in 1982. Commercial development next to residential is also not a compatible use but I didn't see any proposed buffers. If this proposed building is not moved, I respectfully request

- a. sound and light cancelling buffers at least 200 yards away from the nearest private property line on Vista Drive and Bluebird Lane;
- b. property insurance coverage from developer to pay for damage to existing homes from nearby construction blasting and soil movement, and
- c. that any further development plan not be approved by the city without public review of the proposed buffers.

It's my understanding the city still has time to make adjustments to the proposed plan before its presented to the council Oct. 19 for a vote and I would appreciate your consideration of these alternatives.

I will be glad to answer any questions and thank you for letting me add my comments to the city's official record.

end

I am a homeowner at 1008 Vista Drive in Rolla. After attending the meeting on Monday, September 14, 2015, at City Hall, I would like to express some concerns regarding the proposed shopping center and the 10th Street overpass.

I understand the city leaders are trying to help the community by bringing more commerce to the area. It will bring jobs and much needed tax revenue to the city. It will give residents a place to shop without needing to travel to Jefferson City or St. Louis. I appreciate that turning Rolla into a shopping mecca for the region would be beneficial to the city if you can get the residents of the many cities in the area to travel to Rolla to shop.

My concerns are how these infrastructure changes will impact the Rolla residences on Vista Drive, Bluebird Lane, and Hyer Court. This subdivision has limited access with one entrance and very limited traffic. This reflects the quality of life the Rolla leadership has inspired to provide all citizens and is why many of these residences on this street have lived here for decades.

I would question whether the infrastructure is in place to handle the traffic at the Westside Marketplace. One overpass with one traffic lane each way will not adequately serve all the stores that are being proposed. Access roads will be needed to help funnel the traffic in different directions rather than everyone needing to use the present overpass.

I would question the erection of a large department store (Phase 2) next to \$200,000 and up homes. I am concerned about the ability to resell my home should these proposals become reality. I would be concerned on the "taking" of the residences via loss of value by surrounding these homes with high volume traffic commercial property. John Butz told me there were people that would want to live there. Frankly, I do not see a homeowner who can afford a \$200,000 to \$400,000 home wanting to live next to a commercial retailer with the huge increase in traffic.

I would question the concept of putting in an overpass that will connect across the highway at Vista Drive or Bluebird Lane. Putting the overpass there will take 3-4 homes and will impact the rest of the residents. I have been told the three streets affected, Hyer Court, Bluebird Lane and Vista Drive will all remain dead end streets. That may be so but the road will be about 20-30 feet from Mrs. Wiggins home on Bluebird and will be maybe 150 feet from our home on Vista. The noise level will increase beyond the present high Db level, and I see motorists traveling down Vista Drive in an effort to get to the shopping center. As it stands now, when you walk outside, you cannot hear a car come up behind you due to the highway noise. I can easily see children being hurt or injured with the increased traffic on these residential streets. Since our neighborhood is so small, only 12 houses, everyone realizes you can't hear an approaching car and we all watch out for each other.

I truly believe that these proposals will seriously affect the value of our home and those of my neighbors. It will completely change the character of our neighborhood

and our quality of life. I also strongly suspect we will see crime increase in our neighborhood because of increased pedestrian and vehicular traffic.

The city needs to seriously consider the impact of surrounding such limited residential housing with high volume commercial property. If the city plans to convert this area to high volume shopping, they should consider the impact to all the surrounding Rolla residences and consider converting the whole area to commercial. Acknowledge the financial gain for the city by converting this all to commercial against the potential (future) injury of children if high volume traffic starts to be pushed down limited residential streets. If the shopping center is approved, I would urge the city to consider re-zoning the whole area to commercial for continuity in standards and allow commercial developers the opportunity to build this area within the vision of the city leaders.

In all honesty, the city has the power to deny the developer's request to build the shopping center unless they move phase 2 to the other end or where the city plans to annex. Please use the power you have to help the residents of this area who stand to lose significant value in their property and lose significant quality of life through peace of mind and safety.

Ron and Diana Howard
1008 Vista Dr.
Rolla, MO 65401

618-974-8648