

Galvin's News and Views from *Lake of the Ozarks*

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MCN

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Lake Ozark, MO 65049

Galvin Humphries is a middle-aged man with short grey hair, wearing a grey suit jacket, a white shirt, and a patterned tie with a yellow flower lei. He is smiling and holding a rolled-up document.

News from around the Lake.....

Route 242 slated for 2011 finish

One look, and it's not hard to see the corridor that will connect Horseshoe Bend Parkway to the Highway 54 Expressway.

Peoples Company has been retained by the Briscoe Ozark Development Group and Lon Stanton Trust to market approximately 580 acres of prime development land in the city of Lake Ozark, Missouri. This property is located on the new two mile corridor known as Route 242, which connects Hwy 54 to Horseshoe Bend Pkwy and the Lake of the Ozarks Community Bridge.

The new gateway to the lake will be a four-lane highway and has a projected average daily traffic count of 14,500 per day upon the completion date. Construction will include approximately 22 access points, a raised center median, curbs and gutters for drainage, and an eight-foot pedestrian walking path on the north side. The \$8.5 million dollar project is being paid for with funds from the Missouri Department of Economic Development, and MoDOT with ROW donated by property owners. The new corridor opens up a previously undeveloped section of Lake Ozark and features multifaceted development and opens for traffic by year end.

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Route 242 slated for 2011 finish Continued from page 1

According to previous projections, land currently assessed at roughly \$500,000 will allow development that has the potential of bringing that property's assessed value to nearly \$82 million. Consequently, this would drive close to \$200 million additional real estate, sales, utility and personal property taxes into city, county, fire district and school district funds.

Aggressive incentives are available due to the property being located in a Transportation Development District and Tax Increment Financing District which provides reimbursement for potential end users/developers for many development costs. This project will consist of retail, hospitality, multi-family, office and multi-tenant flex space. Several contracts with end users are in place subject to completion of the new road and access to utilities.

Prewitt's Point is located south of the site and features Hy-Vee's flagship grocery store, Lowe's, and Marshall's along with restaurants such as Outback Steakhouse, Chili's, Steak & Shake and other local eateries.

Located at the west end of the corridor is a retail center anchored by Paul's grocery store and also features a restaurant, hair salon, and gift shop. Area banks, health clinics, pharmacy, elementary school, and many local gift/tourist shops can be found within a mile of the corridor.

Located at the east end of the corridor is the new Eagle's Landing retail center which features Menard's, Kohl's and CVS which is currently under construction with openings projected later this year.

Peoples Company is marketing the project to developers and brokers throughout the country and aggressively marketing to brokers in the St. Louis, Kansas City, Omaha, and the Des Moines markets. Plans are being developed to host a broker summit highlighting the 242 Gateway in the spring of 2012 when the expressway will be officially open for business.

About Peoples Company

Peoples Company is a full-service real estate brokerage based in West Des Moines, Iowa. Aug 19, 2011.. *Lakenewsonline.com*

Construction set to begin on Jo-Ann, Ross stores

If all goes as planned, construction will be underway later this month for two national retailers locating at Lake of the Ozarks.

Ross and Jo-Ann Fabrics and Crafts are slated to break ground by the end of August and should be pouring footings by early fall. The retailers have signed agreements with the Prewitt's Point development in Osage Beach.

According to information from developer Gary Prewitt, the two retailers will be located on the corner next to Marshall's. Ross and Jo-Ann Fabrics and Crafts will join Marshall's, Target, Petco, Shoe Carnival, Hy-Vee, Lowe's and several other retail outlets in the Prewitt's Point development.

Construction of the 40,000 square foot facility for the two stores is expected to provide about 120 jobs over the course of the project.

The retailers expect to open later this year.

Ross Stores, Inc. is a chain of American off-price department stores headquartered in Pleasanton, California, operating under the name Ross Dress for Less. It is the third largest off-price retailer in the United States, behind T.J. Maxx and Marshall's, both of which are owned by TJX Companies.

As of January 2011, the company operated 988 Ross stores in 27 U.S. states and Guam, covering much of the country but with no presence in New England, New York, northern New Jersey, Alaska, and a large area of the Midwest.

Ross Department Store was first opened in San Bruno, California, in 1957 by Adali Baer. The next store was established in Pacifica, California in the late 1950s. The format of Ross was changed to an off-price department store in 1982.

Jo-Ann Fabrics and Crafts is nation's largest specialty retailer of fabrics and one of the largest specialty retailers of crafts, serving customers in their pursuit of apparel and craft sewing, crafting, home decorating and other creative endeavors. Our retail stores (operating as Jo-Ann Fabric and Craft stores) and website (www.joann.com) feature a variety of competitively priced merchandise used in sewing, crafting and home decorating projects, including fabrics, notions, crafts, frames, paper crafting material, artificial floral, home accents, finished seasonal and home décor merchandise.

As of January 29, 2011, the company operated 751 stores in 48 states (516 small-format stores and 235 large-format stores). The small-format stores offer a complete selection of fabric and an edited assortment of crafts, artificial floral, finished seasonal and home décor merchandise. The large-format stores offer an expanded and more comprehensive product assortment than our small-format stores. Aug 12, 2011. Joyce Miller. *Lakenewsonline.com*

Lakefront homes at risk

Ameren Missouri asks for a last-minute reprieve to protect more than 1,260 homes and thousands of other structures that could be at risk under the most recent guidelines issued by the federal agency that oversees management of Lake of the Ozarks.

All told there may be more than 4,000 lakefront structures at risk for some type of action under the guidelines handed down by the Federal Energy and Regulatory Commission last month. The possible ramifications are enormous and could conceivably leave some lakefront residents facing the loss of homes and property. Decks, gazebos and other lakefront structures could also be at risk.

The homes and other structures such as boat houses, gazebos and boardwalks either fall within the boundaries of Ameren Missouri's ownership of the shoreline or on easements for the public utility company. Experts say it is too soon to speculate on the legal fallout because issued by the FERC for in the Lake of the Ozarks Shoreline Management Plan that was issued last month.

The figures on the number of homes and structures were released on Thursday in a motion filed by Ameren Missouri with FERC. It is the first time the public has been given a firm figure on just how many homes and other structures are completely or partially within the project boundaries.

Ameren Missouri is asking FERC to reconsider the guidelines. The guidelines that address the structures were more restrictive than what Ameren Missouri anticipated.

Ameren Missouri's motion was filed just hours before the Aug. 25 midnight deadline. [Its] stance was bolstered by the support of the lake area chamber of commerce organizations who filed a joint objection to the guidelines. The chambers urged FERC to grant a re-hearing to take public comment.

The dilemma is the license granted to Ameren Missouri to operate the Bagnell Dam hydroelectric project under the FERC allows them the authority to grant permits for construction of certain types of facilities on project lands. Those include such things as boat docks, landings, retaining walls and other similar structures for erosion control to protect the shoreline. The license does not allow for permits for residential structures on land within the project boundaries.

Ameren has identified a significant number of properties that are either entirely or partially within the project boundary lines.

Ameren almost always has at least easement rights to 662 and own as high as 674 in some places.

SMP Highlights

- Ordered policy on encroaching dwellings
- Ordered policy on nonconforming structures including existing and permitted decks, patios, gazebos, boat houses, etc.
- Ordered policy not specifically grandfathering any pre-existing and/or permitted structures
- The strong recommendation that these structures be removed from project lands
- The future prohibition of decks patios and gazebos
- The inadequate amount of time (May of 2012) given to inventory, evaluate and present information to FERC on these matters

About the Plan

Ameren Missouri is responsible for certain shoreline management activities at Lake of the Ozarks under provisions of its license from the Federal Energy Regulatory Commission (FERC) for the operation of Bagnell Dam and the Osage Power Plant. Development of a comprehensive new Shoreline Management Plan was required as part of a new 40-year license that FERC approved on March 30, 2007.

After extensive consultation with federal and state resource agencies, the Missouri State Highway Patrol's Water Patrol Division, elected officials, the business community, and the general public, Ameren Missouri filed a new plan for FERC review on March 28, 2008. FERC approved the plan, with certain modifications, on July 26, 2011.

For information or assistance

Federal Energy Regulatory Commission
Office of External Affairs
Telephone: 202-502-8004
Toll-free: 1-866-208-3372
Email: customer@ferc.gov
Ameren Missouri
ameren.com/sites/aeu/lakeoftheozarks

Ameren Missouri Shoreline Management Office
1028 Bagnell Dam Boulevard
Lake Ozark, MO 65049
lake@ameren.com
P.O. Box 993
Lake Ozark, MO 65049
573-365-9208

Aug 26, 2011. Joyce Miller. Lakenewsonline.com

Co-op effort could attract more businesses, jobs to west

An enhanced cooperative effort on the west side of the Lake of the Ozarks region could help attract businesses and more jobs to the area. The Morgan County Economic Development Corporation (MCEDC) is seeking to co-mingle efforts with the Enhanced Enterprise Zone (EEZ) that includes Laurie, Gravois Mills, Versailles and Stover. Officials are also seeking to extend that EEZ south to the Hurricane Deck Bridge, covering the Route 5 corridor through the village of Sunrise Beach.

MCEDC president Vicki Brown said the two entities would still have separate identities, but combining efforts could give them a greater synergy to entice businesses to the area. Lake West Chamber of Commerce executive director Mike Kenagy is on the MCEDC board and is the go-between for the EEZ with the state. The invitation from the MCEDC board to the EEZ will hopefully result in a more collaborative effort, Kenagy said. The MCEDC wants to help market the EEZ and see how it can help the EEZ with any needs it might have for greater success, he added.

Sunrise Beach village planner Roger Corbin said the combined effort would also give the organization a better chance at receiving economic development grants. He is seeking to get the EEZ extended into Sunrise Beach. Besides benefiting the village, increasing the physical area of the EEZ could make it more attractive to businesses considering the area, Corbin said. With the different levels of tax relief currently offered through an EEZ, the greater network of a combined MCEDC/EEZ and potential grants, the area could become much more attractive for certain types of expanding or new businesses, according to Corbin.

About MCEDC

Mission The goal is to bring businesses to Morgan County, in particular giving assistance to incubator (start-up or early stage) businesses.

How Through agency to agency contacts, they connect businesses with the right organizations and people to get them started as well as promote the area to existing or potential businesses. They also fund studies to see what changes could be made to improve the area's business climate.

Background The MCEDC originally formed in the 1950s as an industrial trust to promote the City of Versailles, but widened its focus and changed its name in 1999 to include the entire county. The board of directors consists of representatives from throughout the county.

President Vicki Brown

Contact Local Chamber of Commerce

About EEZ

Purpose Within the zone, it has the capability, with approval from MDED, to give eligible applicants, for up to 10 years or when the EEZ expires, local property tax abatement, state income tax exemption and state income tax credits based on various factors and criteria.

Factors Number of new jobs created, number of residents employed, number of "difficult to employ" people employed, residents and difficult to employ people receiving training and amount of new investment at the qualifying facility

Minimum to receive tax credits

- New or expanded business facility – 2 new employees and \$100,000 new investment
- Replacement business facility – 2 new employees and \$1,000,000 new investment
- Health insurance at all times, of which at least 50 percent is paid by the employer

(Eligible investment expenditures include the original cost of machinery, equipment, furniture, fixtures, land and building and/or eight times the annual rental rate paid for the same. Inventory is not eligible.)

Eligible applicants This is determined by an industrial classification system, and includes manufacturing, warehousing, wholesale distribution, mining, insurance carriers, research and development, recycling operations, computer-related services and certain office activities such as medical offices.

Background An enterprise zone was established in the early 1980s. When the State of Missouri developed an enhanced version, the MCEDC helped the county apply for the new designation through the MDED. The EEZ was formed about four years ago and is operated by a seven-member board of directors that is appointed by the county commission.

Co-chairs Jeff Carter and Steve Grantham

Contact Local Chamber of Commerce

Aug 17, 2011. Amy Wilson. Lakenewsonline.com

UPCOMING EVENTS

September

EVENT	DATE	LOCATION	CONTACT INFO
Fireworks	Sep 3 - 4	Lake of the Ozarks	800-386-5253
Hot Summer Nights Tribute to Wounded Warriors	Sep 9	Lake Ozark, MO	573-964-1008
Fight Night at Captain Rons	Sep 10	Sunrise Beach, MO	573-374-5852
11th Annual Lake Area Fall Festival	Sep 10	Osage Beach, MO	573-302-2000 ext.290
Westlake Street Machine Fall Follies Car Show	Sep 10 - 11	Laurie , MO	573-374-9500
Kids Harbor Boat & Swim Race	Sep 11	Linn Creek, MO,	573-348-6886
5th Annual Lake of the Ozarks Bikefest	Sep 15 - 17	Osage Beach, MO	www.lakebikefest.com
42th Annual Hillbilly Fair	Sep 16 - 18	Laurie, MO	573-374-8776
Lake of the Ozarks Marine Dealers Fall Boat Show	Sep 16 - 18	Sunrise Beach, MO	573-374-5852
Dam Bait Shop & Campground Burn Out Pits	Sep 16 - 18	Lake Ozark, MO	573-365-9135
2nd Annual Lake Area Crop Hunger Walk	Sep 17	Lake Ozark, MO	573-365-7805
10th Annual WING DING benefits Easter Seals	Sep 22	Lake Ozark, MO	573-365-2623
26th Annual Turkey Festival in Eldon	Sep 24	Eldon, MO	573-392-3525
Couples Bucket Golf Tournament	Sep 25	Osage Beach, MO	573-348-9593

Top speeds under dispute in this year's Shootout

The course record and overall speed records at the Lake of the Ozarks Shootout still stand, but not without controversy. A malfunctioning radar gun may be all that kept Canadian Bill Tomlinson from boat racing immortality. His official Top Gun title-winning speed stands at 208 mph. He made a total of eight runs over the Shootout weekend and tied Dave Scott's course record of 208 mph twice. "I think that the radar wasn't reading right, because we did two runs on our GPS that showed 221 mph, one showed 215 mph. We were a little slower that time, it seemed to us. Every time it said 208 mph," Tomlinson said. "It sounds to me like there is something wrong with the system, so I think that's what it is. But I'm sure we were running quicker."

Tomlinson and throttleman Ken Kehoe won the title in My Way, a 50-foot turbine engine Mystic that John Cosker, founder and owner of Mystic, believes is the fastest boat his company has ever built. My Way made two runs that didn't register a speed on the radar trap. A speed of 215 mph would have shattered the overall Shootout record of 209 mph that Cosker helped driver Dave Callan set with Miss Longlite in 2007. "We haven't really figured out why the radar guns weren't picking him up a couple of times. It's going so fast and it's so sleek that if it's just not right at the right spot, those guns have a hard time picking him up," Shootout organizer and Captain Ron's owner Ron Duggan said. "He put up a great run tying our course record and there may have been a run in there that was even better than that, but we'll never know."

One thing about the Shootout is certain—the boats are getting faster and the competition is more serious after 23 years of racing on Lake of the Ozarks. The event helps generate funds for a number of charities. The event has always been a fundraiser to help lake area fire protection districts purchase equipment. The same firefighters who benefit from the Shootout were called into action several times on Saturday amongst what may have been a record-setting spectator fleet. A man had a heart attack, a boat caught fire, and another man cut his foot on a boat propeller."The fire boats were right there. Everybody was safe, and we still have a pretty good safety record," Duggan said.

Officials estimate that there were 7,000 to 9,000 vessels full of spectators along the three-mile course on Saturday. While Tomlinson was disappointed that he left Sunday without the race's overall record locked down tight, he said he enjoyed his visit to the Lake of the Ozarks. "We were happy with it all—great area, had a good time," Tomlinson said. "We only got an hour of seat time in the boat so we really weren't that comfortable. But it just seemed awesome." Aug 29, 2011. Rance Burger lakenewsonline.com

Railroads of Miller County RAILROADS

Although no railroads were built in this county before 1880, there had been much agitation in favor of them. A few years after the Civil war efforts were made to build a railroad between Jefferson City and Tuscombina. This line was finally to be extended to Lebanon.

A proposition to vote \$150,000 for this railroad was defeated by the voters of the county, January 16, 1872. The proposition carried in only two townships--Equality and Saline--but was defeated in Richwoods Township by a vote of 211 to 0. The total vote was 750 to 274.

The branch of the Missouri Pacific to Bagnell was surveyed in the winter of 1881-1882. The first railroad tax in this county was paid by this line, then known as the Jefferson City, Lebanon and Southwestern.

This tax amounted to \$572.92. The road later known as the Chicago, Rock Island and the Pacific Railroad was built through the northern part of the county in 1902-1903. The first trains of this railroad reached Eldon on October 22, 1903.



Three days later the track was laid through the town of Eldon. Before that time businessmen of Aurora Springs had shown considerable interest in the proposed road, and failure to secure it contributed to further decline of the town.

Above a crew works on Becker Cut in Miller County west of Eugene. Standing on cart in background is M.O. (Doc) Henley and on the other cart is younger brother, Arnold. Man at far left is identified as Bill Rush and, third from right with shovel, George Sullens.

Emil Becker of Spring Garden had a contract with the new railroad to open up the dividing ridge between the Osage and Missouri rivers, known since as the "Becker Cut." Times were tough in 1901 and people thought they were getting rich making \$1.50 a day. The going rate was 15 cents an hour for a 10-hour day; 30 cents an hour with a horse.

A number of other railroads were promised to Miller County but were never built. The first of these was a line which was to be built between St. Louis and Fort Scott, Kansas. This route seems to have been surveyed in 1872. In the fall of 1879 a party of engineers and surveyors came to Iberia and made surveys for a railroad.

The main object of the construction of this road was to convey iron ore to St. Louis. Other railroads which were promised included Miller County Railway Company of Jefferson City, which was incorporated in 1901, and the Ozark Transit Company of Waynesville, incorporated November 19, 1906. The latter was to be an interurban road and pass through Cole, Miller and Pulaski Counties and extend into Texas County.