



Tamara Miller <tmliller@gocolumbiamo.com>

Rock Quarry Road Scenic Roadway Stakeholder Advisory Group

4 messages

Sheela Amin <skamin@gocolumbiamo.com>

Fri, Feb 21, 2014 at 11:24 AM

To: Mike Griggs <mbg@gocolumbiamo.com>, "MILLER, Tamara" <tmliller@gocolumbiamo.com>

Mike and Tammy,

At the February 3, 2014 Council Meeting, Ms. Hoppe asked that the City proceed with the formation of a stakeholder advisory group for Rock Quarry Road, which is the City's only scenic road at this time.

The Code of Ordinances involving the S-R (scenic road) designation indicates the group, which is appointed by the City Council, include up to fifteen members, and one-third of those members could potentially include a member of the Planning and Zoning Commission, Environment and Energy Commission, Parks and Recreation Commission and/or Bicycle/Pedestrian Commission.

I do not have a lot specifics at this time, but this group would likely be involved in providing input with regard to a corridor plan and roadway design issues, to include pedestrian and bicycle facilities.

Please take this up at your next Parks and Recreation Commission meeting, and let me know who on the Parks and Recreation Commission might be interested in participating in this advisory group. Note, I do not know when the meetings will be held or anything else at this point. In addition, please note the person chosen by the Parks and Recreation Commission might not be chosen by the Council to serve on the group as the membership has to be distributed equally in one-third increments as indicated in the Code of Ordinances.

Below is a link to information I placed on the website thus far:

<http://www.gocolumbiamo.com/Council/Commissions/description.php?bcid=64>

Attached are documents that might be of interest to you and your Commission members as well.

Sheela

—

Sheela Amin
City Clerk

City Hall
701 E. Broadway
2nd Floor
Columbia, MO 65201

573.874.7207
skamin@gocolumbiamo.com

3 attachments



Ord015561_B85-98.pdf

140K

Pages from Minutes_02032014.pdf

Rock Quarry Road Scenic Roadway Stakeholder Advisory Group

Navigate this Board or Commission ▼

Go

Works with the Planning and Zoning Commission, who is tasked to develop a corridor plan, in determining the values and preferences regarding the scenic preservation and roadway design within and along the Rock Quarry Road Scenic Roadway corridor, and provides roadway design input regarding the level of service needs of all intended roadway users against the scenic roadway district preservation goals in proposing specific design options. The Rock Quarry Road Scenic Roadway is the portion of Rock Quarry Road from the south property line of the property located at the southwest corner of Fellows Place to the south city limits of Columbia. The City Council appoints up to fifteen (15) members to this Group, and there are no term limits.

Members & Terms:

- Yet to be appointed

Establishing Legislation:

Section 29-21.2 of the Columbia Code of Ordinances - District S-R, scenic roadway area overlay: This section includes the description and requirements of a stakeholder advisory group.

Ordinance No. 015561: Designating a portion of Rock Quarry Road a scenic roadway.

015561

Permanent Record
Filed in Clerk's Office

Introduced by Hindman

First Reading 3-16-98 Second Reading 4-6-98

Ordinance No. 015561 Council Bill No. B 85-98

AN ORDINANCE

designating a portion of Rock Quarry Road a scenic roadway; amending the Zoning District Map established and adopted by Section 29-4 of the Code of Ordinances of the City of Columbia, Missouri, by changing and amending the zoning map whereby property located along Rock Quarry Road will become a part of District S-R; and fixing the time when this ordinance shall become effective.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. Rock Quarry Road from the south property line of the property located at the southwest corner of Fellows Place to the south city limits is designated a scenic roadway.

SECTION 2. The Zoning District Map established and adopted by Section 29-4 of the Code of Ordinances of the City of Columbia, Missouri, is hereby amended and changed so that the following described property, to wit:

A strip of land four hundred-forty (440) feet wide in the west half (1/2) of Section 19 and in Sections 30 and 31, all in Township 48 North, Range 12 West in the City of Columbia, Boone County, Missouri; said strip lying and being two hundred-twenty (220) feet in width on each side of the center of Rock Quarry Road from the south right-of-way line of Stadium Boulevard (also known as Missouri Route 740) and running in a southerly direction to the corporate limits of the City of Columbia EXCEPTING and excluding therefrom all that part of the westerly or right half of said strip lying northerly from the south property lines of the tracts described in the Quit-Claim Deed in Book 372 at Page 16 and in the Warranty Deeds in Book 796 of Pages 25 and 26 of the Boone County Records.

shall become a part of District S-R (Scenic Roadway Area Overlay District).

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

PASSED this 10th day of April, 1998.

ATTEST:

Denny St. Romaine
City Clerk

Larry Windman
Mayor and Presiding Officer

APPROVED AS TO FORM:

Fred Beckman
City Counselor

and noted the great job they were doing with snow removal communication as he had not received any complaints to which he could not respond.

Ms. Nauser reminded everyone the website was CoMoSnow.com as it showed neighborhoods that had been cleared, were in the process of being cleared, and those still needing to be cleared.

Ms. Nauser asked for a report from City staff with regard to economic development. She wanted to know what companies or types of industries had been interested in Columbia, which companies the City had missed out on and why, and the types of partnership the City had to promote economic development.

Mr. Matthes pointed out code names were commonly used so those would be used in the response back to Council. Ms. Nauser stated that was fine.

Mayor McDavid suggested they ask REDI to send their coded reports that included prospects to the individual Council Members.

Ms. Nauser commented that she felt the sign boards used to alert people of high-crime areas was very innovative in that it provided public service announcements to citizens in a relatively inexpensive manner. She wondered how much it would cost to purchase additional mobile units to place throughout the community. She also wanted to know how much it would cost to purchase additional mobile electronic speed limit signs to place in high traffic volume areas. She thought that would assist the Police Department by bringing this type of focus to the area without requiring a police officer to be at the location. She asked for a staff report regarding the costs of those two types of mobile units and a recommendation on how they could integrate the purchase of those in the upcoming budget discussions.

Ms. Hoppe commented that the Council received a letter today that had been sent to quite a few property owners informing them of hazardous or damaged trees that would be removed in the next week or so. She felt this process was moving along very fast and asked if this was the only notice that had been sent to those property owners. She wondered if they had personally been contacted as well. She thought the City needed to hold off on removing the trees unless they would imminently fall in order to allow the property owners time to inquire about the need for the trees to be removed.

Mr. Matthes stated he would look into the situation and follow up.

Ms. Hoppe commented that the scenic road ordinance had been revised last year, and it now provided for the creation of an advisory stakeholder group to be formed to create a corridor plan. She noted Columbia's only scenic road at this time was Rock Quarry Road, which had safety issues, and understood the scenic road ordinance allowed for routine maintenance. Anything other than routine maintenance-type issues had to be addressed by this advisory group, and a corridor plan was needed. She thought now was the appropriate time to put the advisory stakeholder group together. Per the ordinance, the advisory group could consist of up to 15 members, and one-third of those members should be residents along the road corridor, including at least one resident property owner, another one-third should be representatives of the general public, who could be from various interested citizen

groups, and the final one-third should be officials, including the affected ward city council member, community development support staff, a member of the Planning and Zoning Commission, a member of the Environment a Energy Commission, a member of the Parks and Recreation Commission and a member of the Bicycle and Pedestrian Commission. She pointed out part of the charge for this group would be to determine where an appropriate pedway could be located and how it would it would fit with the road. She stated she wanted to move forward with the process of the Council appointing members to this group, and recommended residents along Rock Quarry and the general public apply to accommodate the first two-thirds of the group. With regard to the other one-third, she suggested asking those commissions to recommend representatives.

Mr. Matthes asked if the current process of recruiting applicants for boards and commissions could be used for the residents along the road and the general public. Ms. Hoppe replied yes.

Mr. Schmidt stated he liked this idea.

Ms. Hoppe understood there was interest from business owners along Business Loop 70 to underground wires in order to make the area more attractive. She noted there were a lot of payday loan-type businesses along that corridor, and felt it would be a futile effort to spend a lot of money to try to spruce things by undergrounding wires with these types of businesses there. She asked for a report with recommendations on how the City could regulate the proximity of those types of businesses, similar to what they had with regard to adult entertainment.

Mayor McDavid understood there were several members along that corridor that were interested in forming a CID so they could use sales tax to fund improvements. He thought everyone wanted to see that part of Columbia improved and there was momentum to get that done at this time, which would be a great step forward.

Mr. Thomas explained he and Ms. Hoppe would be meeting with Mr. Matthes and Mr. Teddy later in the week to discuss a systematic approach to operationalizing the comprehensive plan. He thought they had a great start in terms of the zoning review and revisions, and stated they would also look at fairly allocating infrastructure costs between new and existing developments.

The meeting adjourned at 10:15 p.m.

Respectfully submitted,

Sheela Amin
City Clerk

Sec. 29-21.2. District S-R, scenic roadway area overlay.

- (a) *Purposes of the Scenic Roadway Area.* The S-R scenic roadway area is intended to promote the conservation, preservation and enhancement of the scenic, natural and historic qualities and landscape of scenic roadway areas as well as promoting the health, safety and general welfare of the public. The purposes of the district are:
- (1) To preserve the scenic character of designated roadways and, where possible, preserve scenic views from the roadways.
 - (2) To maintain the natural beauty of the landscape as it currently exists along designated roadways.
 - (3) To encourage development which is compatible with and, where possible, enhances such natural beauty.
 - (4) To encourage safe and efficient traffic flow along designated scenic roadways for all modes of travel.
- (b) *General Provisions.* The minimum lot width at the right-of-way line of a designated scenic road for R-3, R-4 and nonresidential zoning districts shall be three hundred (300) feet.
- (c) *Site Development Regulations.* All land and buildings within a scenic roadway area shall comply with all regulations of the underlying zoning district and applicable sign regulations, provided they do not conflict with the scenic road overlay design, purpose or intent, as well as the following:
- (1) *Underground utilities.* All on-site utilities shall be located underground unless required by the utility to be otherwise located.
 - (2) *Vegetative buffer.* The vegetative buffer is hereby defined as the portion of the site:
 - a. Within seventy-five (75) feet of the centerline of a local residential street;
 - b. Within eighty-three (83) feet of the centerline of a collector street; or
 - c. Within one hundred (100) feet of the centerline of an arterial street.

Installed landscaping may be added to the vegetative buffer area to meet screening requirements defined elsewhere in this chapter. Where building addressing requirements of [chapter 24](#) cannot be met due to the vegetative buffer or a building's distance from the roadway, the address or addresses shall be clearly marked at the roadway's edge by the property owner in a manner acceptable to the Director of Community Development.
 - (3) *Signs.* The sign regulations of [chapter 23](#) of this Code shall apply, except where modified as follows. Only monument signs are allowed. A monument sign is a sign attached directly to the ground or a base attached directly to the ground and not supported by poles, uprights or braces. Internal lighting of signs, neon or flashing signs, and roof signs shall not be permitted. All spotlights and exterior lighting shall be oriented away from adjacent properties and the scenic roadways.
 - (4) *Building floodlighting.* Building floodlighting is not permitted in nonresidential zoning districts within the scenic roadway area.
 - (5) *Minimum driveway spacing.* The minimum distance between the center of driveways onto a designated scenic roadway shall be two hundred twenty (220) feet for any tract, lot or parcel. No tract, lot or parcel shall have more than two (2) driveways.
- (d) *Designation Criteria.* The following criteria shall be substantially met before a street is designated as a scenic roadway:
- (1) The street affords the opportunity for the public to enjoy the natural beauty of hills, valleys, creek bottoms or vegetation;

- (2) The street is adjacent to significant natural landscape elements such as undisturbed native tree associations, rock formations and old growth trees;
 - (3) The street offers scenic views or vistas from the roadway;
 - (4) The street traverses or is adjacent to environmentally sensitive areas such as wetlands, woodlands, park land or private conservation areas.
 - (5) In all instances, the proposed scenic roadway shall be comprised of contiguous roadway sections and have readily identifiable termini such as creeks, bridges, arterial streets or other prominent physical landmarks.
- (e) *Designation Procedure.* The following procedure shall be followed in designating scenic roadways:
- (1) A proposal to designate a scenic roadway may be made by:
 - a. The City Council;
 - b. An application to the City Council from interested citizens, citizen groups or a recognized neighborhood organization; or
 - c. An application or petition to the City Council signed by owners of fifty (50) per cent or more of all parcels of land with frontage along the proposed scenic roadway segment.
 - (2) The City Council action or citizen petitions must include a statement identifying the criteria set forth in subsection (d) of this section, which support the scenic roadway designation and setting forth the purposes and intent of such a designation.
 - (3) City staff shall prepare a report for the Planning and Zoning Commission. The commission shall hold a public hearing on the scenic roadway designation request. The recommendations of the Planning and Zoning Commission and the staff report shall be forwarded to the City Council, which will conduct a public hearing to take action on the proposed designation.
- (f) *Corridor Plan.* Following, and within ninety (90) days of designation, the Planning and Zoning Commission shall initiate a corridor study and planning process, to identify existing conditions, estimate future land use and transportation infrastructure needs, and work with an appointed stakeholder advisory group to determine values and preferences regarding scenic preservation and roadway design within and along the corridor. The corridor plan shall result in the development of goals, objectives, policies and recommendations to guide future land use, transportation planning, and design decisions.

The City Council shall appoint a stakeholder advisory group of up to fifteen (15) members with the following composition:

- (1) One-third (1/3) shall be residents who live along the affected scenic road corridor, including at least one (1) resident property owner.
- (2) One-third (1/3) shall be representatives of the general public, who may be from various interested citizen groups.
- (3) One-third (1/3) shall be officials, including members of the Planning and Zoning Commission, Environment and Energy Commission, Parks and Recreation Commission, Bicycle and Pedestrian Commission, Community Development Support Staff, and the City Council member from the affected ward.

City staff shall prepare a report for the Planning and Zoning Commission. The Commission shall hold a public hearing on the scenic roadway corridor plan. The recommendations of the Planning and Zoning Commission and the staff report shall be forwarded to the City Council. The City Council will conduct a public hearing to take action on the proposed corridor plan.

- (g) *Roadway Design.* Roadway design, including the design of proposed alterations and improvements as defined in subsection (i), shall be coordinated with the City's capital improvement project schedule

and shall substantially conform to the adopted corridor plan. Public input shall be collected by the public works department during the design phase.

- (1) *Timing.* Any improvements recommended by the corridor plan should be considered for inclusion in the city's capital improvement program, which is used to coordinate scheduling, funding, design, and construction of future capital projects, and is subject to Council approval.
 - (2) *Consistency with corridor plan.* The design shall be consistent with the goals, objectives, policies, and recommendations of the corridor plan. Pedestrian and bicyclist facilities and access management shall also be considered in the roadway design, understanding that design options that are away from the road may need to be designed to preserve and enhance the scenic quality of the road.
 - (3) *Stakeholder advisory group.* The stakeholder advisory group shall weigh the level of service needs of all intended roadway users against S-R district preservation goals in proposing specific design options for the roadway.
 - (4) *Modifications to City roadway design standards.* Modifications to the applicable roadway design standards should be considered to aid in preserving scenic characteristics of the roadway. The use of materials that blend into and complement the scenic characteristics of the roadway, including, but not limited to, stone and timber, should be used for bridges, guard rails, guideposts and other engineered structures, provided that they meet safety standards set forth in The American Association of State Highway and Transportation Officials Roadside Design Guide. Scenic road curves should be retained as much as possible, speed limited, and no curve banking.
 - (5) *Public involvement process.* Public involvement during the scenic roadway design phase shall consist of regular pre-design stakeholder input meetings, as needed, to fully address design issues, followed by at least one (1) additional stakeholder input meeting once a preliminary design has been completed by the Public Works Department. Upon completion of a preliminary roadway design, City staff shall prepare a report for the Planning and Zoning Commission. The Commission shall hold a public hearing on the proposed design. The recommendations of the Planning and Zoning Commission and the staff report shall be forwarded to the City Council, which will conduct a public hearing in accordance with the standard public improvement process set forth in [chapter 22](#) and take action on the proposed roadway design.
- (h) *Routine Maintenance.* The City shall maintain scenic roadways in good repair and in passable condition by routine maintenance. However, such routine maintenance shall be performed in a manner to protect and maintain the scenic characteristics of the roadway to the extent feasible. For the purposes of this section, the term "routine maintenance" shall include:
- (1) Road cleaning, including removal of snow or other debris from the road surface.
 - (2) Removal of dead, seriously diseased or damaged trees and branches that pose a threat to public safety; trimming branches to allow school buses, emergency vehicles, and other vehicles to pass; (the corridor plan may prohibit larger vehicles from using the road or they may be limited by the City Council to preserve the scenic quality of the road); trimming and removal of brush and removal of brush and removal of boulders and other obstacles that encroach on the traveled portion of the road or obstruct established site lines required for safety; necessary cutting and trimming of brush or trees for utility lines (as established in the corridor plan); and trimming of brush to enhance and protect scenic views, stone walls, mature trees, and other scenic characteristics of the scenic road as set forth in its designation.
 - (3) The correction of road drainage problems, including, but not limited to, the removal of trees, shrubs, silt and other material from existing drainage structures, and the replacement of cross culverts, drains and cross culvert drainage pipes. If correction of the problem involves removing the vegetative buffer, then this must come before the stakeholder advisory group for the group's approval and input.
 - (4) Graveling (or its equivalent) and grading to smooth the surface of unpaved roads, provided that the nature and characteristics of the material used on the road surface remains the same or the

surface is restored to a prior passable condition using natural materials such as crushed rock or native stone or the equivalent.

- (5) Repaving, retreatment, or repair of existing paved surfaces, curbs and gutters, that does not require the widening of the traveled path or the removal of trees or stone walls or changing the grade or configuration. For purposes of this subsection, "widening of the traveled path" means extending the traveled path beyond its width prior to repaving. Periodic edging out to maintain unpaved shoulders shall be considered routine maintenance if it does not remove the existing vegetative buffer.
- (6) Repair or replacement of existing bridges, guard posts, rails and other engineered structures, in accordance with the corridor plan.
- (7) Installation of signs, including reflectors, warning, speed limit, and other roadway signs that are installed in accordance with standards set forth in the *Manual on Uniform Traffic Control Devices*.
- (i) *Alterations and Improvements.* Any proposed alteration or improvement to a scenic roadway shall follow the public involvement process for roadway design in subsection (g)(5) above. For the purposes of this section, the terms "alteration" and "improvement" are defined as any change to the roadway, other than routine maintenance, including the following:
 - (1) Any change to the width of the traveled path of the right-of-way,
 - (2) Any change to the alignment, grade or elevation of the roadway,
 - (3) Any change to the nature and characteristics of the material used on the road surface,
 - (4) The removal of visible boulders that do not pose a safety hazard,
 - (5) The removal or cutting of trees, shrubs, or other vegetation within the un-traveled portion of the road,
 - (6) The installation of new bridges, guard posts, rails and other engineered structures where no such structure currently exists, and
 - (7) The installation of sidewalks, pedways, bike paths, or nature trails.
- (j) *Nonconforming Uses.* Any structure, including fences, which was made nonconforming by its location in an area designated a scenic roadway area, if damaged or destroyed, may be rebuilt or replaced, providing such replacement does not exceed the size or height existing when the scenic roadway area designation became effective. Any rebuilding or replacement shall be done, considering their effect on the scenic road characteristics and current city standards that would be in conformance with the scenic road characteristics.

(Ord. No. 15180, § 1, 3-17-97; Ord. No. 15489, § 1, 1-20-98; Ord. no. 21095, § 13, 9-19-11; Ord. No. 21375, § 1, 8-6-12; Ord. No. 21746, § 2, 7-15-13)