



SOPHIA'S

March 1, 2017

Honorable Brian Treece and
Members of the Columbia City Council
City of Columbia, Missouri
PO Box 6015
Columbia, MO 65205-6015

Re: Addison's South – Proposed Traffic Calming Measures

Dear Mayor and Members of the City Council –

We are the owners and operators of Sophia's and Addison's. As you likely know, we have submitted plans for a third restaurant, Addison's South, to the City. The plan will come before the Council for public hearing on March 6, 2017. We are aware that some neighbors have expressed a concern about traffic which might result from Addison's South, so we wanted to provide you with a written response to that issue before the March 6th meeting. We've been in this community for a long time – Addison's opened in 1999. We've worked hard to create a good reputation so we take the neighbors' concern very seriously and want to be proactive in addressing that concern. As a result, we worked with the City's traffic engineers to design several traffic-calming improvements that will discourage "cut-thru" traffic. We presented those improvements to the Copperstone neighbors at a meeting on February 23rd. The neighbors voted on each proposed improvement and the outcome of that vote is discussed in more detail below. Our intention is to include in our proposal those improvements which received a majority vote of those neighbors in attendance at the meeting.

We sincerely hope that after reviewing the enclosed materials, you will support Addison's South and that you will approve the traffic-calming improvements voted on by the neighbors. If you have any questions whatsoever, please do not hesitate to contact us.

I. History of the Site

Addison's South is proposed to be located on a commercially-zoned tract of land located near the corner of Scott Blvd. and Vawter School Road. The site is ideal for commercial development – it is located in a fast growing part of town which is underserved by commercial establishments. Today, when residents in the area want to go out to eat, they have to drive across town. This creates a great deal of traffic to other parts of town. We envision Addison's South as a neighborhood and community destination – something that is within biking and walking distance for many nearby residential developments. The location really is perfect for providing services to the subdivisions in the area. Our plan for Addison's South is enclosed as Attachment A.

The proposed site has been zoned commercial (C-P) since 1998. The 1998 ordinance is enclosed as Attachment B. Overall, the Addison's South site is only 1.5 acres of the 18-acre area that was zoned commercial in 1998.

In 2007, the City Council unanimously approved the creation of the current lot arrangement with access points on Frontgate Drive and the creation of Frontgate Lane. The 2007 action is enclosed as Attachment C. It is our understanding that the current C-P zoning would permit a variety of uses on the site. We truly believe that Addison's South is a much, much better fit for the nearby area than some of the other permitted uses, such as 24-hour fast food restaurants, apartment complexes, hospitals, sanitariums, etc.

Finally, the current lots and Frontgate Lane were approved and constructed prior to any residential development in the nearby subdivision. Attachment D is an aerial from 2007 and Attachment E is an aerial from 2011. As you can see, Frontgate Lane pre-dated the residential developments.

II. Traffic Concern

As you will see in the site plan, Addison's South has entrances located on Frontgate Drive and Frontgate Lane. No entrance is proposed on Vawter for reasons explained below.

It's our understanding that some neighbors have expressed concerns about "cut-thru" traffic. Other than the traffic issue, people seem to support the concept of a restaurant at this location. We have received an incredible amount of positive feedback. Many, many people would love to have Addison's South become a reality. That said, we understand that the homes on Frontgate Drive are concerned about the possibility of southbound traffic using Frontgate Drive to cut-thru to Scott Blvd., rather than using Frontgate Drive to exit onto Vawter and then taking Vawter to Scott. The neighbors' preference is for an entrance directly on Vawter.

An access onto Vawter is not practical or really even feasible. Constructing an access onto Vawter would require relocating a major 24 inch City water main and addressing serious grading issues. We estimate it would cost in the ballpark of \$250,000 to construct an access onto Vawter. Plain and simple, that is just a deal-breaker for this restaurant.

More importantly, an access onto Vawter would be required to be right-in right-out only. In order to promote efficient traffic flow on Vawter, the City wants to discourage and limit the number of driveways directly onto Vawter. So even if the City would permit a driveway to access Vawter, it would restrict the use of that access to right-in, right-out only. The neighbors' suggested access would *not* provide another outlet for southbound traffic. If a southbound vehicle were to use the access preferred by the neighbors, the right-in, right-out requirement would actually encourage that vehicle to use Frontgate. Also, a direct access onto Vawter would not eliminate the accesses onto Frontgate Drive. The direct access onto Vawter does not appear to be a workable solution.

For what it's worth, the neighbors on Frontgate Drive experienced a great deal of cut-thru traffic during the Scott Blvd. construction project. We firmly believe some of the traffic concerns are a result of that experience. But please keep in mind that Addison's South will not have the same traffic impact as

the Scott Blvd. construction project – Addison's South will only generate a fraction of the traffic that the Scott Blvd. construction project created.

III. Our Solution

That said, we have been working with the City's traffic engineers to come up with creative solutions that will discourage any southbound traffic from going south on Frontgate Drive. We proposed to construct the improvements, at our cost, shown on Attachment F, which included:

1. Curb-bump out, crosswalk and signage stating "No Right Turn Except Local Traffic";
2. Improvements to the existing crosswalk south of Frontgate Lane; and
3. We agreed to support council action to prohibit any parking on the West side of Frontgate Drive, along Lot 101 and Lot 102A.

We provided these improvements to the Community Development Department and they have been included in your Council packet.

We invited all of the neighbors in Copperstone to attend a meeting held February 23 at the Copperstone Clubhouse and we presented these improvements to the neighbors as our solution. We gave the neighbors the opportunity to provide feedback and vote on each of the improvements in the list. The list helped spark a good discussion among the neighbors. Overall, the neighbors thought the traffic calming improvements went perhaps too far so they voted to trim down the list a little bit. The list of improvements voted on and preferred by the neighbors is included as Attachment G.

So, respectfully, we are asking for your support for Addison's South and we are asking for your permission to add the traffic calming items in Attachment G to the Addison's South C-P plan. These items have been discussed, debated and voted on by the neighbors and we have agreed to install them at our cost.

Finally, this site is only 1.5 acres in size. There is approximately 18 acres of commercially-zoned property located southeast of the Scott Blvd and Vawter intersection. As the rest of the commercial properties develop, Frontgate Lane will be extended west, to Scott Blvd. The extension of Frontgate Lane will provide a much more direct southbound route and any issue of cut-thru traffic will be completely eliminated. But we feel our proposed improvements are proportional to the short-term impact of the development of this particular site and that they will in fact effectively discourage southbound traffic from taking Frontgate Drive as a cut-thru.

IV. Conclusion

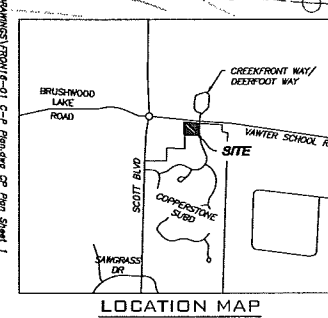
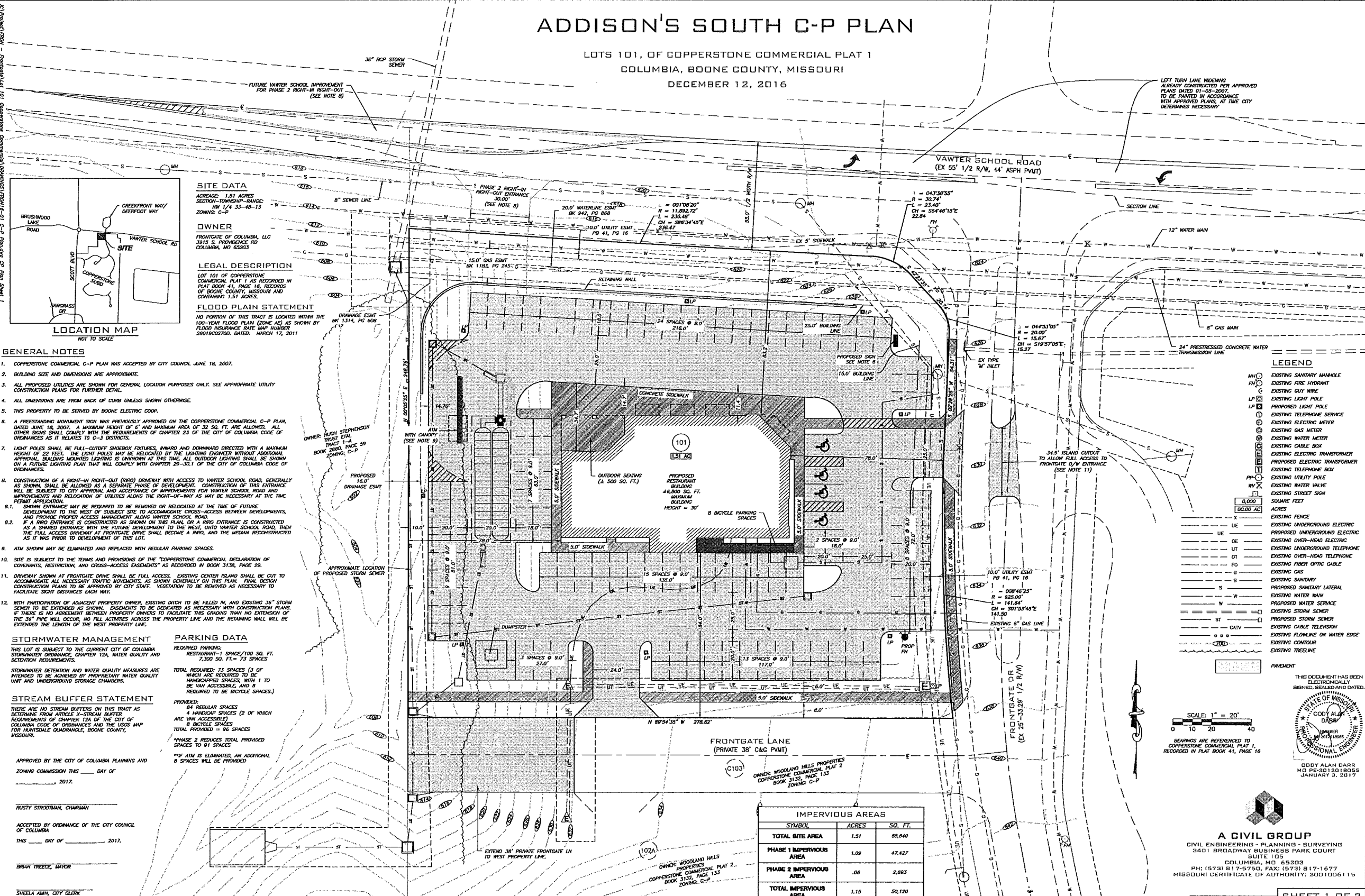
Thank you in advance for your careful time and consideration of Addison's South. Overall, we believe this is a good, worthwhile project which most residents will welcome with open arms. The proposal complies with the zoning that has been in place for almost 20 years and with the lot and street layout that has been in place for 10 years. An access onto Vawter is actually counterproductive in that it encourages cut-thru traffic, it is so cost-prohibitive that it will prevent development of this lot and it is not needed as the long-term solution is the extension of Frontgate Lane to the west. The best solution – which we are willing to design, install and pay for – is the construction of the signage and crosswalk

improvements outlined by our engineers and approved by the majority of the neighbors. With this solution, Addison's South will fulfill an unmet need and it will be integrated into the area in a responsible, reasonable manner.

Sincerely,
Jeremy, Adam and Matt
Owners
Addison's and Sophia's Restaurants

ADDISON'S SOUTH C-P PLAN

LOTS 101, OF COPPERSTONE COMMERCIAL PLAT 1
COLUMBIA, BOONE COUNTY, MISSOURI
DECEMBER 12, 2016



LOCATION MAP
NOT TO SCALE

GENERAL NOTES

- COPPERSTONE COMMERCIAL C-P PLAN WAS ACCEPTED BY CITY COUNCIL JUNE 18, 2007.
- BUILDING SIZE AND DIMENSIONS ARE APPROXIMATE.
- ALL PROPOSED UTILITIES ARE SHOWN FOR GENERAL LOCATION PURPOSES ONLY. SEE APPROPRIATE UTILITY CONSTRUCTION PLANS FOR FURTHER DETAIL.
- ALL DIMENSIONS ARE FROM BACK OF CURB UNLESS SHOWN OTHERWISE.
- THIS PROPERTY TO BE SERVED BY BOONE ELECTRIC COOP.
- A FREESTANDING MONUMENT SIGN WAS PREVIOUSLY APPROVED ON THE COPPERSTONE COMMERCIAL C-P PLAN, DATED JUNE 18, 2007. A MAXIMUM HEIGHT OF 8' AND MAXIMUM AREA OF 32 SQ. FT. ARE ALLOWED. ALL OTHER SIGNS SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 23 OF THE CITY OF COLUMBIA CODE OF ORDINANCES AS IT RELATES TO C-P DISTRICTS.
- LIGHT POLES SHALL BE FULL-CUTTER SHADEPOX FIXTURES, INWARD AND DOWNWARD DIRECTED WITH A MAXIMUM HEIGHT OF 22 FEET. THE LIGHT POLES MAY BE RELOCATED BY THE LIGHTING ENGINEER WITHOUT ADDITIONAL APPROVAL. BUILDING MOUNTED LIGHTING IS UNKNOWN AT THIS TIME. ALL OUTDOOR LIGHTING SHALL BE SHOWN ON A FUTURE LIGHTING PLAN THAT WILL COMPLY WITH CHAPTER 29-30.1 OF THE CITY OF COLUMBIA CODE OF ORDINANCES.
- CONSTRUCTION OF A RIGHT-IN RIGHT-OUT (RIRRO) DRIVEWAY WITH ACCESS TO VAWTER SCHOOL ROAD, GENERALLY AS SHOWN, SHALL BE ALLOWED AS A SEPARATE PHASE OF DEVELOPMENT. CONSTRUCTION OF THIS ENTRANCE WILL BE SUBJECT TO CITY APPROVAL AND ACCEPTANCE OF IMPROVEMENTS FOR VAWTER SCHOOL ROAD AND IMPROVEMENTS AND RELOCATION OF UTILITIES ALONG THE RIGHT-OF-WAY AS MAY BE NECESSARY AT THE TIME PERMIT APPLICATION.
1. SHOWN ENTRANCE MAY BE REQUIRED TO BE REMOVED OR RELOCATED AT THE TIME OF FUTURE DEVELOPMENT TO THE WEST OF SUBJECT SITE TO ACCOMMODATE CROSS-ACCESS BETWEEN DEVELOPMENTS, AND PROVIDE PROPER ACCESS MANAGEMENT ALONG VAWTER SCHOOL ROAD.
2. IF A RIRRO ENTRANCE IS CONSTRUCTED AS SHOWN ON THIS PLAN, OR A RIRRO ENTRANCE IS CONSTRUCTED AS A SHARED ENTRANCE WITH THE FUTURE DEVELOPMENT TO THE WEST, ONTO VAWTER SCHOOL ROAD, THEN THE FULL ACCESS DRIVEWAY AT FRONTGATE DRIVE SHALL BECOME A RIRRO, AND THE MEDIAN RECONSTRUCTED AS IT WAS PRIOR TO DEVELOPMENT OF THIS LOT.
- ATM SHOWN MAY BE ELIMINATED AND REPLACED WITH REGULAR PARKING SPACES.
- SITE IS SUBJECT TO THE TERMS AND PROVISIONS OF THE "COPPERSTONE COMMERCIAL, DECLARATION OF COVENANTS, RESTRICTION, AND CROSS-ACCESS EASEMENTS" AS RECORDED IN BOOK 3130, PAGE 29.
- DRIVEWAY SHOWN AT FRONTGATE DRIVE SHALL BE FULL ACCESS. EXISTING CENTER ISLAND SHALL BE CUT TO ACCOMMODATE ALL NECESSARY TRAFFIC MOVEMENTS, AS SHOWN GENERALLY ON THIS PLAN. FINAL DESIGN CONSTRUCTION PLANS TO BE APPROVED BY CITY STAFF. VEGETATION TO BE REMOVED AS NECESSARY TO FACILITATE SIGHT DISTANCES EACH WAY.
- WITH PARTICIPATION OF ADJACENT PROPERTY OWNER, EXISTING DITCH TO BE FILLED IN, AND EXISTING 36" STORM SEWER TO BE EXTENDED AS SHOWN. EASEMENTS TO BE DELETED AS NECESSARY WITH CONSTRUCTION PLANS. IF THERE IS NO AGREEMENT BETWEEN PROPERTY OWNERS TO FACILITATE THIS GRADING THAN NO EXTENSION OF THE 36" PIPE WILL OCCUR. NO FILL ACTIVITIES ACROSS THE PROPERTY LINE AND THE RETAINING WALL WILL BE EXTENDED THE LENGTH OF THE WEST PROPERTY LINE.

STORMWATER MANAGEMENT

THIS LOT IS SUBJECT TO THE CURRENT CITY OF COLUMBIA STORMWATER ORDINANCE, CHAPTER 12A, WATER QUALITY AND DETENTION REQUIREMENTS.

STORMWATER DETENTION AND WATER QUALITY MEASURES ARE INTENDED TO BE ACHIEVED BY PROPRIETARY WATER QUALITY UNIT AND UNDERGROUND STORAGE CHAMBERS.

STREAM BUFFER STATEMENT

THERE ARE NO STREAM BUFFERS ON THIS TRACT AS DETERMINED FROM ARTICLE 14-STREAM BUFFER REQUIREMENTS OF CHAPTER 12A OF THE CITY OF COLUMBIA CODE OF ORDINANCES AND THE USGS MAP FOR HANSDALE QUADRANGLE, BOONE COUNTY, MISSOURI.

APPROVED BY THE CITY OF COLUMBIA PLANNING AND ZONING COMMISSION THIS ____ DAY OF ____ 2017.

RUSTY STROTHMAN, CHAIRMAN

ACCEPTED BY ORDINANCE OF THE CITY COUNCIL OF COLUMBIA

THIS ____ DAY OF ____ 2017.

BRAND TREZZI, MAYOR

SHEELA AMIN, CITY CLERK

SITE DATA

ACREAGE: 1.51 ACRES
SECTION-TOWNSHIP-RANGE: NW 1/4 33-49-13
ZONING: C-P
OWNER: FRONTGATE OF COLUMBIA, LLC
3818 S. PROVIDENCE RD
COLUMBIA, MO 65203

LEGAL DESCRIPTION

LOT 101 OF COPPERSTONE COMMERCIAL PLAT 1 AS RECORDED IN PLAT BOOK 41, PAGE 16, RECORDS OF BOONE COUNTY, MISSOURI AND CONTAINING 1.51 ACRES.

FLOOD PLAIN STATEMENT

NO PORTION OF THIS TRACT IS LOCATED WITHIN THE 100-YEAR FLOOD PLAIN (ZONE A1) AS SHOWN BY FLOOD INSURANCE RATE MAP NUMBER 28019C02700, DATED: MARCH 17, 2011

PARKING DATA

REQUIRED PARKING:
RESTAURANT-1 SPACE/100 SQ. FT.
2,500 SQ. FT.-73 SPACES

TOTAL REQUIRED: 73 SPACES (3 OF WHICH ARE REQUIRED TO BE HANDICAPPED SPACES, WITH 1 TO BE VAN ACCESSIBLE, AND 8 REQUIRED TO BE BICYCLE SPACES.)

PROVIDED:
84 REGULAR SPACES
4 HANDICAPPED SPACES (2 OF WHICH ARE VAN ACCESSIBLE)
8 BICYCLE SPACES
TOTAL PROVIDED = 96 SPACES

PHASE 2 REDUCES TOTAL PROVIDED SPACES TO 91 SPACES

***IF ATM IS ELIMINATED, AN ADDITIONAL 8 SPACES WILL BE PROVIDED

IMPERVIOUS AREAS		
SYMBOL	ACRES	SQ. FT.
TOTAL SITE AREA	1.51	65,640
PHASE 1 IMPERVIOUS AREA	1.09	47,427
PHASE 2 IMPERVIOUS AREA	.06	2,693
TOTAL IMPERVIOUS AREA	1.15	50,120

LEGEND

- MH EXISTING SANITARY MANHOLE
- FH EXISTING FIRE HYDRANT
- EX EXISTING GUY WIRE
- LP EXISTING LIGHT POLE
- LP EXISTING LIGHT POLE
- TE EXISTING TELEPHONE SERVICE
- EM EXISTING ELECTRIC METER
- GM EXISTING GAS METER
- WM EXISTING WATER METER
- CB EXISTING CABLE BOX
- ET EXISTING ELECTRIC TRANSFORMER
- PE EXISTING ELECTRIC TRANSFORMER
- TEB EXISTING TELEPHONE BOX
- UP EXISTING UTILITY POLE
- WV EXISTING WATER VALVE
- SS EXISTING STREET SIGN
- SF SQUARE FEET
- AC ACRES
- UE EXISTING FENCE
- UE EXISTING UNDERGROUND ELECTRIC
- OE PROPOSED UNDERGROUND ELECTRIC
- OE EXISTING OVER-HEAD ELECTRIC
- UT EXISTING UNDERGROUND TELEPHONE
- OT EXISTING OVER-HEAD TELEPHONE
- FO EXISTING FIBER OPTIC CABLE
- G EXISTING GAS
- S EXISTING SANITARY
- S EXISTING SANITARY
- SL PROPOSED SANITARY LATERAL
- W EXISTING WATER MAIN
- W PROPOSED WATER SERVICE
- SS EXISTING STORM SEWER
- ST PROPOSED STORM SEWER
- CTV EXISTING CABLE TELEVISION
- FL EXISTING FLOWING OR WATER EDGE
- CO EXISTING CONTOUR
- TR EXISTING TREELINE
- PAV PAVEMENT

SCALE: 1" = 20'

0 10 20 40

THIS DOCUMENT HAS BEEN ELECTRONICALLY SIGNED, SEALED AND DATED.



A CIVIL GROUP
CIVIL ENGINEERING - PLANNING - SURVEYING
3401 BROADWAY BUSINESS PARK COURT
SUITE 105
COLUMBIA, MO 65203
PH: (573) 817-5750, FAX: (573) 817-1677
MISSOURI CERTIFICATE OF AUTHORITY: 2001006115

Attachment A

ADDISON'S SOUTH C-P PLAN

LOTS 101, OF COPPERSTONE COMMERCIAL PLAT 1
COLUMBIA, BOONE COUNTY, MISSOURI
DECEMBER 12, 2016

PLANT SCHEDULE			
QUANTITY	SIZE	CATEGORY	PLANT SPECIES
5	2"	SHADE TREE (MED. -- LARGE)	TRIDENT MAPLE, SUN VALLEY MAPLE
8	2"	ORNAMENTAL TREE	OKLAHOMA REDBUD, VERNUM
15	5 GAL.	DECIDUOUS/EVERGREEN SHRUB VARIETY 1	RED SPIREA
22	5 GAL.	DECIDUOUS/EVERGREEN SHRUB VARIETY 2	BIRCH-LEAF SPIREA TOY
N/A	N/A	TURF GRASS	--

PAVEMENT

LANDSCAPING NOTES

- PROPOSED AREAS:
TOTAL AREA OF SITE= 1.51 AC. = 65,840 SQ.FT.
TOTAL BUILDING AREA= 7,300 SQ.FT. (11.1%)
TOTAL PARKING LOT AREA= 35,600 SQ.FT. (54.2%)
TOTAL SIDEWALK AREA= 4,527 SQ.FT. (6.9%)
TOTAL IMPERVIOUS AREA= 47,427 SQ.FT. (72.3%)
TOTAL AREA OF OPEN SPACE/LANDSCAPING= 18,213 SQ.FT. (27.7%)
- 35,600 SQ. FT. / 4,500= 7.9 OR 8 TREES REQUIRED;
8 NEW TREES SHOWN ON SITE (MINIMUM 4 OF WHICH TO BE MEDIUM TO LARGE SHADE TREES)
- ALL DISTURBED AREAS SHALL BE SEEDED & MULCHED AFTER CONSTRUCTION.
- LANDSCAPING MAY BE ENHANCED BY THE DEVELOPER AS TIME AND BUDGET ALLOWS.
- LANDSCAPING BUFFERS SHALL CONTAIN NO LESS THAN 4 TYPES OF THE CATEGORIES OF PLANTING MATERIAL LISTED IN PARAGRAPH (1) OF SECTION 28-25 IN THE CODE OF ORDINANCES ONE OF WHICH MAY BE 500 OR SEEDING.
BUFFER CALCUS (125 LF):
REQUIRED: 3 TREES AND 25 BUSHES FOR 50% OPACITY.
PROVIDED: 3 TREES AND 25 BUSHES PROVIDED.
(TURF GRASS WILL COMPLETE THE FOURTH PLANTING REQUIREMENT)
- LANDSCAPING CONTRACTOR MAY SUBMIT TO CITY ALTERNATE PLANTING LAYOUTS, TREE, SHRUB AND FLOWER MATERIALS FOR APPROVAL PRIOR TO INSTALLATION, PROVIDED ANY RESIDUALS COMPLY WITH THE CURRENT LANDSCAPING REQUIREMENTS.

ACCEPTED BY ORDINANCE OF THE CITY COUNCIL
OF COLUMBIA

THIS DAY OF 2017.

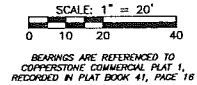
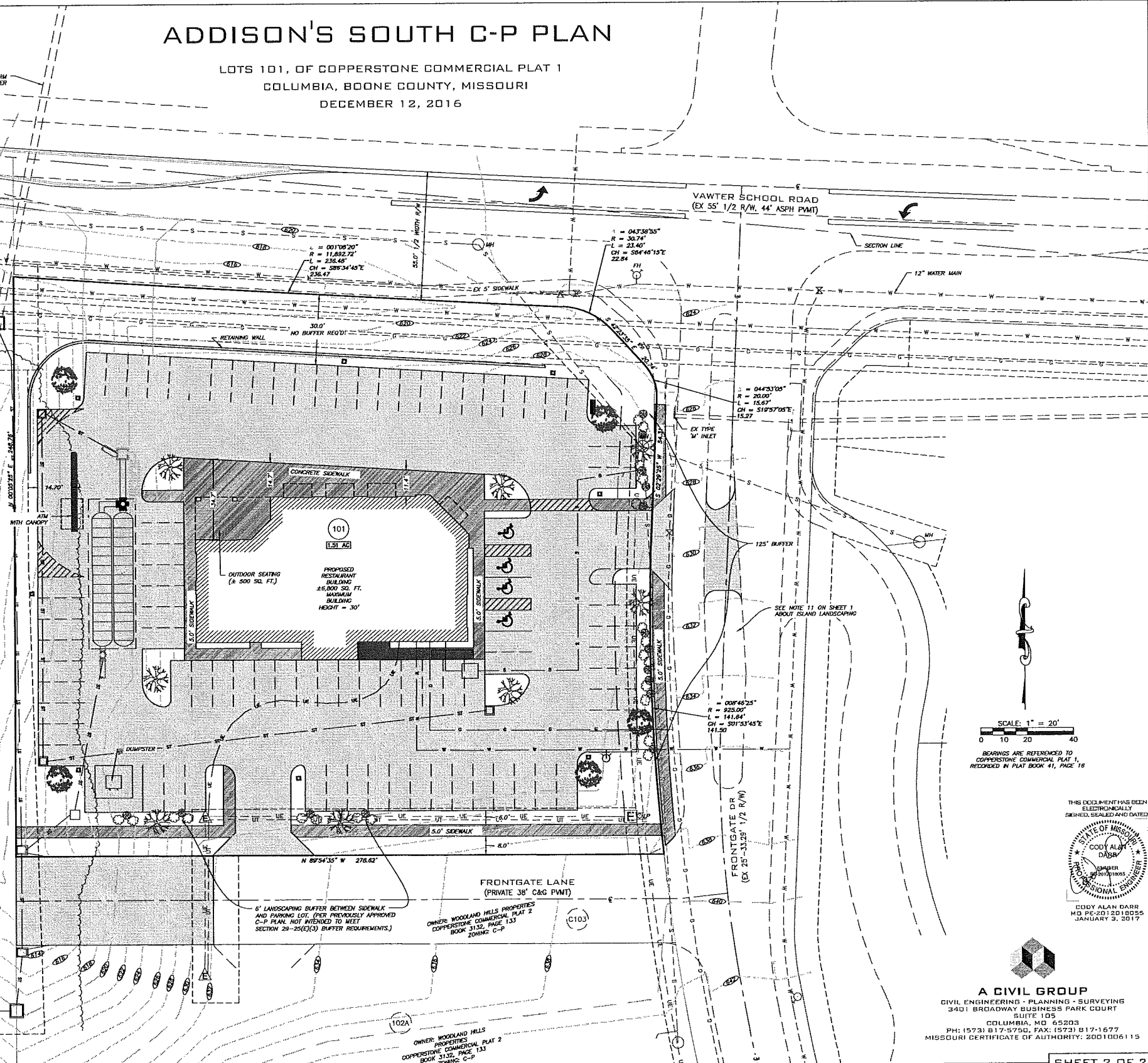
BRIAN TRICE, MAYOR

SHEILA AMIN, CITY CLERK

APPROVED BY THE CITY OF COLUMBIA PLANNING AND
ZONING COMMISSION THIS DAY OF

2017.

RUSTY STROTHMAN, CHAIRMAN



BEARINGS ARE REFERENCED TO
COPPERSTONE COMMERCIAL PLAT 1,
RECORDED IN PLAT BOOK 41, PAGE 16

THIS DOCUMENT HAS BEEN
ELECTRONICALLY
SIGNED, SEALED AND DATED.
STATE OF MISSOURI
CODY ALAN DARR
JANUARY 3, 2017
CODY ALAN DARR
MO PE-2012018055
JANUARY 3, 2017

A CIVIL GROUP
CIVIL ENGINEERING - PLANNING - SURVEYING
3401 BROADWAY BUSINESS PARK COURT
SUITE 105
COLUMBIA, MO 65203
PH: (573) 817-5750, FAX: (573) 817-1677
MISSOURI CERTIFICATE OF AUTHORITY: 2001006115

CITY CASE # 17-48 FROM 16-01 SHEET 2 OF 2

Introduced by Hindman
 First Reading 10-19-98 Second Reading 11-2-98
 Ordinance No. 015793 Council Bill No. B 325-98

AN ORDINANCE

extending the corporate limits of the City of Columbia, Missouri, by annexing property located on the southeast corner of Scotts Boulevard and Vawter School Road; amending Chapter 8 of the City Code to place the property in the Fourth Ward; placing the property annexed in zoning Districts C-P and R-1; amending the Land Use Plan; 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. The City Council hereby finds that verified petitions were filed with the City on September 11, 1998, requesting the annexation of land which is contiguous and compact to the existing corporate limits of the City and which is described in Section 4 of this ordinance. The petitions were signed by the sole owners of the fee interest of record in the land proposed to be annexed. A public hearing was held concerning this matter on October 19, 1998. Notice of this hearing was published more than seven days prior to the hearing in two newspapers of general circulation qualified to publish legal matters. At the public hearing all interested persons, corporations and political subdivisions were permitted to present evidence regarding the proposed annexation.

SECTION 2. The Council determines that the annexation is reasonable and necessary to the proper development of the City and that the City has the ability to furnish normal municipal services to the area to be annexed within a reasonable time.

SECTION 3. The Council determines that no written objection to the proposed annexation has been filed within fourteen days after the public hearing.

SECTION 4. The City Council hereby extends the city limits by annexing the land described in Section 1-11.56 of the Code of Ordinances of the City of Columbia, Missouri, which is hereby added to Chapter 1 of the City Code and which reads as follows:

Section 1-11.56. November, 1998 Extension of Corporate Limits.

The corporate limits of the City of Columbia shall include the following land:

A tract of land located in the Northwest Quarter of Section 33, Township 48 North, Range 13 West in Boone County, Missouri being a part of the warranty deeds recorded in Book 319 at Page 462 and Book 381 at Page 404 all in Boone County records and said tract being further described as follows:

Beginning at the Northwest corner of Section 33-48-13; thence with the north line of said section 33, S 84°31'E, 1255.7 feet; thence leaving said north line S 00°00'W, 592.00 feet; thence N 90°00'W, 750.00 feet; thence S 00°00'W, 288.0 feet; thence N 90°00'W to the west line of said section being approximately 500.0 feet; thence N 00°00"E, 1000.00 feet to the beginning and containing 22.0 acres.

AND

A tract of land located in the West Half of Section 33, Township 48 North, Range 13 West in Boone County, Missouri being all of the land described by the warranty deeds recorded in Book 319 at Page 462, Book 381 at Page 404 and Book 1323 at Page 642 all of the Boone County records EXCEPT the following described tract:

Beginning at the Northwest corner of Section 33-48-13; thence with the north line of said section 33, S 84°31'E, 1255.7 feet; thence leaving said north line S 00°00'W, 592.00 feet; thence N 90°00'W, 750.0 feet; thence S 00°00'W, 288.0 feet; thence N 90°00'W to the west line of said section being approximately 500.0 feet; thence N 00°00"E, 1000.0 feet to the beginning and containing 22.0 acres. The subject tract area being 138.4 acres.

SECTION 5. The City Clerk is hereby authorized and directed to cause three certified copies of this ordinance to be filed with the Clerk of Boone County, Missouri.

SECTION 6. Chapter 8 of the Code of Ordinances of the City of Columbia, Missouri, is hereby amended as follows:

Material to be deleted in [brackets]; material to be added underlined.

Sec. 8-35. Fourth Ward.

The Fourth Ward boundary shall begin at the intersection of the centerline of the former Missouri-Kansas-Texas Railroad right-of-way and the city limits line, as now or hereafter established; thence eastward and northeastward along the centerline of the former Missouri-Kansas-Texas Railroad right-of-way to the centerline of Providence Road; thence northward along the centerline of Providence Road to the centerline of East Broadway; thence westward along the centerline of East and West Broadway to West Broadway's intersection with Strawn Road; thence northward along the centerline of Strawn Road to its intersection with West Broadway; thence westward along the centerline of West Broadway to its intersection with the west city limits line, as now or hereafter established; thence in a counterclockwise direction along the city limits line, as now or hereafter established, to its intersection with the centerline of the former Missouri-Kansas-Texas Railroad right-of-way, the point of beginning of this ward boundary. The Fourth Ward shall also include the property described in sections 1-11.31, [and] 1-11.50 and 1-11.56 of this code.

SECTION 7. 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 so that the following property:

A tract of land located in the Northwest Quarter of Section 33, Township 48 North, Range 13 West in Boone County, Missouri being a part of the warranty deeds recorded in Book 319 at Page 462 and Book 381 at Page 404 all in Boone County records and said tract being further described as follows:

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will become a part of District C-P (Planned Business District). Hereafter the property may be used for all of the permitted uses in District C-1 and service stations with automatic car washes and lubrication facilities.

SECTION 8. The property described in Section 7 is designated "Planned Commercial" on the Land Use Plan.

SECTION 9. 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 so that the following property:

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will become a part of District R-1 (One-Family District).

SECTION 10. The property described in Section 9 is designated "Low-Density Residential" on the Land Use Plan.

SECTION 11. This ordinance shall be in full force and effect from and after its passage.

PASSED this 2nd day of November, 1998.

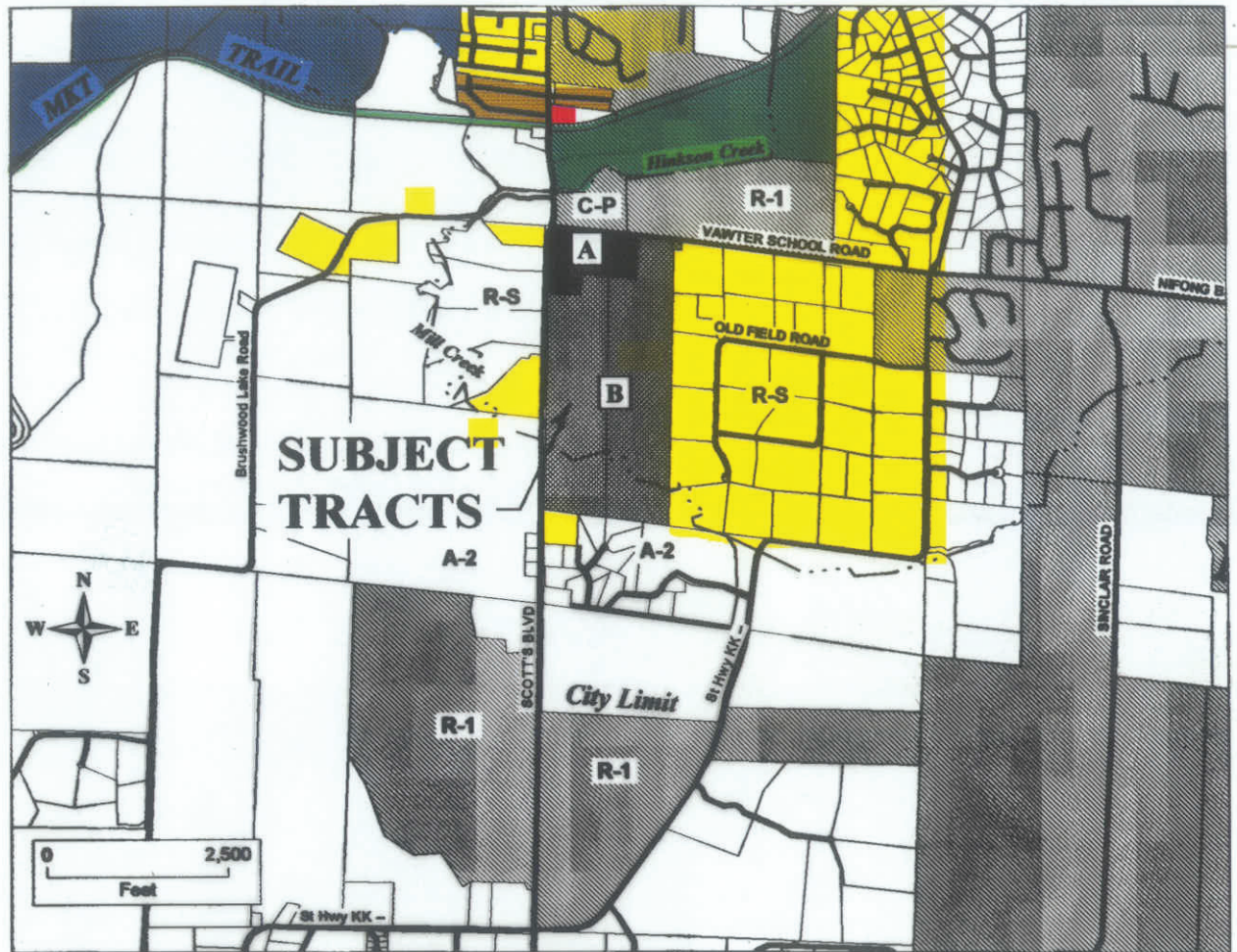
ATTEST:

Danny St. Romaine
City Clerk

Larry Windman
Mayor and Presiding Officer

APPROVED AS TO FORM:

Fred Boehman
City Counselor



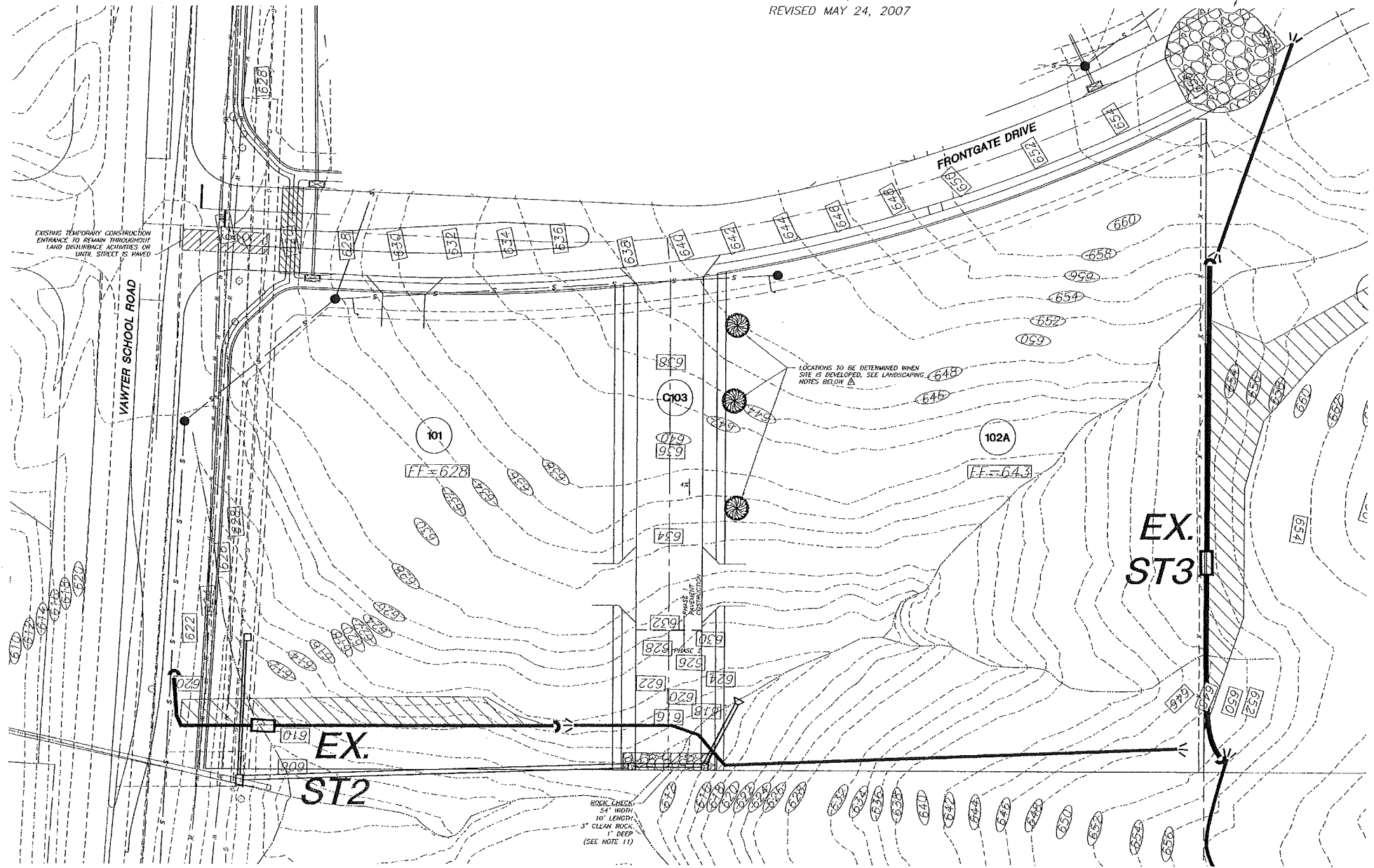
EXISTING LAND USE

	Single Family Res.		Commercial
	Duplex Residential		Industrial/Utilities
	Multi-Family Res.		Community Facilities
	Mobile Home		Parks, Open Space
	Office		Vacant



LAND PRESERVATION / LANDSCAPING PLAN
COPPERSTONE COMMERCIAL

APRIL 11, 2007
REVISED MAY 24, 2007



GENERAL NOTES:

1. ALL WORK SHALL COMPLY WITH THE CITY OF COLUMBIA AND STATE OF MISSOURI D.H.R. REGULATIONS IN REGARDS TO LAND DISTURBANCE.
2. THE EROSION CONTROL MEASURES ARE SHOWN ON THE PLAN USING SYMBOLS. REFER TO THE LEGEND FOR A LIST AND MEANING OF THE SYMBOLS.
3. ALL AREAS DISTURBED SHALL BE SEEDED AND MULCHED AFTER ALL CONSTRUCTION IS COMPLETE AND BE IN COMPLIANCE WITH THE STORM WATER POLLUTION PREVENTION PLAN. SEEDING MAY BE PHASED SO THAT GROUND COVER IS ESTABLISHED SOONER.
4. THE FINAL CONTOURS SHOWN ARE APPROXIMATE, AND MAY BE CHANGED IN THE FIELD WITH THE PUBLIC WORKS ENGINEERING DEPT. APPROVAL. THE GOAL IS TO GRADE THE SITE TO MINIMIZE OR ELIMINATE POSSIBLE DRAINAGE PROBLEMS FROM OCCURRING IN THE FUTURE.
5. THE LOW FLOOR ELEVATIONS SHOWN ARE FOR THE LOWEST LIVING FLOOR OF A STRUCTURE. THIS ELEVATION MAY BE REVISED TO FIT A BUILDING DESIGN THAT TAKES INTO ACCOUNT DRAINAGE CONSIDERATIONS. ANY CHANGE TO THE MINIMUM LOW FLOOR ELEVATION MUST BE SUBMITTED BY THE DESIGN ENGINEER AND APPROVED BY THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT.
6. THE CONTRACTOR SHALL BE REQUIRED TO HAVE COMPACTION TESTING PERFORMED ON ALL FILL AREAS. THIS DATA MUST BE RECORDED IN A FORM THAT THE AREAS TESTED CAN BE RELOCATED ON A PLAN. THE TESTING REQUIRED SHALL BE ONE PASSING TEST FOR EACH 8 INCHES OF FILL ON EACH LOT WITHIN THE FILLED AREAS.
7. THE TRACT IS LOCATED IN THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 48 NORTH, RANGE 13 WEST, CITY OF COLUMBIA, BOONE COUNTY, MISSOURI.
8. DISPOSE OF MATERIAL REMOVED FROM MAINTENANCE OF TRAPS IN BLACK DIRT STOCK PILES.

MDNR REQUIREMENTS

1. SUBSTANCES REGULATED BY FEDERAL LAW UNDER THE RESOURCE CONSERVATION AND RECOVERY ACT (RCRA) OR THE COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY ACT (CERCLA) WHICH ARE TRANSPORTED, STORED OR USED FOR MAINTENANCE, CLEANING OR REPAIRS SHALL BE MANAGED ACCORDING TO THE PROVISIONS OF RCRA AND CERCLA.

2. ALL PAINTS, SOLVENTS, PETROLEUM PRODUCTS AND PETROLEUM WASTE PRODUCTS (EXCEPT FUELS) AND STORAGE CONTAINERS (SUCH AS DRUMS, CANS, OR CARTONS) SHALL BE STORED SUCH THAT THESE MATERIALS ARE NOT EXPOSED TO STORM WATER. SUFFICIENT PRACTICES OF SPILL PREVENTION, CONTROL AND/OR MANAGEMENT SHALL BE PROVIDED TO PREVENT ANY SPILLS OF THESE POLLUTANTS FROM ENTERING A WATER OF THE STATE. ANY CONTAMINANT SYSTEM USED TO IMPLEMENT THIS REQUIREMENT SHALL BE CONSTRUCTED OF MATERIALS COMPATIBLE WITH THE SUBSTANCES CONTAINED AND SHALL ALSO PREVENT THE CONTAMINATION OF GROUNDWATER.

3. THE APPLICANT SHALL NOTIFY BY TELEPHONE AND IN WRITING THE DEPARTMENT OF NATURAL RESOURCES, WATER POLLUTION CONTROL PROGRAM, POST OFFICE BOX 175 JEFFERSON CITY, MO 65102, 1-800-361-4827, OF ANY OIL SPILLS OR IF HAZARDOUS SUBSTANCES ARE FOUND DURING THE PROSECUTION OF WORK UNDER THIS PERMIT.

EROSION CONTROL NARRATIVE:

1. THE PROJECT CONSISTS OF CREATING LOW DENSITY RESIDENTIAL LOTS ALONG WITH THE REQUIRED INFRASTRUCTURE. THIS INCLUDES CONSTRUCTION OF THE HOUSES, STREETS, SIDEWALKS, SANITARY SEWERS, STORM SEWERS, ELECTRIC, GAS, WATER, TELEPHONE, AND CABLE TV UTILITIES. IN MY OPINION, THERE ARE NO SIGNIFICANT SILTATION OR EROSION CONTROL PROBLEM AREAS ON THE SITE AT THIS TIME. HOWEVER, CONSTRUCTION OF THESE IMPROVEMENTS WILL CREATE THE POTENTIAL OF SILTATION AND EROSION PROBLEMS IF NOT CORRECTLY MANAGED.
2. TO MY KNOWLEDGE THERE ARE NO EXISTING OFF-SITE EROSION, SILTATION PROBLEMS DOWN STREAM FROM THIS DEVELOPMENT. THE DEVELOPMENT WILL HAVE MINOR IMPACTS TO THE RECEIVING STREAMS IMMEDIATELY DOWN STREAM FROM THE SITE DURING THE 1 TO 2 YEARS OF CONSTRUCTION OF THE DEVELOPMENT. AFTER CONSTRUCTION, LAND DISTURBANCE ACTIVITIES WILL DIMINISH AND THEIR EFFECTS OFF-SITE WILL DECREASE TO VERY MINOR IMPACT.
3. THE CURRENT RUNOFF FACTORS INCLUDE SEASONAL LEAF COVER ON TREES AND PLANTS, FESCUE PASTURES, AND LIMITED STEEP SLOPES. THE SITE WILL CHANGE FROM APPROXIMATELY 15 IMPERVIOUS AREAS TO APPROXIMATELY 225 IMPERVIOUS AREAS.
4. THE PEAK DISCHARGE FOR THE 25-YEAR STORM ON THE ENTIRE SITE= $Q = C \times A = 0.80 \times 8 \times 3.90 \times 1.008 = 28.30$ CFS.
5. THE MANAGEMENT OF THE EROSION CONTROL MEASURES SHALL BE THE RESPONSIBILITY OF THE DEVELOPER/OWNER UNTIL ALL AREAS ARE ESTABLISHED WITH NEW GROUND COVER.
6. THE CONSTRUCTION OF THE PROJECT SHALL INCLUDE THE PHASES OF: GRADING AND STREET AND SIDEWALK CONSTRUCTION. THE ENTIRE SITE SHALL BE GRADED AT ONE TIME AND ALL SURFACES SHALL NOT BE DENIED FOR AND SHALL BE STABLE AND NON-EROSIVE WITHIN THE LESSER OF 30 WORKING DAYS OR 120 CALENDAR DAYS AFTER COMPLETION OF THE WORK AUTHORIZED BY THE LAND DISTURBANCE PERMIT. ALL STOCKPILES SHALL BE PROTECTED BY SILT FENCE. ALL GRADING ACTIVITIES SHALL BE DONE IN A MANNER THAT CONFORMS TO THE MEASURES SHOWN ON THE PLAN.
7. THE EROSION CONTROL MEASURES SHOWN ON THE PLAN WERE CHOSEN AS THE BEST MANAGEMENT PRACTICES APPROPRIATE FOR THE SITE.
8. THE EROSION CONTROL MEASURES SHALL BE INSPECTED DAILY TO INSURE MAXIMUM EFFECTIVENESS OF THE PROTECTIVE MEASURES AND TO ASSURE THAT PREVENTATIVE MAINTENANCE EFFORTS WILL BE CARRIED OUT WHEN NEEDED. ALL AREAS SHALL BE RESEDED AFTER GRADING IS COMPLETE. ALL STRUCTURAL MEASURES SHALL BE MAINTAINED AND THE WASTE MATERIALS REMOVED AND DISPOSED OF PROPERLY.
9. ALL STORM ILETS WILL HAVE SILT FENCE PLACED AROUND THEM FOR EROSION CONTROL.
10. SEE UNIFORM OVERALL LAND DISTURBANCE PLAN FOR COPPERSTONE FOR DETAILS.
11. ROCK CHECK, OR EQUIVALENT OTHER, IS TO BE INSTALLED WHEN ROAD IS NEAR FINAL GRADE AND IS TO REMAIN THROUGH STREET PAVING UNTIL CONTRIBUTING AREAS ARE STABILIZED.

TREE PRESERVATION

THERE IS NO CLIMAX FOREST LOCATED ON THIS SITE.

LANDSCAPING NOTES

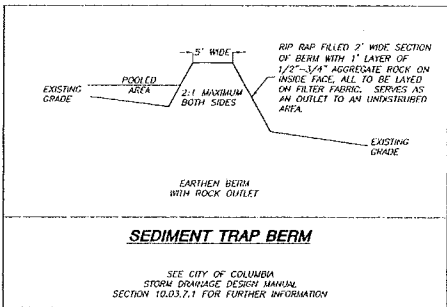
13,104 SQUARE FEET OF PAVED AREA
1 INTERLARD SOFT = 3 TREES (1 LARGE)
LOCATION TO BE DETERMINED AND TREES PLANTED WITH PRIVATE STREET CONSTRUCTION.

STORM WATER MANAGEMENT

STORM WATER MANAGEMENT FOR LOTS 101, 102A AND 103 SHALL BE PER THIS APPROVED C-P PLAN.

DRAINAGE NOTES (SEE COPPERSTONE STREET PLANS)

- [R1] 265 LF. 15" HDPE @ 4.12% W/ F.E.S. & 1'X4'X12" RIPRAP
- [R2] 20+44.02 8"X3" TYPE-W INLET, TOP = 626.4', & OUT = 621.42'
- [R3] 40 LF. 15" CMP @ 2.41%
- [R4] 20+44.02 8"X3" TYPE-W INLET, TOP = 626.4', & OUT = 622.63'
- [Q1] 80 LF. 15" CMP @ 20.03% W/ F.E.S. & 1'X4'X12" RIPRAP
- [Q2] 3+38.18 6"X3" TYPE-W INLET, TOP = 631.5', & OUT = 627.50'



EROSION CONTROL PHASING

THE LAND DISTURBANCE ACTIVITIES FOR THIS PROJECT WILL OCCUR IN THE FOLLOWING ORDER:

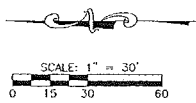
1. CLEAR BRUSH AND STRIPPING AND STOCKPILING TOPSOIL
2. OVERALL SITE GRADING
3. PARKING LOT PAVING
4. EXCAVATION OF FOOTINGS FOR BUILDINGS
5. BACKFILLING AROUND FOUNDATIONS
6. FINISHED SITE GRADING

THE PLACEMENT OF THE BMP'S SHALL OCCUR ON THE FOLLOWING SCHEDULE:

- 1) THE BMP'S LABELED (1) SHALL BE IN PLACE BEFORE ANY LAND DISTURBANCE ACTIVITY TAKES PLACE AND REMAIN FOR THE PROJECT DURATION EXCEPT IF REMOVED TO INSTALL REQUIRED INFRASTRUCTURE AND MAY INCLUDE: CONSTRUCTION ENTRANCES AND SILT FENCE.
- 2) ALL BMP'S LABELED (2) SHALL BE IN PLACE IMMEDIATELY AFTER THE SITE IS CLEARED AND MAY INCLUDE: SOIL DIVERSION BERMS AND SEDIMENT TRAPS
- 3) ALL SOIL STOCK PILE DUMPS SHALL BE IN PLACE IMMEDIATELY AFTER THE SITE IS CLEARED AND THE TOPSOIL IS STOCKPILED AND SHALL REMAIN UNTIL THE FINISHED SITE GRADING OCCURS.
- 4) ANY AREAS THAT HAVE BEEN GRADED WILL BE TEMPORARILY SEEDED BEFORE EXCEEDING THE 30 DAY PERIOD.
- 5) ALL AREAS SHALL BE PERMANENTLY SEEDED AFTER ALL PROPOSED STRUCTURES FOR THE PROJECT ARE IN PLACE AND THE TOPSOIL HAS BEEN SPREAD OR REAPPLIED. PERMANENT SEEDING SHALL OCCUR AS SOON AS POSSIBLE TO PROTECT ANY EARTHEN STRUCTURES SUCH AS Dikes, CHANNELS OR EMBANKMENTS. ALL DISTURBED AREAS PROPOSED TO REMAIN UNDEVELOPED FOR PERIODS LONGER THAN 12 MONTHS SHALL BE PERMANENTLY SEEDED.

SEDIMENT TRAP DETAILS							
SEDIMENT TRAP ID	CONTRIBUTING AREA (ACRES)	PONDED AREA (SQ. FT.)	HEIGHT OF SEDIMENT TRAP, FT (5' MAX)	BASE ELEVATION (FT)	PROVIDED VOLUME, CU. FT. (PONDED AREA X HEIGHT X 0.4)	REQUIRED VOLUME, CU. FT. (ACRAGE X 1800)	OUTLET STRUCTURE (ROCK OR PIPE)
ST2	1.36	3031	5	612	6082	6050	PIPE

* CONTRIBUTING AREAS OF EACH TRAP ARE DETERMINED FOR PRE AND POST BROUGH GRADING, THE LARGER VALUE IS USED TO CALCULATE THE REQUIRED VOLUME OF THE TRAP.



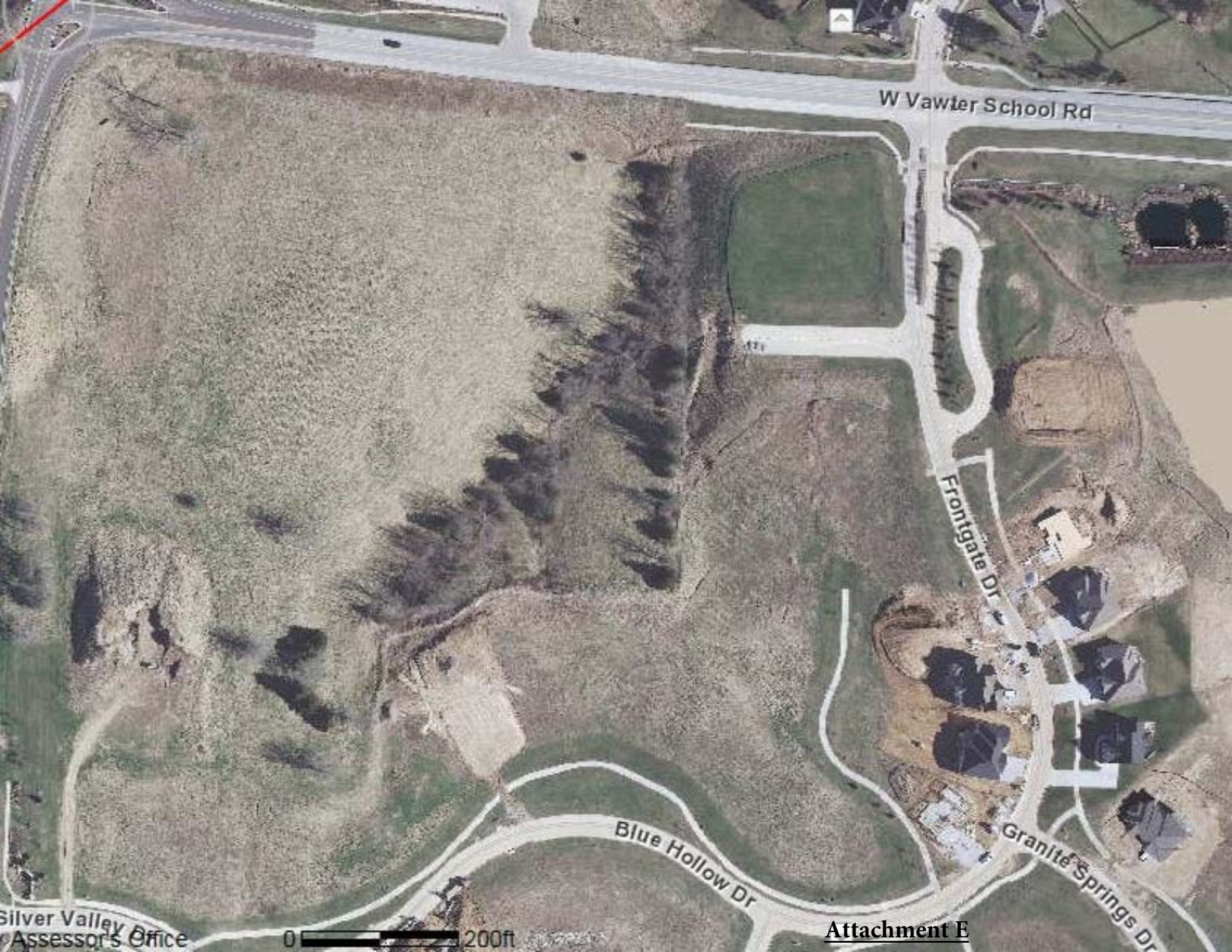
LAND PRESERVATION PLAN - COPPERSTONE COMMERCIAL

CIVIL ENGINEERING, PLANNING, SURVEYING
113 WILKES BLVD., SUITE 450
COLUMBIA, MO 65101
PHONE: (314) 481-5759, FAX: (314) 481-5761

DESIGNED BY: JAG
CHECKED BY: JTK
DATE: 4/11/07
PROJECT: KEAR07.07
SHEET: 2 OF 2



Attachment D



W Vawter School Rd

Frontgate Dr

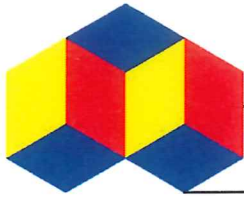
Blue Hollow Dr

Granite Springs Dr

Silver Valley
Assessor's Office

0 200ft

Attachment E



A CIVIL GROUP

CIVIL ENGINEERING - PLANNING - SURVEYING

February 6, 2017

Tim Teddy
Director of Community Development
City of Columbia
701 E. Broadway
Columbia, MO 65201

RE: Addison's South C-P Plan

Mr. Teddy,

In response to the concerns of the Planning and Zoning Commissioners and Copperstone Subdivision neighbors, regarding the increase in "cut-thru" traffic that could be generated from the Addison's South development, the owners of Lot 101 Copperstone Commercial Plat 1, Frontgate of Columbia, LLC, offer the following:

1. Owners will support council action to prohibit parking on the West side of Frontage Drive, along the commercial properties, being Lot 101 and Lot 102A.
2. Owners are willing to design and install curb bump-out, crosswalk, and signage stating "NO RIGHT TURN EXCEPT LOCAL TRAFFIC" at the West end of the private road, Frontgate Lane, in general conformance with Exhibit A. Final design documents subject to city staff review and approval.
3. We believe in order to encourage motorists to exit towards Vawter School Road, it would be beneficial if the existing crosswalk just South of Frontgate Lane were improved as shown on Exhibit B. It is likely drivers making a decision to turn onto Frontgate Dr will see the crosswalk signage and curb bump-outs and thus be more likely to avoid this route. Owners are willing to design and install these improvements, as shown on Exhibit B, if it is the Council's decision to approve such work.

Please feel free to contact me if you have any questions.

Thank You,

Cody Darr, PE

Attachment F

EXHIBIT A:
FRONTGATE LN
CROSSWALK IMPROVEMENT

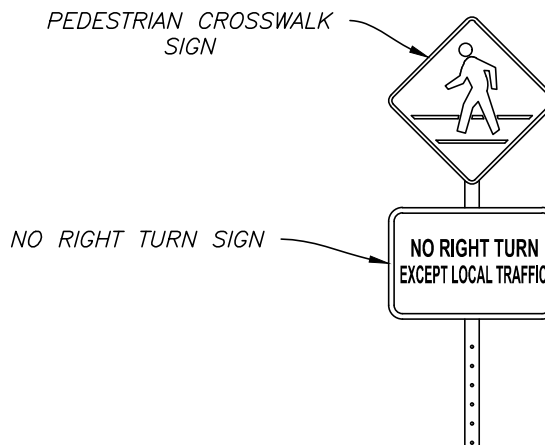
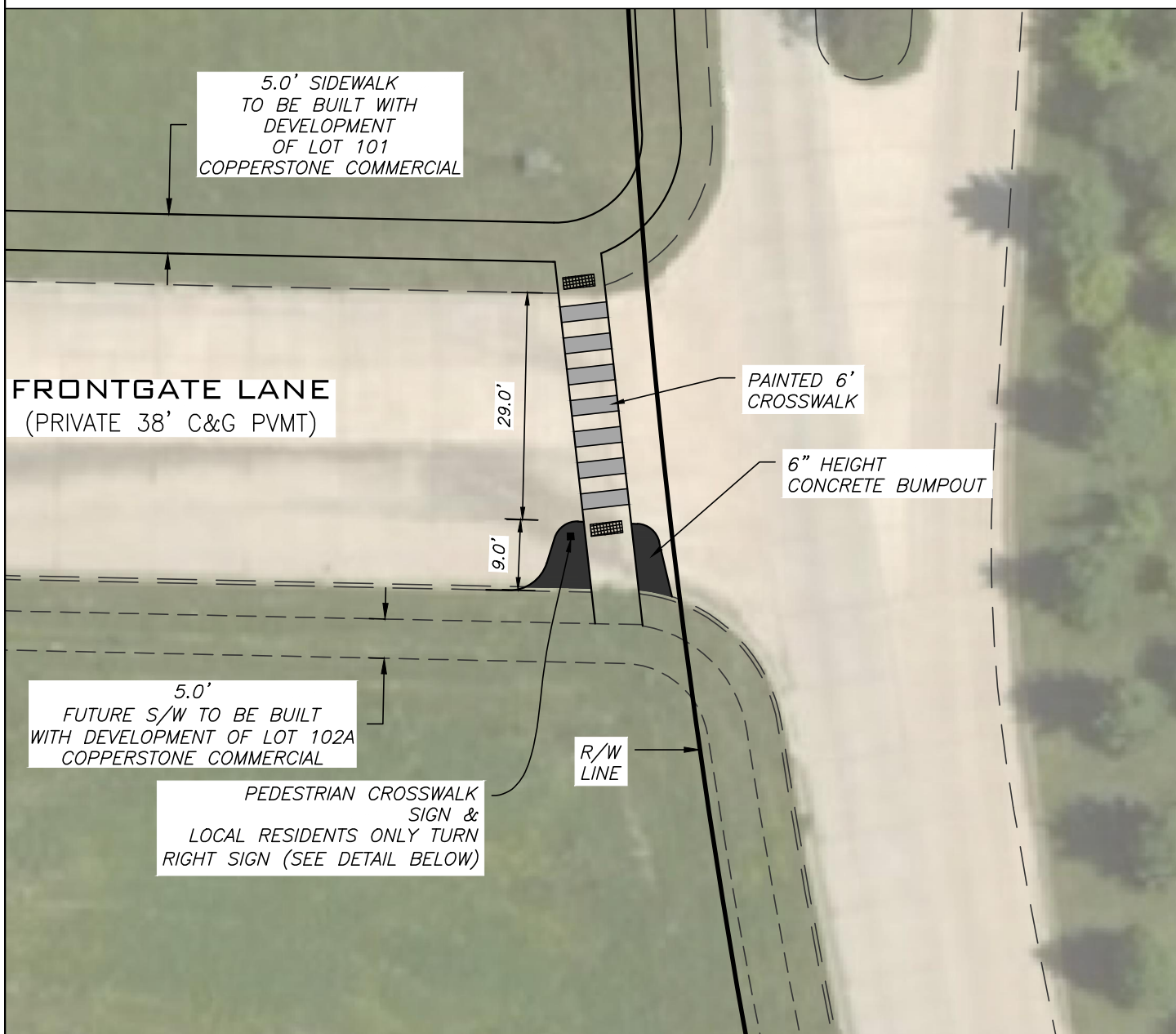
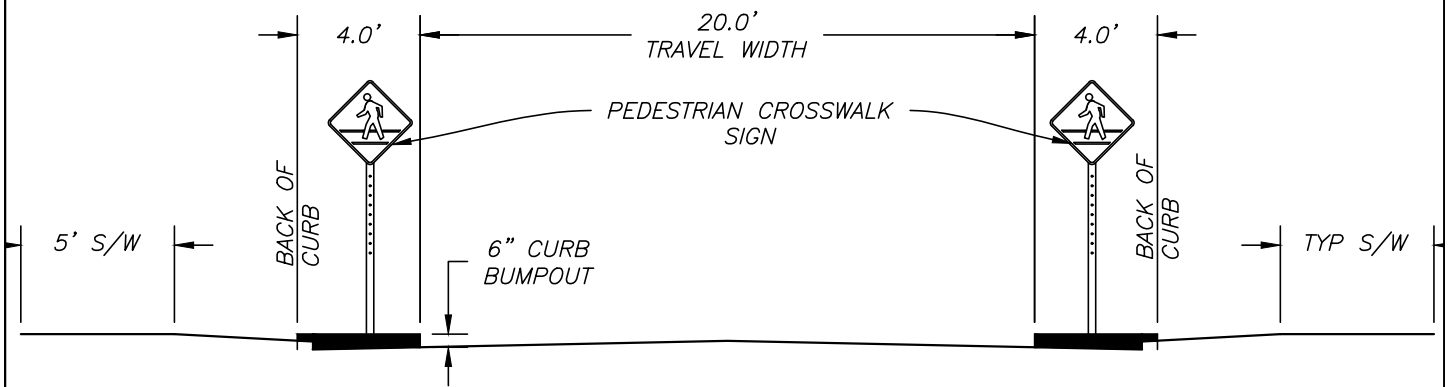
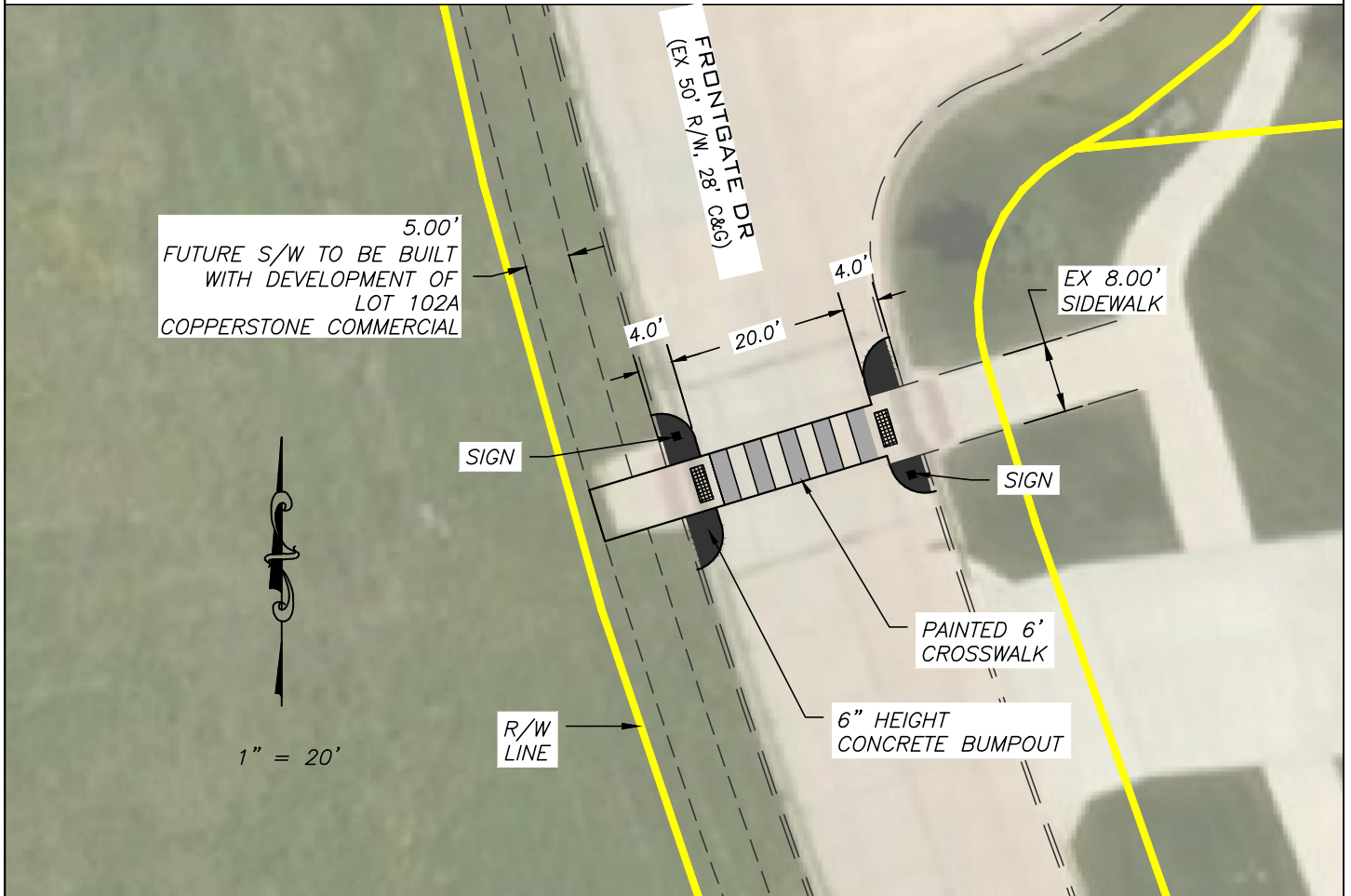
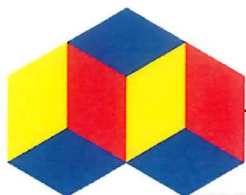


EXHIBIT B: FRONTGATE DR CROSSWALK IMPROVEMENT



CROSSWALK SECTION



A CIVIL GROUP

CIVIL ENGINEERING - PLANNING - SURVEYING

February 27, 2017

Tim Teddy
Director of Community Development
City of Columbia

RE: Addison's South C-P Plan

Mr. Teddy,

Were we had previously offered a list of proposed improvements to address "cut-thru" traffic that may be generated by the Addison's South development (letter to Tim Teddy, dated February 6, 2017, and included in the council memo), we are now, at the request of the Copperstone neighbors, refining our proposal slightly. After further meetings and exploration with the Copperstone neighbors, we have updated the proposed improvements the Addison's owners are suggesting the Council approve in combination with the Addison's C-P Plan.

1. Suggest Council continue to allow parking on the West side of Frontgate Dr, along the commercial property, for the time being, with the understanding that the neighborhood may be in favor of restricting parking in the future once the restaurant is built and the actual conditions can be evaluated.
2. Owners are willing to design and install curb bump-out, crosswalk, and signage stating "NO RIGHT TURN EXCEPT LOCAL TRAFFIC", or similar, at the East end of the private road, Frontgate Lane, in general conformance with Exhibit A. Final design documents subject to city staff review and approval.
3. We believe in order to encourage motorists to exit towards Vawter School Road, it would be beneficial if the existing crosswalk just South of Frontgate Lane were improved as shown on Exhibit B. It is likely drivers making a decision to turn onto Frontgate Dr will see the crosswalk and curb bump-outs and thus be more likely to avoid this route. Owners are willing to design and install these improvements, as shown on Exhibit B, if it is the Council's decision to approve such work.
4. At the North driveway approach we propose to paint a left turn arrow on the pavement and install signage stating "NO RIGHT TURN EXCEPT LOCAL TRAFFIC", or similar, for outgoing traffic from the site, as shown on Exhibit C.

Thank You,

Cody Darr, PE

Attachment G

EXHIBIT A:
FRONTGATE LN
CROSSWALK IMPROVEMENT

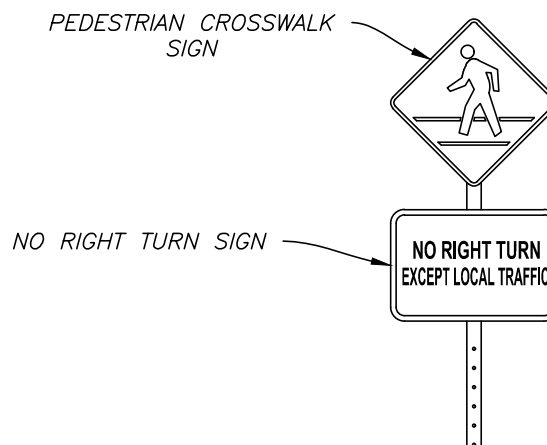
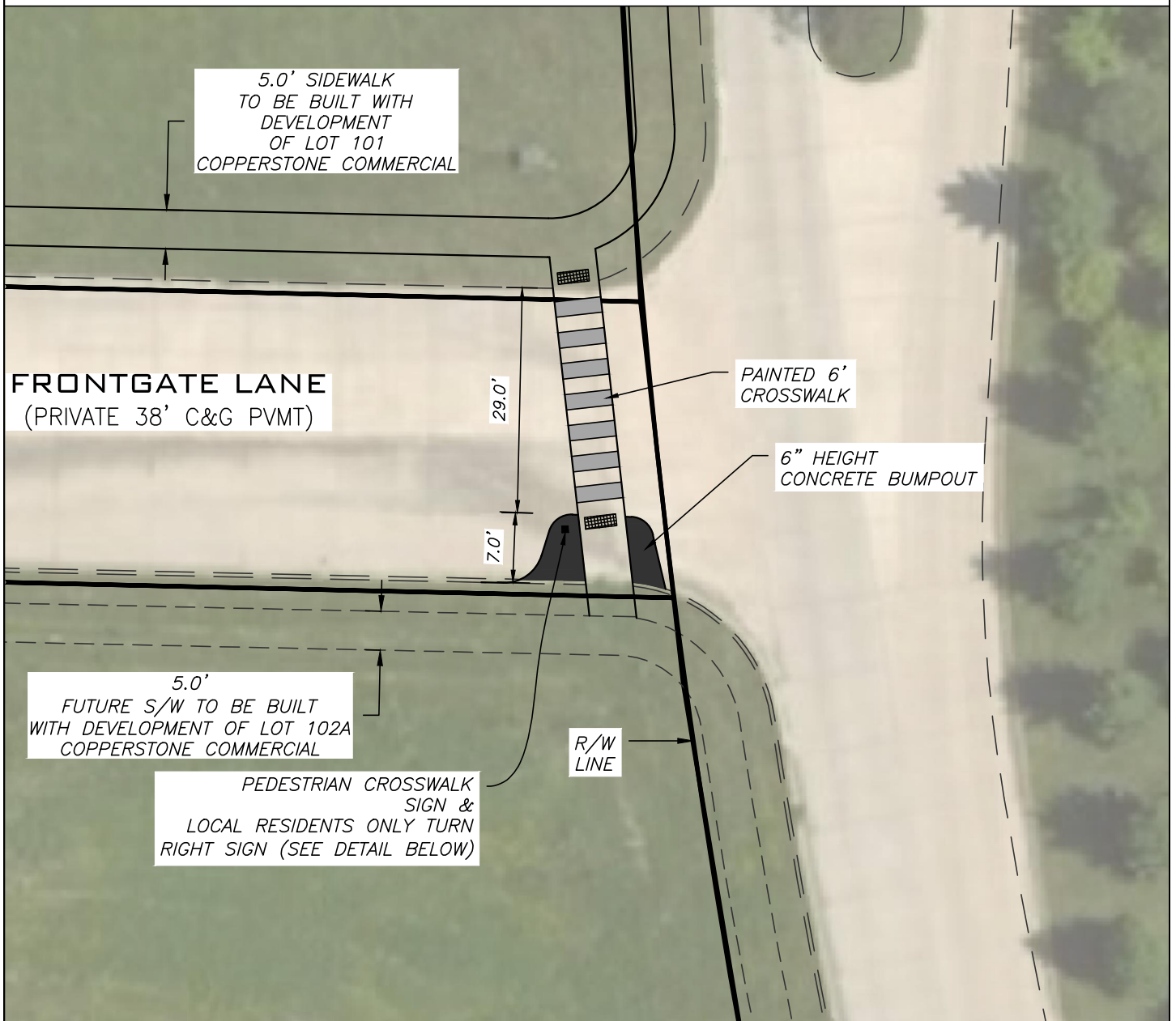
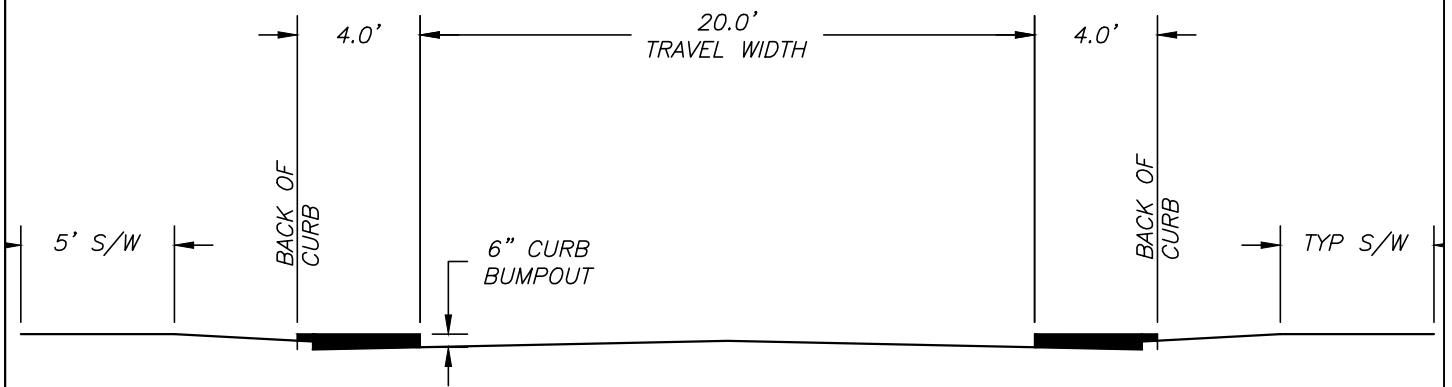
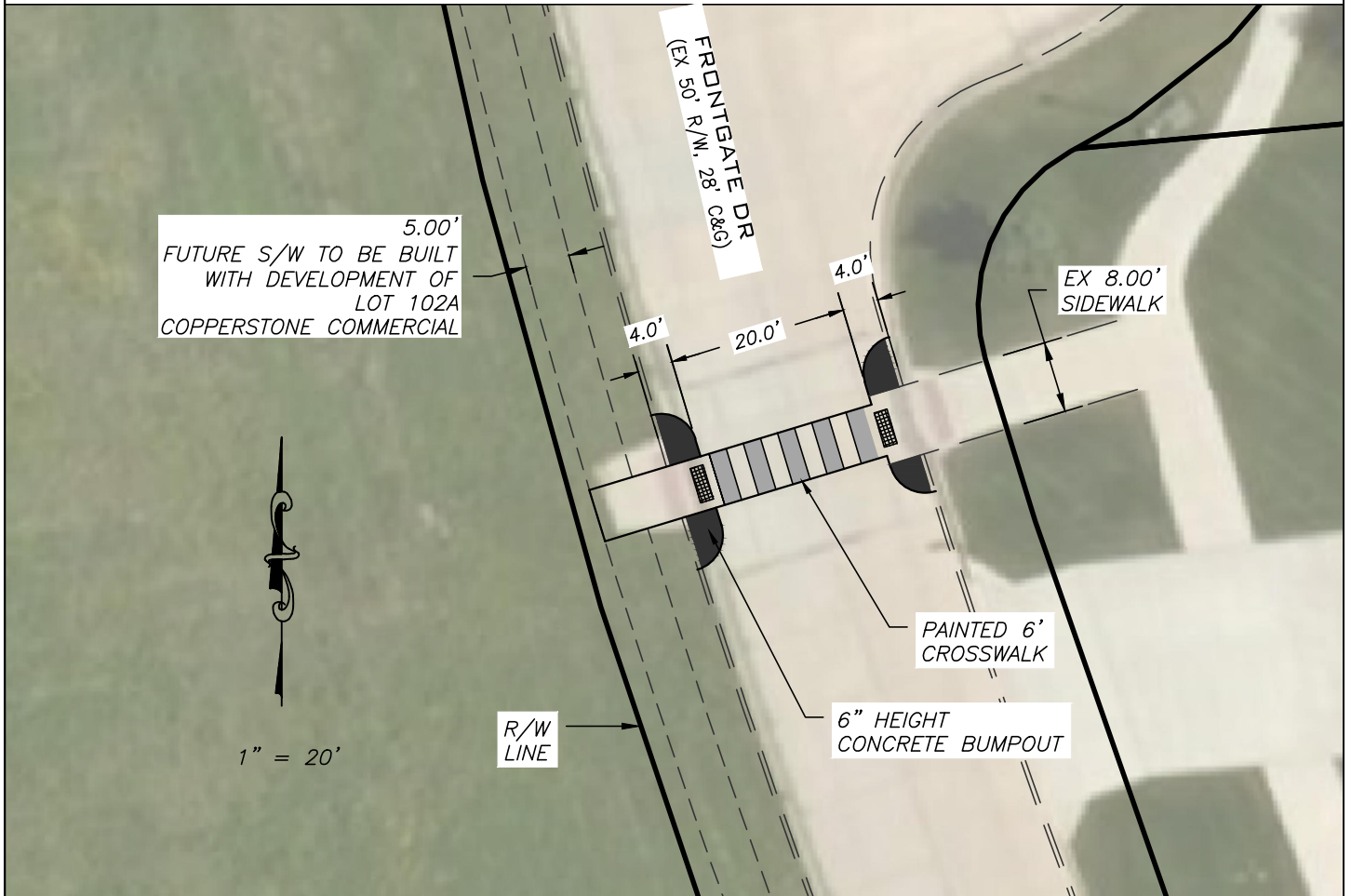


EXHIBIT B:
FRONTGATE DR
CROSSWALK IMPROVEMENT



CROSSWALK SECTION

EXHIBIT C:
FRONTGATE DR
DRIVEWAY AND CUTOUT

EXISTING CROSSWALK

ISLAND CUTOUT FOR
LEFT TURNS

60'

FRONTGATE DRIVE

25'

PAINTED LEFT
TURN ARROW

PROPOSED SIGN STATING
"NO RIGHT TURN
EXCEPT LOCAL TRAFFIC"
(SEE BELOW)

14'

16'

15'

NO RIGHT TURN SIGN

NO RIGHT TURN
EXCEPT LOCAL TRAFFIC

1" = 20'