

Introduced by _____ Council Bill No. R 138-13

A RESOLUTION

declaring the necessity for construction of the Grindstone Creek Trail Phase I project between the Grindstone Nature Area and Maguire Boulevard; stating the nature of and the estimate of the cost of the improvement; providing for payment for the improvement; providing for compliance with the prevailing wage law; and setting a public hearing.

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

SECTION 1. The City Council deems the construction of the Grindstone Creek Trail Phase I project between the Grindstone Nature Area and Maguire Boulevard, necessary to the welfare and improvement of the City.

SECTION 2. The nature and scope of the improvement shall consist of furnishing all labor, materials, transportation, insurance and all other items, accessories and incidentals thereto necessary for the complete construction of the improvements.

SECTION 3. The estimated cost of this improvement is \$1,570,000.00.

SECTION 4. Payment for this improvement shall be made from Park Sales Tax Funds, funds to be contributed by the Missouri Department of Conservation, and such other funds as may be lawfully appropriated.

SECTION 5. Any work done in connection with the construction of the improvement specified above shall be in compliance with the provisions of the prevailing wage laws of the State of Missouri.

SECTION 6. A public hearing in respect to this improvement will be held in the Council Chamber of the City Hall Building, 701 E. Broadway, Columbia, Missouri, at 7:00 p.m. on August 19, 2013. The City Clerk shall cause notice of this hearing to be published in a newspaper published in the City.

ADOPTED this _____ day of _____, 2013.

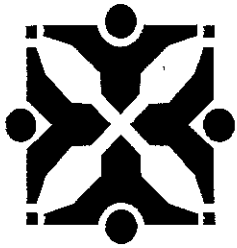
ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor



Source: Parks and Recreation *ms*

Agenda Item No:

To: City Council

From: City Manager and Staff *mm*

Council Meeting Date: Aug 5, 2013

Re: Grindstone Creek Trail Phase I Project: Grindstone Nature Area to Maguire Blvd

EXECUTIVE SUMMARY:

The Parks & Recreation Department has prepared for Council a resolution setting a public hearing for August 19, 2013, concerning the approval of the Grindstone Creek Trail project. Staff has also prepared an ordinance authorizing construction and calling for bids through the City's Purchasing Division. The proposed trail will connect to the Hinkson Creek Trail at the Grindstone Nature Area and continue along the Grindstone Creek east to Maguire Boulevard. This route was selected from 10 possible routes and represents the engineer recommended orange and violet or blue routes. The Missouri Department of Conservation (MDC), after reviewing all possible trail routes through the Waters-Moss Conservation Area, has officially approved the orange route. If this route is approved by Council, MDC will contribute funds for the construction of this section of the trail. In total, the recommended route crosses seven lots in public or semi-public ownership and three lots in commercial ownership. This includes two common ground lots owned by the Bluff Creek Estates Homeowners Association. A tentative agreement has been reached with this association to donate the trail easement in return for a connector trail to Bluff Creek Drive. This connector, and one for the East Pointe Neighborhood, are included in the project budget. The project has a budget of \$1,570,000 and is funded by the 2010 Park Sales Tax. It is anticipated that construction will begin next year and be completed by a combination of force account and contract labor. Following a decision on the Grindstone Trail, Public Works will return to Council for discussion and selection of a final priority ranking of the remaining nine GetAbout projects.

DISCUSSION:

Parks and Recreation staff officially began planning the first phase of the Grindstone Creek Trail on December 3, 2010 just after the November 2010 Park Sales Tax ballot issue was approved. This was the only trail construction project on the 2010 Park Sales Tax ballot and was specifically identified in Council Resolution R166-10. A complete history of the trail, public meetings, public comments, and plan development, may be found at the Department's website at:
http://www.gocolumbiamo.com/ParksandRec/Trails/cip_grindstonetrail.php

Route Evaluation and Recommendation

1. Allstate Consultants route evaluation and recommendation: The Allstate Phase I alignment study evaluated 10 routes based on several factors. The study is posted on the department website and submitted to Council on April 2, 2012. The consultants are recommending the orange route west of Highway 63 and the blue or violet route east of Highway 63. This route follows the Grindstone Creek, crossing seven lots in public or semi-public ownership and three lots in commercial ownership. Recreational trails are an approved amenity in the City's stream buffer ordinance so while development is prohibitive or restricted, the construction of trails is allowable.

Proposed Route West to East

- a. Grindstone Nature Area to Waters-Moss route, two public owned lots. The orange route connects to the Hinkson Creek Trail at the Grindstone Nature Area and is proposed to pass under the existing Old Highway 63 bridge and continue east through the Waters-Moss Conservation Area.
- b. Bluff Creek Estates Homeowners Association, two public homeowner association lots. The trail crosses the creek twice onto two common ground lots owned by the Bluff Creek Estates Homeowners Association. The East Pointe Neighborhood is located to the north of the trail and the trail does not cross any property owned by this neighborhood or its residents.
- c. Bluff Creek Land Holding, commercial lot. The trail is on the north side of the creek as it crosses through one of the commercial properties represented by the Odle family.

d. Walnut Brook, LLC, commercial lot. The trail remains on the north side of the creek as it passes through this 3.85 acre commercial lot represented by the Odle family. Nearly all of this tract falls into the stream buffer zone and commercial development would be difficult. Walnut Brook, LLC also owns an 8.67 acre tract that is located adjacent and south of the previously mentioned 3.85 acre lot.

e. Missouri Department of Transportation—Highway 63 bridge, public lot. The trail crosses to the south side of the creek just to the east of the Highway 63 bridge.

f. University of Missouri, public owned lot. The trail is on the south side of the creek and crosses a corner of the lot owned by the University of Missouri.

g. MDS Real Estate Association, commercial lot. The violet route remains on the south side of the South Fork of the Grindstone Creek as it routes through this commercial lot represented by John States. If the trail follows the North Fork of the Grindstone Creek (blue route), it will cross an existing conservation easement on the 10.48 acre lot also owned by MDS Real Estate. This lot is located between the confluence of the North and South Forks of the Grindstone Creek.

h. Union Electric Company, public owned entity. Depending on final trail route, the trail may cross the northern tip of the 13.95 acre lot owned by the Union Electric company. From here the trail will be in the Maguire Blvd. right-of-way as it connects to the existing pedway located on the west side of Maguire Blvd.

2. Environmental assessment conducted and future requirements: Details are shown in Table 9 of preliminary report. Additionally, 70% of orange alignment, 50% of violet and 81% of blue trail alignment are on existing sewer easements. All alignments must follow Clean Water Act (404 & 401), Endangered Species Act, National Flood Insurance Program, Columbia Storm Water Ordinance and all state and local land disturbance permits.

3. Revised trail route that avoids private homeowners: Since most of the early public opposition to the trail was due to the condemnation of a portion of two private home owner lots, Allstate Consultants revised the orange alignment to avoid crossing any private homeowner lots. Nearest house to the north is now 200-220 feet from trail.

4. Trail Funding: Funded by the 2010 Park Sales Tax, this project has a budget of \$1.57 million. Park planning staff anticipates using City staff and existing contractors to perform the work. It is estimated that the project cost range is \$1,376,000 to \$1,705,000, including two neighborhood connectors, architectural and engineering (A&E) fees, permits and a 10% contingency. The cost range is due to uncertainty of the bridge costs. Park staff believes that the bridges will cost less than estimated and anticipate that the project will be under budget. If the bridges do cost closer to \$180,000 than \$125,000, additional funds are available from the Hominy Branch Trail project which is currently \$329,000 under budget and is nearly completed. If the project is approved as proposed, there could be additional funds provided by the Missouri Department of Conservation.

5. Results of Grindstone public input meetings and surveys: The P&R Department offered numerous opportunities for public input including staff attendance at neighborhood association meetings, organized walks along the proposed routes, P&R Commission meetings, public meetings, and online surveys. The department held two official Interested Party meetings on August 20, 2012 and July 17, 2013; these included follow-up online surveys for those who were not able to attend the meetings. Below is a summary of the two meetings. All comments are posted on the P&R website at:

http://www.gocolumbiamo.com/ParksandRec/Trails/cip_grindstonetrail.php

August 20, 2012 meeting at Waters-Moss and Online Survey: 83 total responses (20 from online survey).

--55 approve Grindstone Trail, specifically either the orange alignment or alternate alignment due to eminent domain.

--28 oppose Grindstone Trail due to eminent domain, generally opposed to trail, too expensive/too many trails.

July 17, 2013 meeting at the ARC and Online Survey: 87 total responses (14 from online survey)

--73 approve Grindstone Trail, orange and either blue or violet alignment.

--11 oppose trail route due to eminent domain, too expensive or there are too many trails.

-- 3 submitted comments on other trails.

6. Results of various city commissions regarding the funding of Grindstone Creek Trail: The Parks & Recreation, Energy and Environment, and the Bike and Pedestrian Commissions supported the idea of constructing the Grindstone Creek Trail instead of using Park Sales Tax funds to assist other GetAbout projects. The Parks & Recreation Commission specifically endorsed the orange route and either the blue or violet route. The other commissions had no opinion on the route, deferring to the consultants and park staff. Originally, the Disability Commission supported deferring funds to sidewalk projects. However, at the December 13, 2012 meeting, the Disability Commission clarified their position by withdrawing their original motion and passing a motion to not comment on deferring the funds.

7. Missouri Department of Conservation Approval. Per the 2009 agreement between the City and MDC, all improvements at the Waters-Moss Conservation Area must be reviewed and approved by the technical staff

of the regional MDC office. On February 11, 2013 and April 22, 2013 park planning staff met with the regional MDC Capital Improvement and Information Technology Committee to provide copies of all plans and details of the proposed routes of the Grindstone Trail. In a letter dated July 22, 2013, MDC has reviewed and approved the orange route. The proposed low water bridges represent streamside Best Management Practices per MDC suggested guidelines and are similar to the bridges constructed by MDC.

8. Neighborhood Connectors. A primary concern from the Bluff Creek Estates Neighborhood Association and from several residents of the East Pointe Neighborhood Association was the lack of trail connectivity as residents might trespass in order to reach the trail. A tentative agreement has been reached with the Bluff Creek Estates Homeowners Association to either donate easements or the entire lots in exchange for the following:

- a. A neighborhood connector at Bluff Creek Drive. This route includes a small low water bridge crossing similar to those constructed by the Missouri Department of Conservation.
 - b. Trailhead Improvements at the north terminus of Bluff Creek Drive including cleaning up concrete debris.
 - c. Signs and landscaping at locations where the Bluff Creek Estates private trail connects to the Grindstone Trail and where the proposed Bluff Creek Drive connector trail ties into the Grindstone Trail. The goal is to clearly identify the private, homeowner trail and the public Bluff Creek Drive connector.
- The East Pointe neighborhood will be connected by an ADA accessible trail at the east end via Bluff Creek Boulevard. Since MDC will not allow trail construction in any place other than along the creek area, P&R will maintain the existing natural surface trails at Waters-Moss providing a connection to the west end of the neighborhood.

9. Bridge Styles. There are three bridges on the orange alignment west of Hwy 63 and one on the proposed violet alignment east of Hwy 63. Switching to the violet alignment instead of the blue alignment would require that one additional bridge be built now, but it would be needed for future trail extensions. The engineers have determined that the three bridges on the orange alignment and the one additional bridge that would be needed for the violet alignment should all be low profile bridges, whereas the bridge on the blue/violet alignment just east of Hwy 63 would need to be a span bridge. Allstate Consultants have met with MDC staff and the proposed low water bridges meet MDC guidelines and are the types of bridges utilized by MDC if a clear span bridge is not possible. The design of these low profile bridges includes consideration of maintaining natural stream alignment, minimizing bank disturbance, minimizing backwater effects, allowing aquatic organism passage and avoidance of valuable trees. The consultants are continuing to discuss bridge delivery options with various vendors and will have a more detailed estimate of tree removal at the August 19th meeting. To minimize construction impacts to vegetation and the stream, the consultant is proposing that the bridge span lengths be relatively short. While they have developed a preliminary alignment for which they are confident that tree loss is at the minimum level possible, they do not yet have a final count of trees to be taken. Tree loss has been minimized by following existing sewer easements and existing sewer maintenance roads where possible. In areas around stream crossings, all trees greater than 4" in diameter were identified prior to selection of the current working alignment so that they could be avoided where possible.

10. Construction. If the project is approved, construction will begin next year and be completed by a combination of force account and contract labor. It is anticipated that contractors already under contract with the P&R Department will do the grading and concrete work for the trail. This will allow park staff to carefully select the route avoiding trees where possible. The bridges will be bid through the Purchasing Department and installed by contract labor. This is similar to the procedure used during the construction of the Scott's Branch Trail. A preliminary survey of trees indicate that most of the trees that have to be removed are in the 4-inch to 20-inch DBH category with a majority of them falling into the 4-10 inch size range. No trees 30-inch DBH or larger will be removed. Park Forestry staff will conduct all required tree removal and all final landscaping and tree restoration will be done by the Horticulture and Forestry staff.

11. Maintenance. Once constructed, the ongoing maintenance will be performed by the P&R Department, primarily the Natural Resource Division which consists of the Forestry and Horticulture programs. The permanent 1/8-cent Park Sales Tax has been providing the necessary funds for the department to sustain the maintenance and management of any additional parks and trails. Staff estimates that this trail, if constructed as proposed, will cost a maximum of \$5,215 per year. Staff has met with representatives of MDC and will be working with them and implementing their recommended maintenance and management plan for the Waters-Moss area (including a detailed stream bank stabilization plan), the stream around bridges, and other areas within the final trail easements.

Following a decision on the Grindstone Creek Trail, Public Works will return to Council to discuss the remaining nine GetAbout projects. Based on the Commission rankings and an existing budget of approximately \$3,570,000, the below top 5 ranked projects would be funded if the Grindstone trail is approved as proposed:

1. Hinkson Creek Trail, Conley to 63 (Conley to Clark Ln) \$555,000
 2. Clark Lane Sidewalk--East (Ballenger to Woodland, north side) \$325,800
 3. County House Trail Phase 2 West (Rockcreek to County House) \$445,000
 4. Clark Lane Sidewalk--West (Eastwood to Paris, north side) \$410,325
 5. Shepard Blvd to Rollins: East-West Connector (includes Hinkson Creek bridge) \$1,740,000
- Total of the above 5 projects: \$3,476,125

For grant reporting requirements, staff strongly recommends that Park Sales Tax and federal GetAbout funds be kept separate and not combined to fund a project.

FISCAL IMPACT:

Project funds were appropriated over a two year period with \$350,000 in Fiscal Year 2011 and \$1,220,000 in Fiscal Year 2012 for a total budget of \$1,570,000. The project was listed in Council Resolution 166-10 which specified how the City Council intended to use the 2010 Park Sales Tax funds which was approved by voters in November 2010. If the trail is constructed out of concrete as specified, the estimated annual maintenance cost for this project is approximately \$5,215. The department will be able to absorb these costs out of the proposed FY-2014 budget and no additional full or part-time staff is required. The permanent 1/8-cent Park Sales Tax has been providing the necessary funds for the department to keep pace with the maintenance and management of additional parks and trails. If the project is approved as proposed, there could be additional funds provided by the Missouri Department of Conservation for trail construction.

VISION IMPACT:

<http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php>

12 Vision Statement: A network of attractive and safe parks and recreational amenities are connected by trails and greenways that provide area residents with access to nature, recreation, and facilities for active play, both indoors and out.

12.3 Goal: An extensive network of greenways will play a significant role in providing transportation options, protecting wildlife corridors, watersheds and floodplains, and increasing public access to natural open spaces.

12.4 Goal: An extensive, safe network of trails will accommodate a variety of users ranging from recreational to nonmotorized travelers. This network may include roadway and public transportation infrastructure to connect parks, neighborhoods, schools, and businesses.

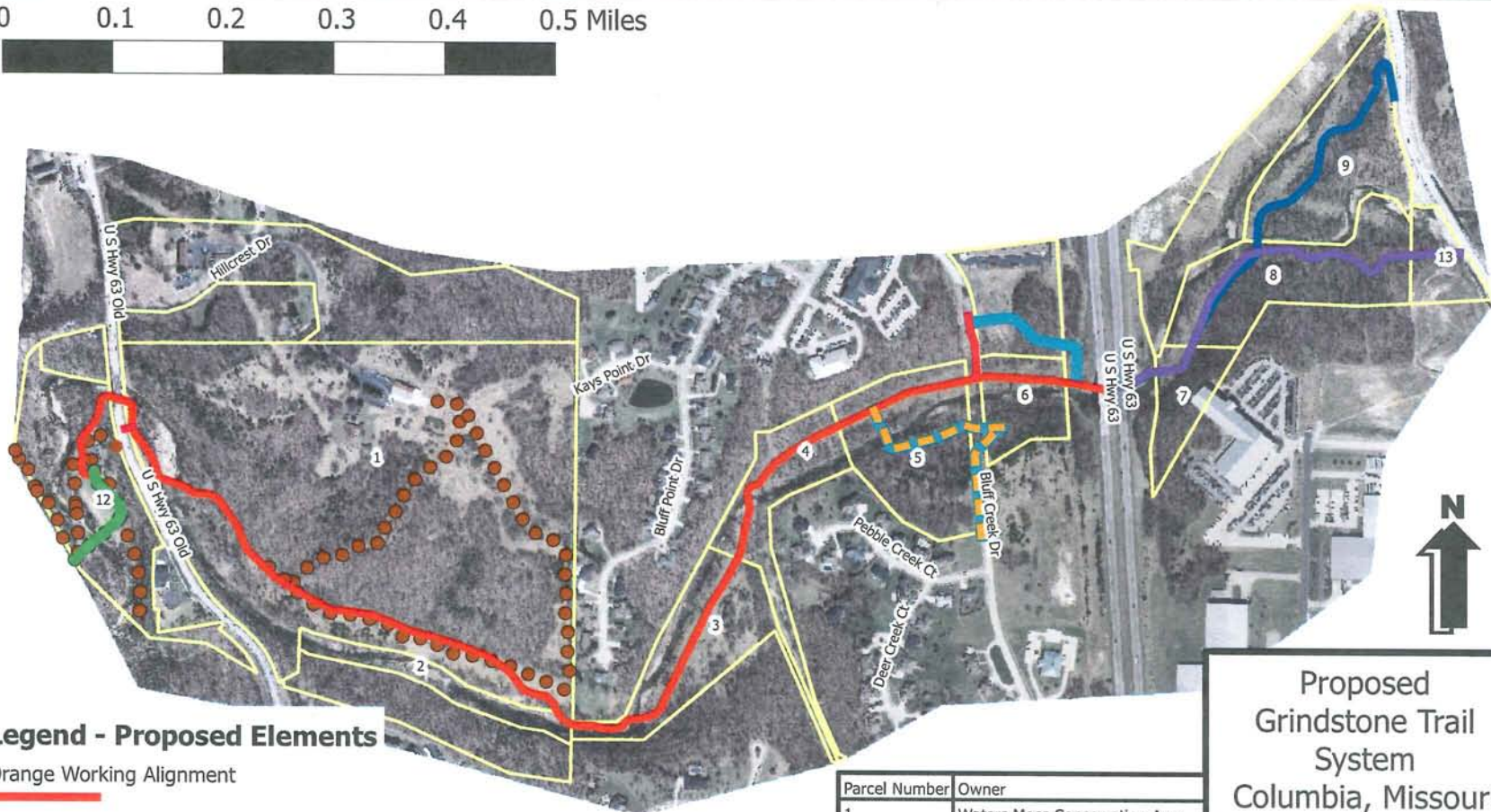
12.4.2 Strategy: Achieve trail connectivity in new and existing developments.

SUGGESTED COUNCIL ACTIONS:

Approve the resolution setting the public hearing. Following Council discussion and public input, Council may approve the ordinance authorizing the construction for the Grindstone Creek Trail Phase I as proposed or with Council modifications.

FISCAL and VISION NOTES:					
City Fiscal Impact Enter all that apply		Program Impact		Mandates	
City's current net FY cost	\$0.00	New Program/ Agency?	No	Federal or State mandated?	No
Amount of funds already appropriated	\$1,570,000.00	Duplicates/Expands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	
One Time	\$0.00	Requires add'l FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	12, 12.3, 12.4
Operating/ Ongoing	\$5,215.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	12.4.2
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	40

0 0.1 0.2 0.3 0.4 0.5 Miles



Legend - Proposed Elements

Orange Working Alignment

Violet Working Alignment

Blue Working Alignment

Bluff Creek Natural Trail Access

Maintenance Access

Possible Future ADA Compliant Access

Legend - Existing Elements

Hinkson Creek Trail

Existing Trails

Property Boundaries

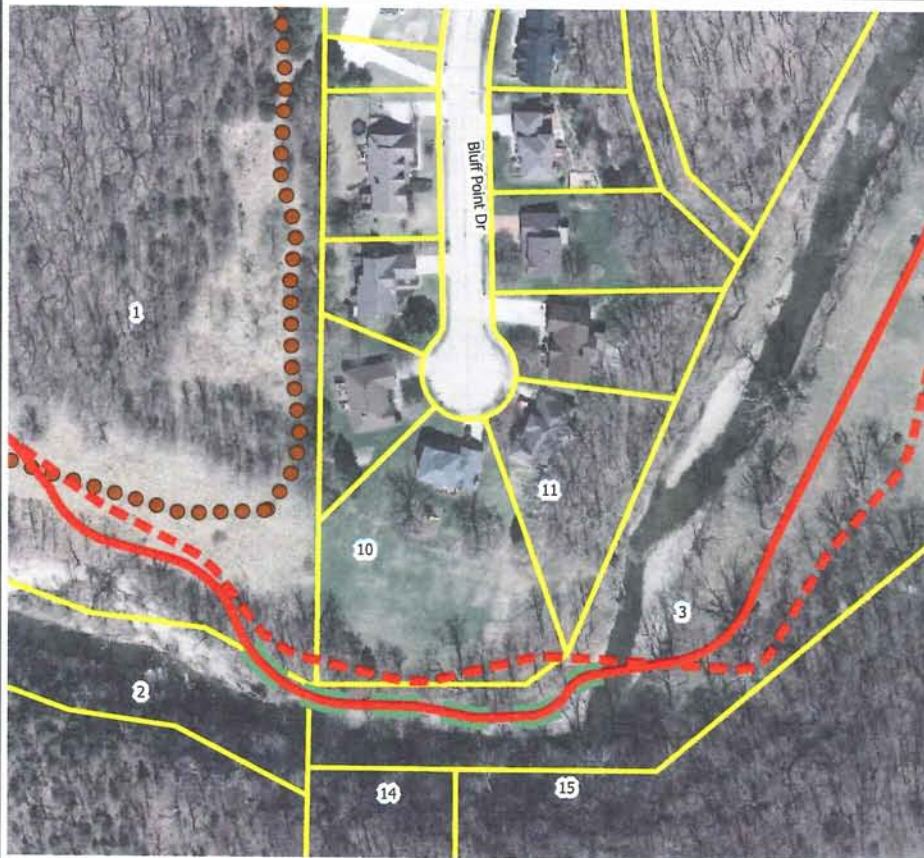
Parcel Number	Owner
1	Waters Moss Conservation Area
2	City of Columbia
3	Bluff Creek Estates Common Area
4	Bluff Creek Estates Common Area
5	Bluff Creek Land Holdings
6	Walnut Brook LLC
7	University of Missouri
8	MDS Real Estate Associates
9	MDS Real Estate Associates
10	Individual Residential Lot
11	Individual Residential Lot
12	Grindstone Nature Area
13	Union Electric Company

Proposed Grindstone Trail System Columbia, Missouri

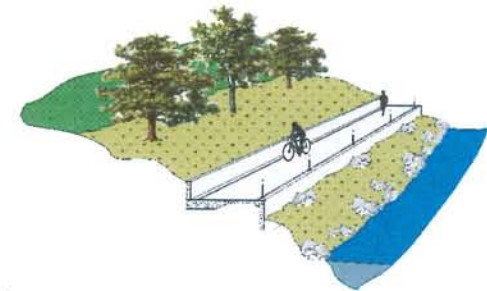
Print Date:
07-29-2013

Job Num:
10144.01





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Legend

Orange Working Alignment

Orange Alignment from Alternatives Analysis

Existing Trails

Existing Property Boundaries

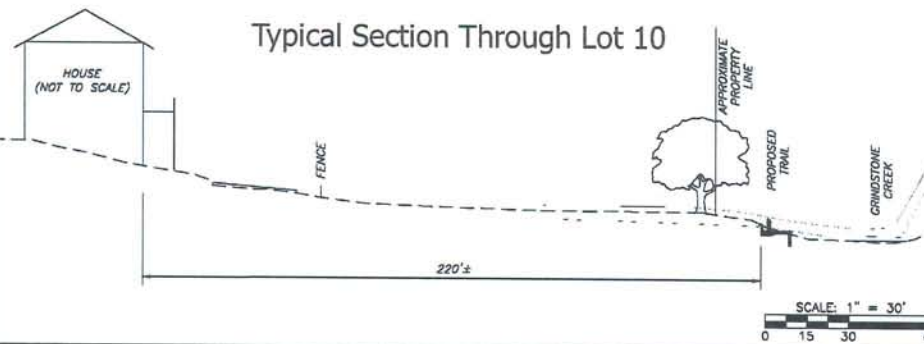
Modified Section

Modified Typical Section
in the Bluff Pointe Drive
Reach of the Proposed
Grindstone Trail

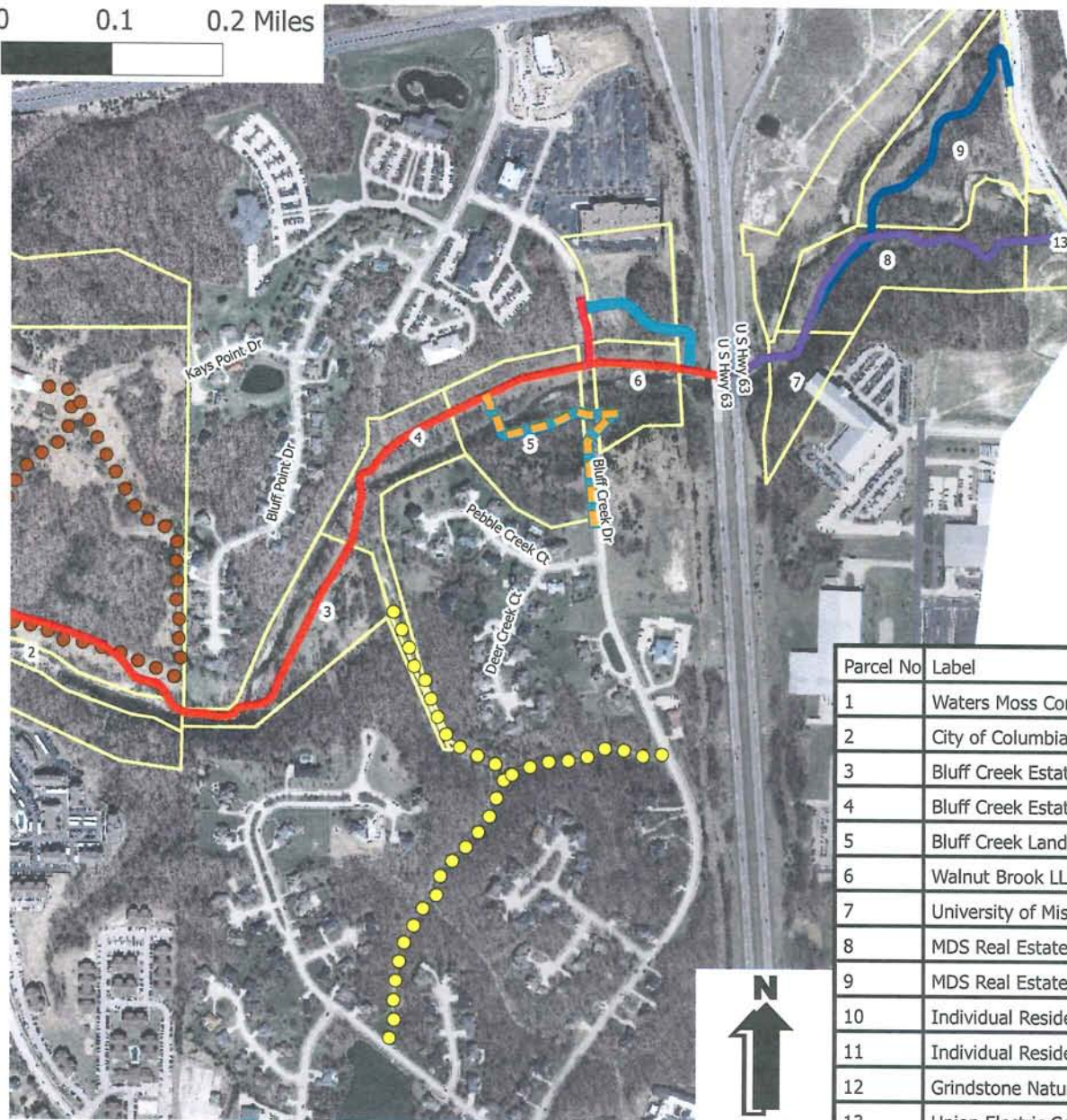
Print Date:
07-29-2013

Job Num:
10144.01

Parcel No	Label
1	Waters Moss Conservation Area
2	City of Columbia
3	Bluff Creek Estates Common Area
10	Individual Residential Lot
11	Individual Residential Lot
14	Individual Residential Lot
15	Individual Residential Lot



0 0.1 0.2 Miles



Legend - Proposed Elements

- Orange Working Alignment
- Violet Working Alignment
- Blue Working Alignment
- Bluff Creek Natural Trail Access
- Maintenance Access
- Possible Future ADA Compliant Access
- Bluff Creek Trail System (Private)
- Existing Trails
- Existing Property Boundaries

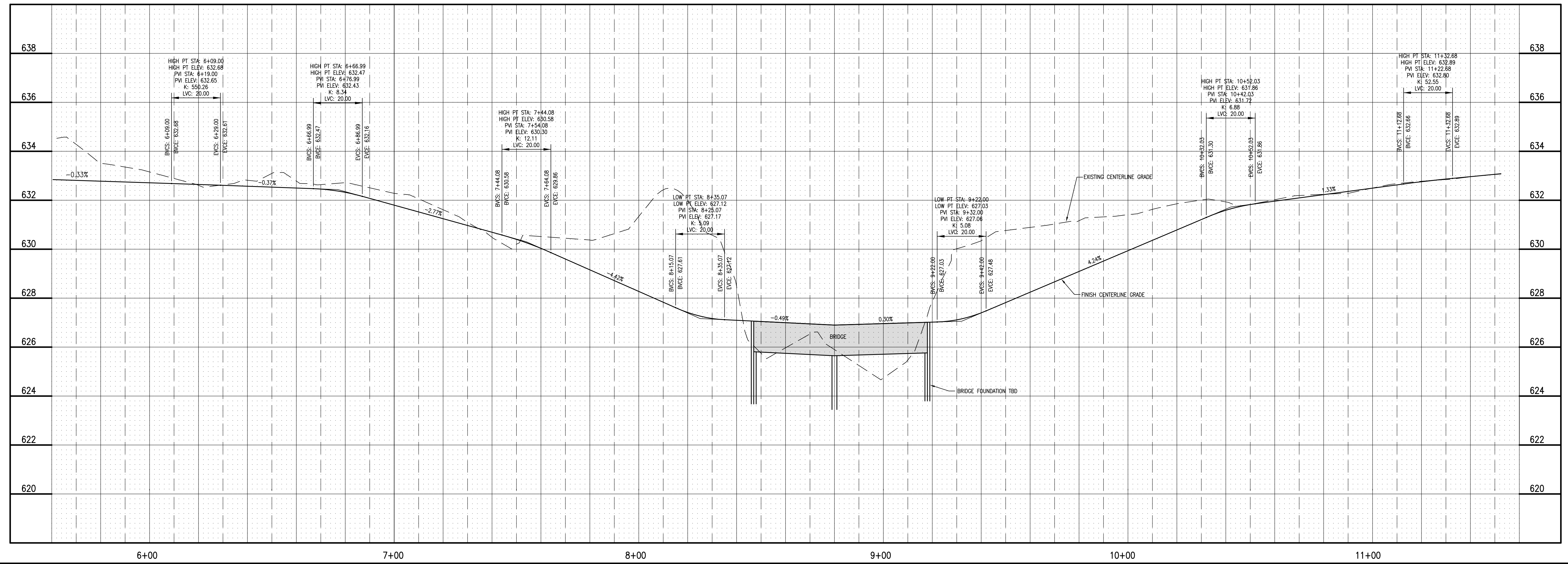
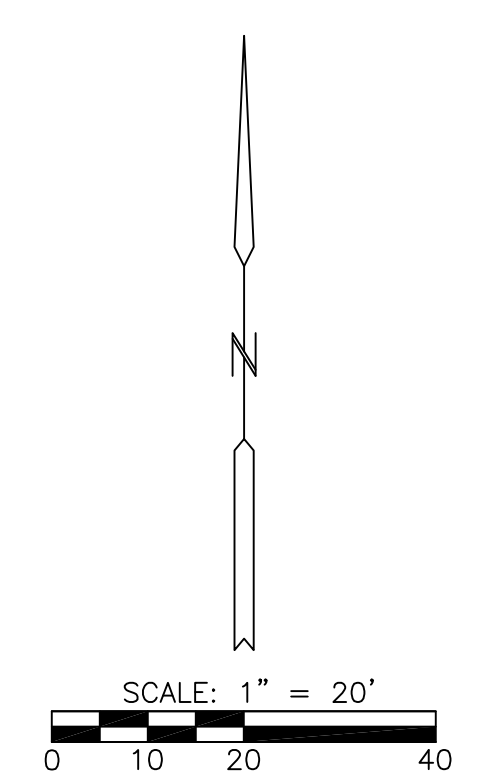
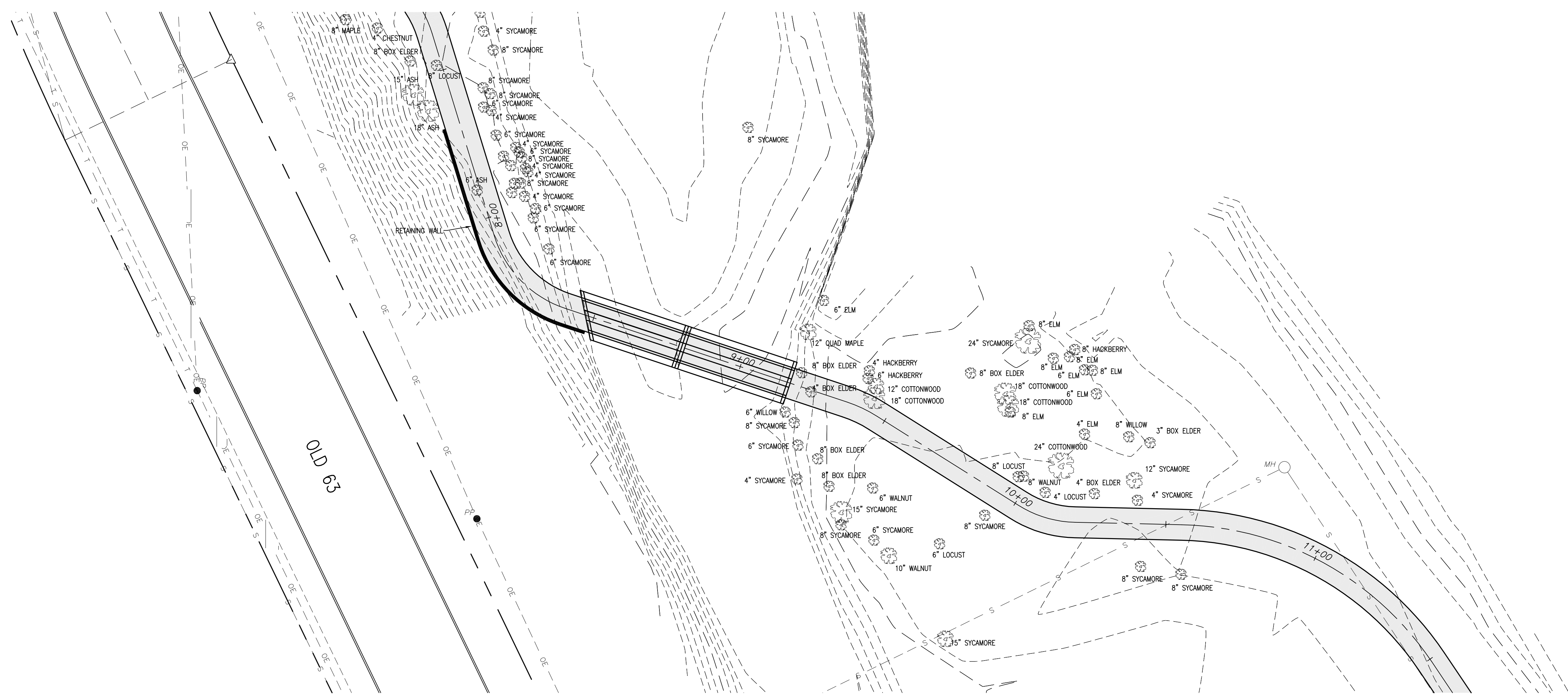
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13	Union Electric Company

Neighborhood Connectivity Proposed Grindstone Trail

Print Date:
07-29-2013

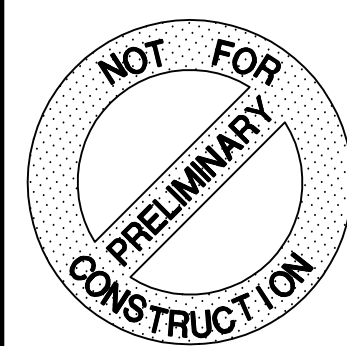
Job Num:
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GRINDSTONE TRAIL
BRIDGE 01 DISPLAY
COLUMBIA, MO

REVISED:



ALLSTATE
CONSULTANTS
3112 LEMONE INDUSTRIAL BLVD.
COLUMBIA, MO 65201
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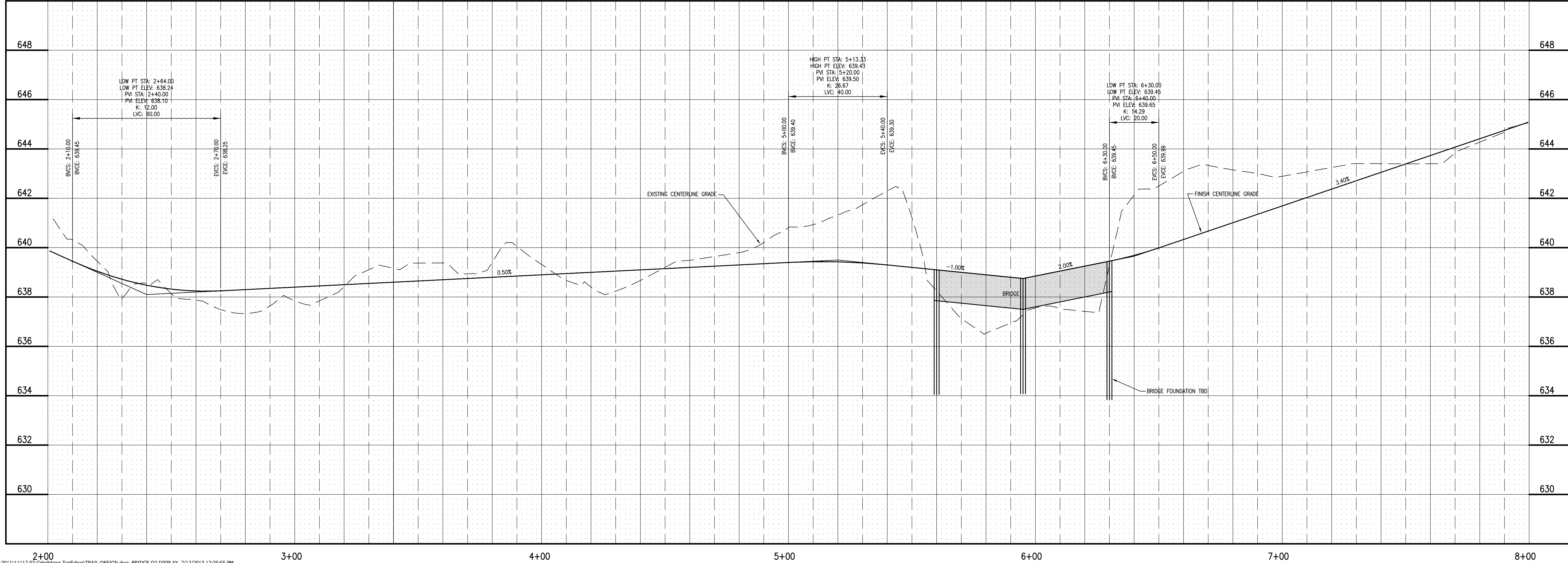
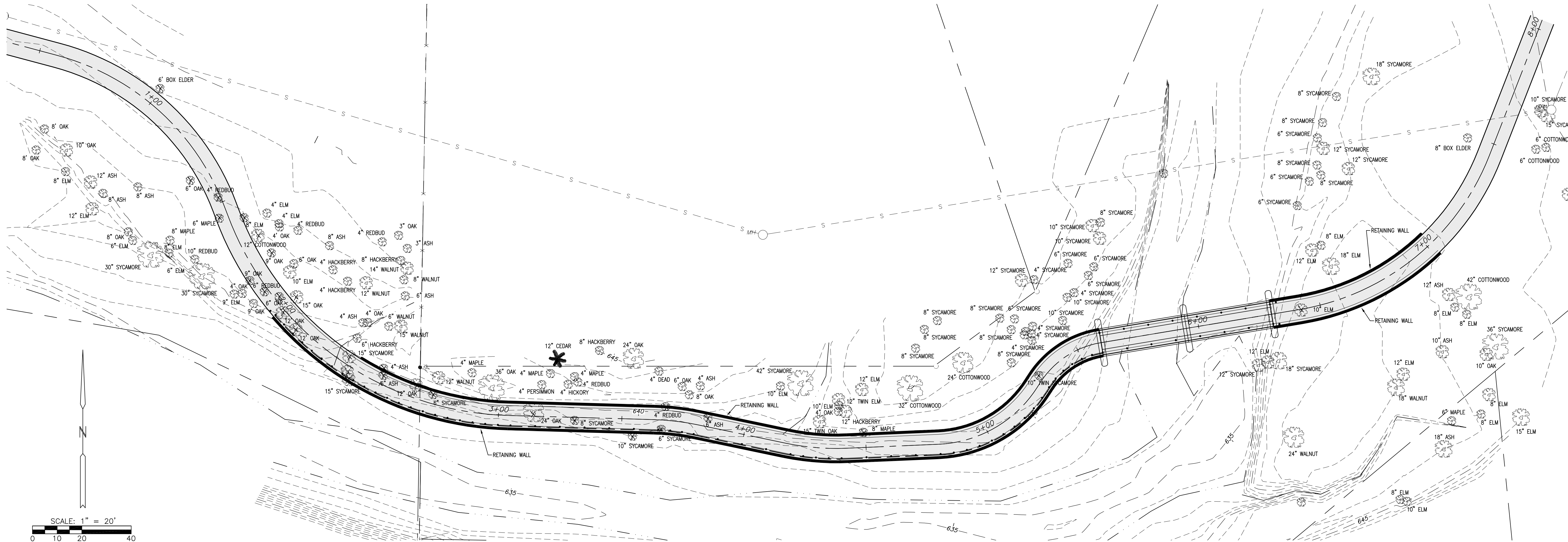
REUSE OF THIS DRAWING IN ANY MANNER IS
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APPROVAL OF
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7-17-2013

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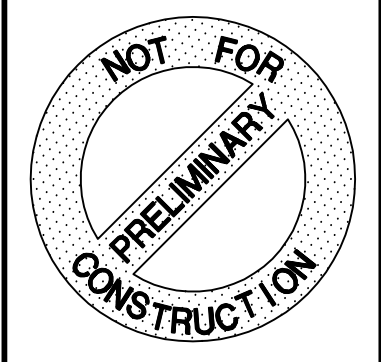
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1 OF 3



GRINDSTONE TRAIL
BRIDGE 02 DISPLAY
COLUMBIA, MO

REVISED:



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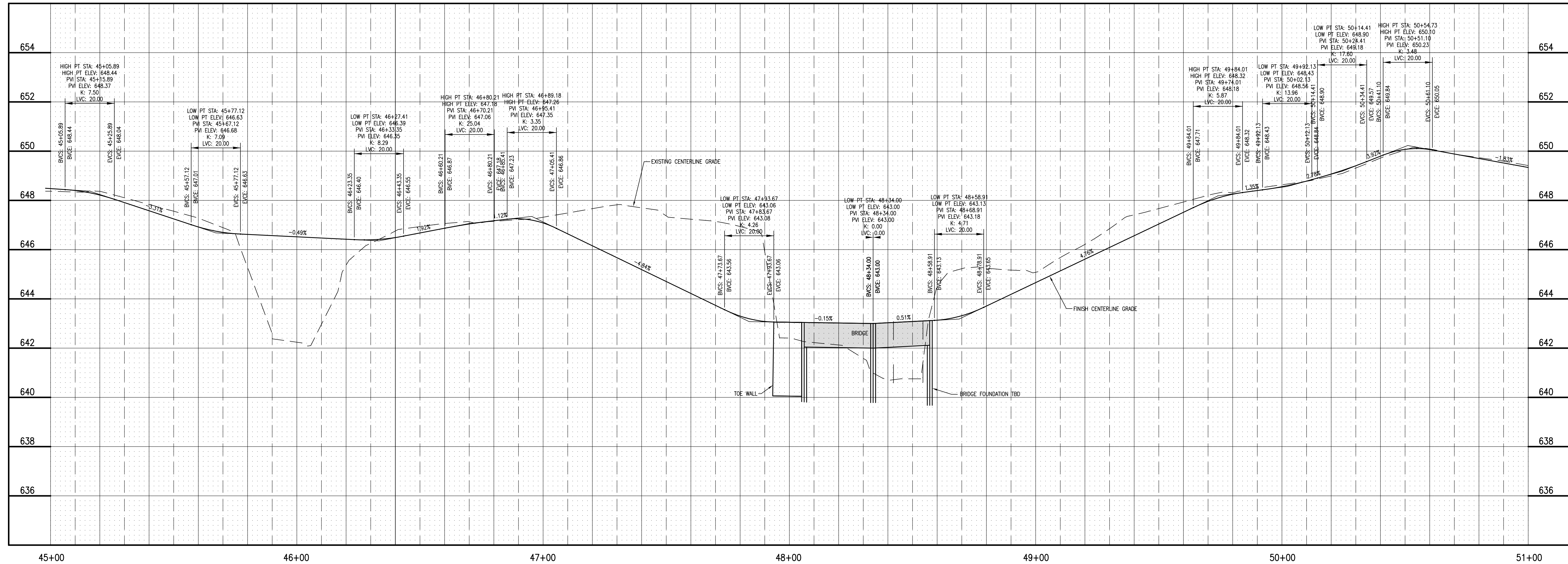
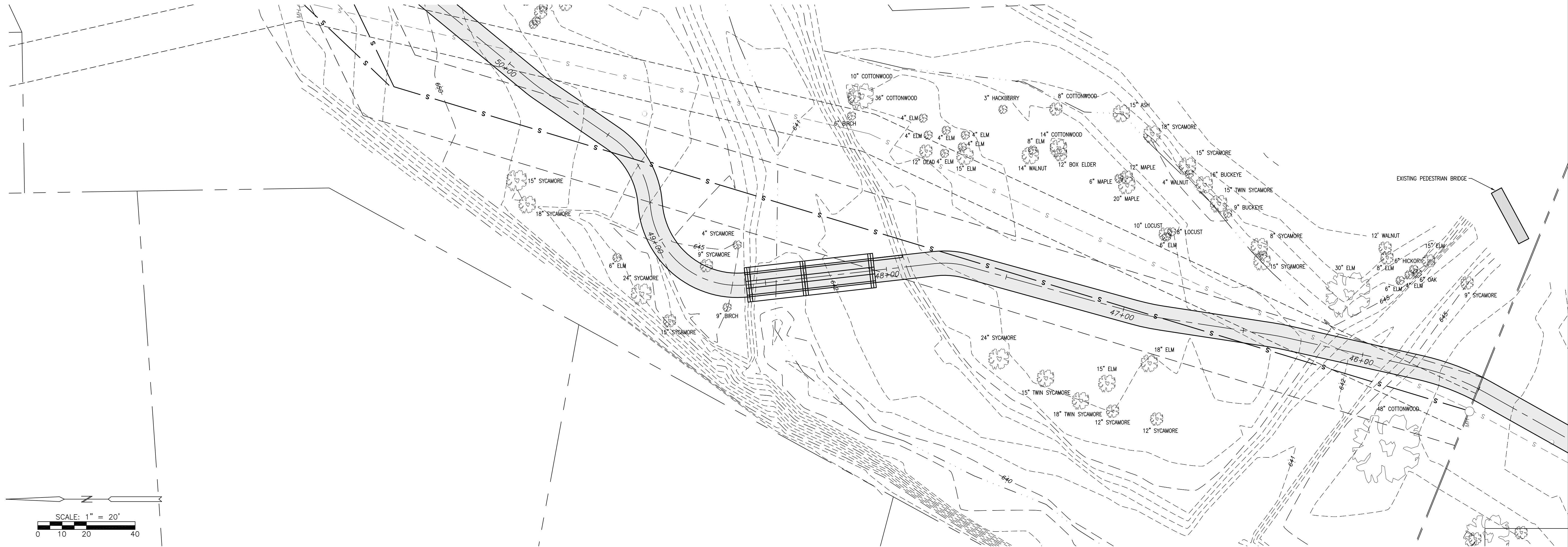
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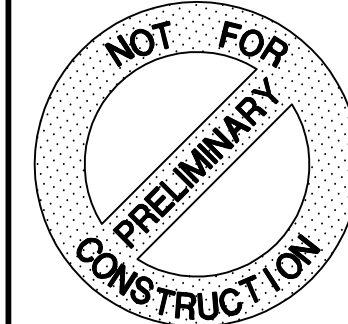
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2 OF 3



GRINDSTONE TRAIL
BRIDGE 03 DISPLAY
COLUMBIA, MO

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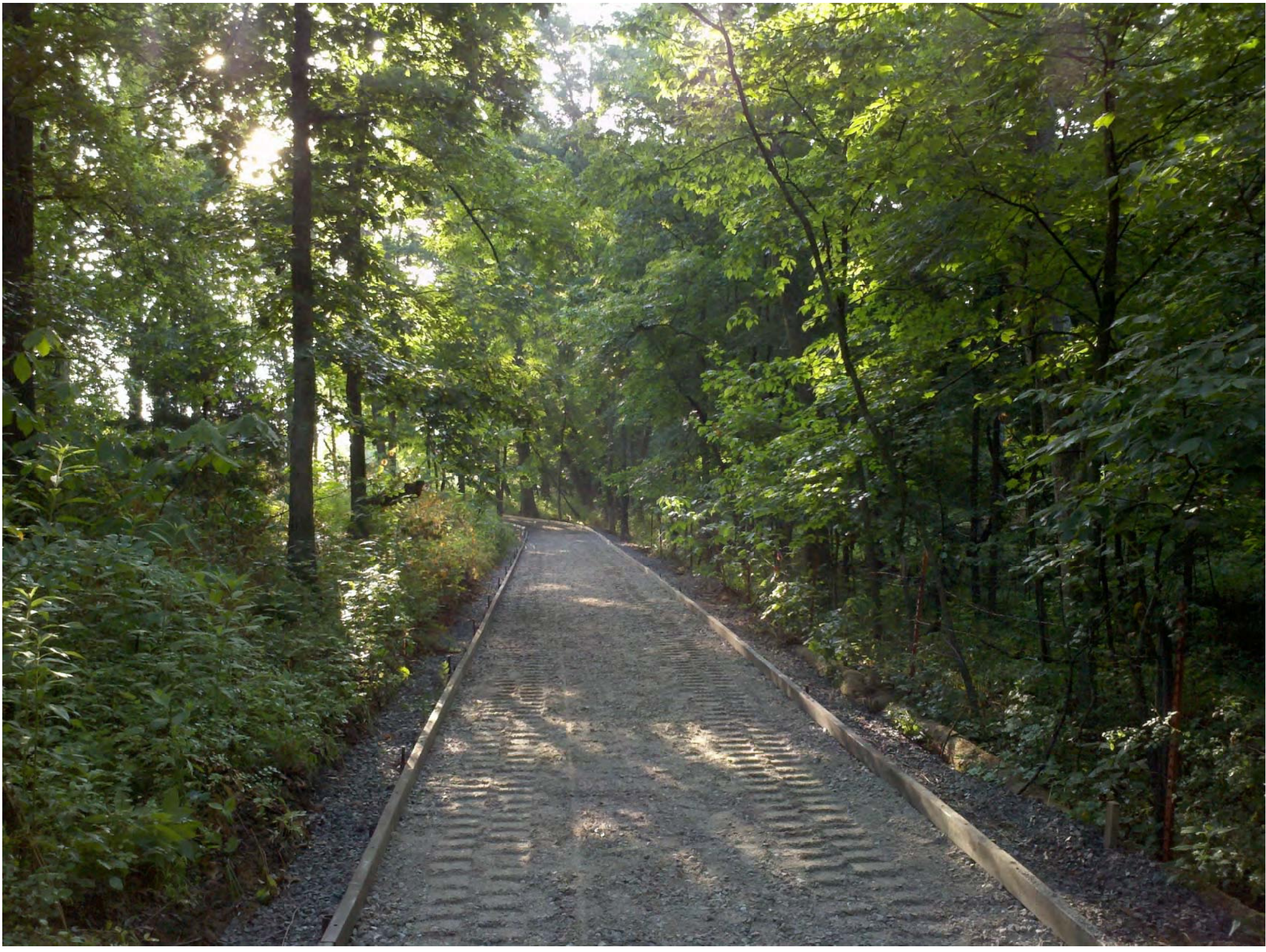
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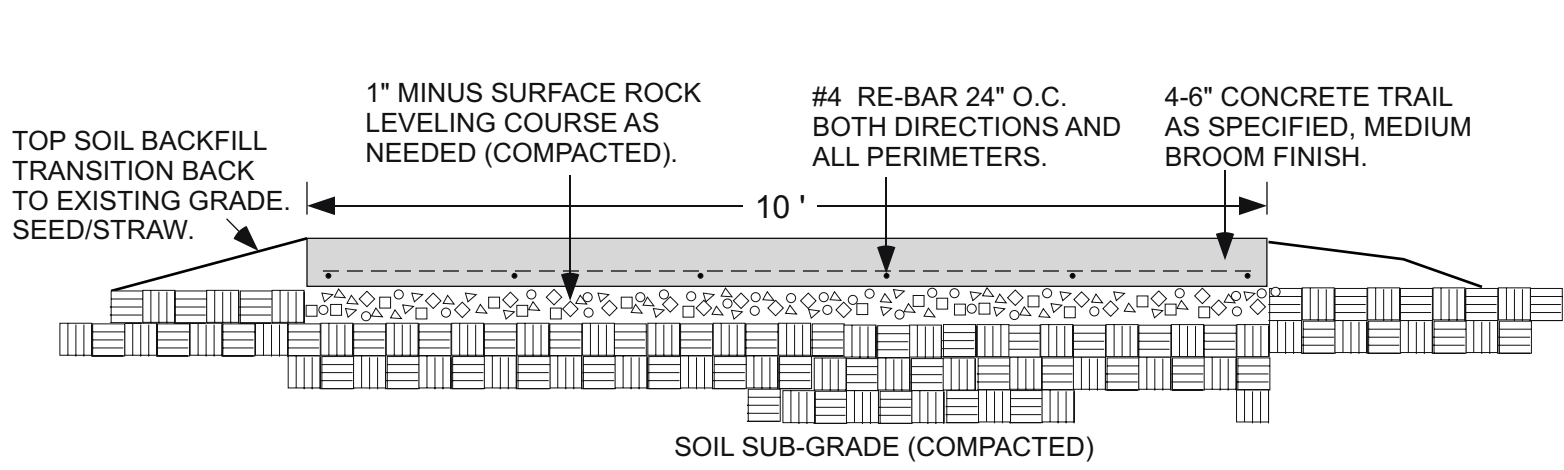
TRAIL GRADING AND CONSTRUCTION FOR SCOTT'S BRANCH TRAIL



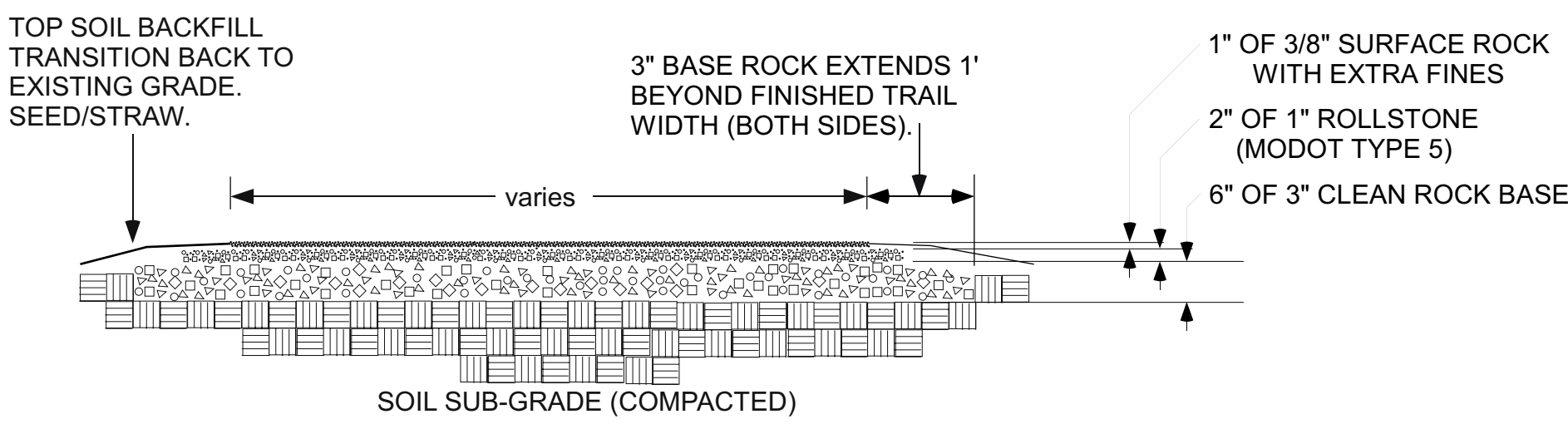
10' CONCRETE TRAIL AT STEPHENS LAKE PARK



8' CONCRETE TRAIL AT ALBERT-OAKLAND PARK



TYPICAL CONCRETE TRAIL DETAIL



TYPICAL GRAVEL TRAIL DETAIL



CONCRETE TRAIL CONSTRUCTION AROUND TREES