

Council Bill: B 161-13

MOTION TO AMEND: _____

MADE BY: _____

SECONDED BY: _____

MOTION: I move that Council Bill B 161-13 be amended as set forth on this amendment sheet.

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The City Council may adopt amendments to the “Columbia Imagined – The Plan for How We Live & Grow” as shown on “Exhibit A,” attached to this amendment sheet.

Columbia Imagined Amendments

Amendment # and Page #	Comment	Action Item/Clarification	Text Amendment
A.1 P. 37	pg 37 - water supply cost of improvements 08-28 how will cost be controlled - review with W&L to determine what efforts will be used to control costs	<p>Potential text amendment presented in bold (editor's note- some of the proposed changes to this section in addition to the question asked were suggested by Water and Light)</p> <p>Amendment Approved</p> <div style="border: 1px solid black; height: 40px; width: 80px; margin: 10px auto;"></div> <p>Amendment not approved</p> <div style="border: 1px solid black; height: 40px; width: 80px; margin: 10px auto;"></div>	<p>Water Supply</p> <p>The City of Columbia Water and Light Department's water service area totaled 89.2 square miles as of 2012. Ninety-three percent of water service customers are within the city limits, though the East Area and Northeast Area are mostly outside of the water service area. New developments in these areas are likely to be served by a water district. There are some customers outside of the city limits, on the northeast side, that were acquired through a merger with a water district in the late 1990s. The water service territory is established; only properties developed in this area will lead to new customers.</p> <p>Columbia's water supply comes from 15 shallow wells that tap into an aquifer with approximately 44 billion gallons of water. The wells average 110 feet in depth and can collectively pump 30 million gallons a day. The City water supply comes from 15 shallow (approximately 100 feet in depth) wells, each capable of producing 1,500 gallons per minute, a supply of 2.16 million gallons per day. The commercial customer growth rate (5.5%) exceeded the residential customer growth rate (3.1%) during the years 1997-2007. The existing McBaine-area wells' supply capacity is projected to be reached somewhere between the years 2016-2019. System improvement needs for the years 2008-2028, inclusive, will cost the City an estimated \$1.2 billion in 2010 dollars.</p> <p>The 2013 Source Water Protection Plan prepared by the Columbia Source Water Task Force and the Missouri Department of Natural Resources evaluates water supply threats and mitigation recommendations, and provides conservation best management practices, noting the relationship between enhancing, conserving and protecting existing facilities/water resources and minimized capital and operating costs over time. Columbia Water & Light reviews with both the Water and Light Advisory Board and the Energy and Environment Commission emerging trends and best practices in system management.</p>
A. 2 P. 38	pg 38 - waste water treatment capacity and relationship to population	<p>Potential text amendment presented in bold</p>	<p>The ultimate wastewater service area is 190 square miles and includes three four major watersheds: the Perche, Hinkson, Rocky Fork/Bear Creek, and Little Bonne Femme (the latter two three are sub-watersheds of the Perche). In 2010, the actual</p>

		<p>Amendment Approved</p> <div data-bbox="612 300 756 396" style="border: 1px solid black; height: 46px; width: 87px; margin: 5px 0;"></div> <p>Amendment not approved</p> <div data-bbox="612 550 756 646" style="border: 1px solid black; height: 46px; width: 87px; margin: 5px 0;"></div>	<p>connected population was approximately 100,000; by 2030, this figure is projected to reach 160,000 users. Approximately 12 to 15 million gallons of wastewater per day are currently generated; by 2030, this is estimated to increase to 28 million gallons per day. On the average, each person in the U.S. contributes 50 to 100 gallons of wastewater every day. If industrial and commercial water use is included, the per person usage of water is as high as 150 gallons per day. Further discussion of the City's wastewater treatment plant may be found in section 1.7, Livable and Sustainable Communities.</p>
P. 38	Population increase of 60,000 (60%) compared to a treatment increase of 13 million gallons (87%)	Increased commercial and industrial users is likely to expand with population, not necessarily in a one-to-one increase in population and capacity; users are residential, commercial and industrial (and each have different usage rates).	See text change above which describes daily use of individuals and commercial and industrial users.
P. 38	Population projections in the models (CATSO & Show-Me) don't project as great a growth as the wastewater utility.	Council may direct the Wastewater Utility to reconsider its user projections in light of the population projections in Columbia Imagined; Columbia Imagined may then be amended	

<p>A. 3</p> <p>P. 38</p>	<p>What can be done to reduce the usage?</p>	<p>Potential text amendment presented in bold</p> <p>Amendment Approved</p> <div data-bbox="616 453 758 548" style="border: 1px solid black; height: 45px; width: 86px; margin: 10px 0;"></div> <p>Amendment not approved</p> <div data-bbox="616 701 758 795" style="border: 1px solid black; height: 45px; width: 86px; margin: 10px 0;"></div>	<p>The ultimate wastewater service area is 190 square miles and includes three major watersheds: the Perche, Hinkson, and Little Bonne Femme (the latter two are sub-watersheds of the Perche). In 2010, the actual connected population was approximately 100,000; by 2030, this figure is projected to reach 160,000 users. Approximately 12-15 million gallons of wastewater per day are currently generated; by 2030, this is estimated to increase to 28 million gallons per day. On the average, each person in the U.S. contributes 50-100 gallons of wastewater every day. If you include industrial and commercial water uses, the per person usage of water is as high as 150 gallons per day. Further discussion of the City's wastewater treatment plant may be found in section 1.7 Livable and Sustainable Communities.</p> <p>Wastewater reductions are possible via conservation education and incentives, water saving/reuse technology, and infrastructure improvements. Wastewater comes from three sources: (1) homes (human and household wastes from toilets, sinks, baths, dishwashers, garbage grinders, washers and drains); (2) industry, schools, and business (chemical and other wastes from factories, food-service operations, school activities, hospitals, shopping centers, etc.); and (3) stormwater infiltration and inflow from runoff and groundwater (water that enters the sanitary sewer system during a storm, as well as groundwater that enters through cracks in sewers). Examples of ways to reduce usage are the use of low-flow toilets and high efficiency washers, multiple-use water systems (using bathwater to water a garden), and stormwater runoff mitigation (such as bioswales and rain gardens). The City of Columbia has a rigorous inflow and infiltration reduction program that targets removal through systematic investigation of the sanitary collection system and elimination of both public and private defects.</p>
<p>A. 4</p> <p>P. 39</p>	<p>Explain stormwater infrastructure costs and who will pay for it.</p>	<p>Potential text amendment presented in bold</p> <p>Amendment Approved</p> <div data-bbox="616 1722 758 1816" style="border: 1px solid black; height: 45px; width: 86px; margin: 10px 0;"></div> <p>Amendment not</p>	<p>Stormwater improvements are funded and maintained by stormwater development charges paid by new development fees (ranging from \$0.09 to \$0.195 per square foot as of 2012) and monthly utility fees paid by users. Revenues are projected to cover \$1.2 million of a projected \$4.0 million annual cost by 2030, which amounts to an 30 70% annual maintenance budget deficit for this utility. This budget deficit will need to be addressed by the utility in the form of a reduction in costs or increased revenue. Policy One in the Growth Management Section of this Plan (Plan for Fiscally Sustainable Growth) suggests the City consider the recommendations of the Infrastructure Task</p>

		<p>approved</p> <div></div>	<p>Force as they relate to the costs and cost-sharing of infrastructure improvements.</p>
<p>A. 5</p> <p>P. 39</p>	<p>pg 39 - indicates how much is spent annually; however, does not indicate what the current unmet maintenance and project needs are</p>	<p>Potential text amendment presented in bold (to end paragraph beginning with "Stormwater improvements are funded...")</p> <p>Amendment Approved</p> <div></div> <p>Amendment not approved</p> <div></div>	<p>Maintenance and project needs of the stormwater utility are described in the 2008 Stormwater Utility Assessment, which outlines current and future goals of the stormwater regulatory programs and baseline financial projections, and in the City's annual capital improvement program.</p>
<p>A. 6</p> <p>P. 39</p>	<p>Paragraph doesn't communicate the urgency of the current needs - review recent proposals/presentations by PW</p>	<p>Potential text amendment presented in bold</p> <p>Amendment Approved</p> <div></div> <p>Amendment not approved</p> <div></div>	<p>Stormwater improvements are funded and maintained by stormwater development charges (ranging from \$0.09 to \$0.195 per square foot as of 2012) and monthly utility fees. Revenues are projected to cover \$1.2 million of a projected \$4.0 million annual cost by 2030, which amounts to an 370% annual maintenance budget deficit for this utility. According to the 2014 CIP, 55 unfunded capital improvement projects have been identified for a total of more than \$25 million.</p> <p>In 2012, the City maintained over one million linear feet of storm sewers drainage system. Over half of the system has exceeded its life span and much of it is beginning to fail, causing sinkholes in street pavements and yards. Current resources are unable to keep up with the needed maintenance of the stormwater system. Consequently, maintenance activities are driven by emergency repair of failed infrastructure which can be more costly than regular maintenance.</p> <p>With its client base surpassing 100,000 residents, a change in the type of National Pollutant Discharge Elimination System (NPDES) storm sewer permit,</p>

			<p>granted by the EPA, was in order. The City's transition from a Phase II permit to a Phase I permit included specific measures to address the minimization of pollution in city storm sewers and other areas. All cities with a population of over 100,000 persons (including the City of Columbia) must maintain a Phase I National Pollutant Discharge Elimination System (NPDES) stormwater permit. The permit includes specific measures to address the minimization of pollution in the city stormwater system and local waterways. These measures include public education and outreach, public participation and involvement, illicit discharge detection and elimination, construction site runoff, post-construction site runoff, and pollution prevention and good housekeeping.</p>
P. 39	<p>Paragraph 3 pg 39 percentage of what is being collected verses the shortfall for stormwater. Verify the percentages - seems as though the collection should be 30% with short-fall of 70</p>	<p>This is a technical change which has been addressed and does not require Council vote.</p>	<p>Stormwater improvements are funded and maintained by stormwater development charges (ranging from \$0.09 to \$0.195 per square foot as of 2012) and monthly utility fees. Revenues are projected to cover \$1.2 million of a projected \$4.0 million annual cost by 2030, which amounts to an 370% annual maintenance budget deficit for this utility.</p>
P. 40	<p>Pg 40 - Transportation - costs for maintenance Trying to draw the costs of maintenance of the entire system (\$10-11,000/mi) for 1000 miles of streets (\$10 million) to the time to replace/repair the streets 57 - 60 years. Do the numbers match up?</p> <p>Based on the % of streets within City system the numbers do numbers work out (\$6.5 million)</p>	<p>Yes. Roads on the system have different maintenance and repair schedules and cycles. Maintenance, replacement and repair is adequately budgeted.</p>	
<p>A. 7</p> <p>42/137</p>	<p>Pg. 42- COLT, residential transportation corridor to Centralia, should this be mentioned?</p>	<p>Pg. 137 (Ch. 4) describes potential future possibilities for the COLT RR. Ch. 4 may be a better place to expand the text than the existing conditions chapter.</p> <p>See potential text</p>	<p>Pg. 137:</p> <p>Investments should also be made to retrofit existing employment centers with infrastructure such as sidewalks, greenway trail connections, and the addition of convenience amenities to support workforce needs. Historical industrial parcels located along the COLT Railroad, extending from the City Center to northeast Columbia, are well situated to tie into existing downtown amenities and housing options to create truly walkable employment districts. The COLT Railroad also has the potential to become a residential transportation corridor to Centralia.</p>

		<p>amendment in bold</p> <p>Amendment Approved</p> <div data-bbox="611 388 754 485" data-label="Form"> <input type="checkbox"/> </div> <p>Amendment not approved</p> <div data-bbox="611 636 754 732" data-label="Form"> <input type="checkbox"/> </div>	<p>Recognizing potential economic development and expanded transportation opportunities in the future, the City should continue to maintain the existing COLT railroad tracks, existing right-of-way, and invest in rail technologies.</p>
<p>A. 8</p> <p>Multiple- see notes</p>	<p>Consider requiring that cost-benefit analysis be done with each annexation - should that be called out within the plan more specifically</p>	<p>This is addressed on page 143 (actions for Plan for Fiscally Sustainable Growth): "Develop a scorecard system for new development proposals (similar to Boone County's), which objectively assesses the appropriateness of new development based on short- and long-term infrastructure costs and burdens on public infrastructure and services"</p> <p>In the document, this concept may be more specifically called out in Ch. 4, Policy One – Plan for Fiscally Sustainable Growth, pg. 126-127 See potential text amendment in bold</p>	<p>...</p> <p>In order to gain a more comprehensive understanding about the impacts of future growth, additional steps should be taken to quantify the true cost of growth, particularly concerning public infrastructure investments and maintenance. Long-range planning decisions should rely on a fiscally responsible approach that balances new infrastructure investment with maintaining a high level of service for existing customers. This is ideally achieved by linking land use planning directly to CIP budget allocations.</p> <p>The City Council established an Infrastructure Task Force in 2011 to develop guidelines for determining fair and balanced cost allocations and funding sources among stakeholders and to ensure infrastructure implementation is aligned with the comprehensive growth plan.</p> <p>Physical expansion of the city's boundary through the annexation process is a related and equally important factor affecting growth. The City's policy has been to require annexation of land prior to allowing connection to City sewer service. This provides both an environmental service, as it typically results in removing on-site lagoons or septic tanks, and an economic service by securing additional tax revenue for infrastructure maintenance and ensuring that we do not become land-locked by surrounding incorporated areas. Annexation should be guided by our ability to provide basic services to property and a cost-benefit analysis of the revenue and environmental benefits of the annexation versus the cost of service provision.</p>

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Multiple- see notes	Use birthrate as an indicator of future growth	Council may direct new population projections. If birthrate is used, then migration and death rates are also typically used.	
P. 127-128	Development pressure will be influenced by the locations of schools and their quality.	Council may direct re-wording of the existing text as shown.	Specifically, recognizing the relationship between the siting of new schools and residential growth is an area in which additional cooperation will yield growth management opportunities. Development pressures in the north and east have resulted from the development of new schools and vice versa. As Columbia Public Schools seeks new locations, working with the City, Boone County, and other applicable agencies will ensure the proper infrastructure is in place to support not only the school, but also the development likely to be generated by the new school. At the same time, new schools require large sites, auxiliary services, and adequate infrastructure. Thus, Boone County and the City may assist Columbia Public Schools in identifying growth trends and where new schools will be needed. Encouraging cooperation in school siting in accordance with growth capacity and desirability is a key priority.
P. 148	Plans need to be flexible to ensure that growth can be accommodated as pressures/influencers change	Plan will be reviewed and may be amended at intervals and as needed- See page 148. Council may direct additional standards for flexibility.	

	Move on USA and subdivision regs	Staff will work on the USA and subdivision regulation amendments following the adoption of Columbia Imagined. The consultant hiring process for the subdivision code revisions is underway.	
A. 9 P. 113	Growth models text - remove optimism language describing the models (113)	Potential text amendment presented in bold Amendment Approved <input type="checkbox"/> Amendment not approved <input type="checkbox"/>	Show-Me Model The Show-Me Model is an economics-driven model that was developed by University of Missouri researchers, and is specifically calibrated to estimate growth and development within the Metro Area based on a series of local and regional economic trends and influences. The Show-Me Model offers three growth projections based on varying degrees of optimism and assumptions about economic growth.
A. 9.a (formally A. 9) P. 114	Growth models text - remove optimism language describing the models (114)	Potential text amendment presented in bold Amendment Approved <input type="checkbox"/> Amendment not approved <input type="checkbox"/>	The CATSO Model projects a greater rate of population and housing growth (1.5 percent annually) than the Show-Me Model (1.1 percent annually). The main reason for this discrepancy is that the Show-Me Model uses a non-linear formula, which predicts a slight rebound from the current recession followed by slower than average growth in the years following this rebound. The main reason for this discrepancy is that the Show-Me Model uses a non linear formula, which predicts a slight increase in growth following the current recession impact followed by slower than average growth in the years following this growth increase. The CATSO Model predicts a consistent 1.5 percent growth rate year after year (see Figure 4-3). By 2030, the city population is expected projected to grow from 108,500 (2010 population) to between 131,797 and 146,134 according to Show-Me and CATSO Model predictions, respectively. Metro Area population is projected to grow from 134,572 (2010 population) to between 165,503 (Show-Me) and 181,276 (CATSO). This population growth would

			<p>require new residential dwellings to be constructed. Figure 4-3 provides the estimates of population growth at five-year intervals through the 2030 planning horizon for both growth projection models. It is estimated that the city population will grow between 22 and 35 percent over this period, with a net population gain of between 23,300 and 37,600.</p>
<p>A. 10</p> <p>P. 92/146</p>	<p>Pg 92 - Add something into the implementation table that will include a reference to the idea of "reconsidering transit funding"- Proposed text in the implementation table: "Explore diversification of funding sources"</p>	<p>Potential text amendment for pg. 146, Policy Two Improve Transit Service, Actions, presented in bold</p> <p>Amendment Approved</p> <div data-bbox="614 756 758 852" data-label="Form"> <input type="checkbox"/> </div> <p>Amendment not approved</p> <div data-bbox="614 1003 758 1100" data-label="Form"> <input type="checkbox"/> </div>	<ul style="list-style-type: none"> • Evaluate the existing transit system and opportunities for system improvements based on ridership surveys • Evaluate different route system designs and models • Explore diversification of funding sources

<p>A. 11</p> <p>P. 73-75</p>	<p>Missing references to increasing use of local renewables, improving energy conservation for existing housing, and to create affordable housing through the reduction of energy bills</p>	<p>Potential text amendment presented in bold</p> <p>Amendment Approved</p> <div data-bbox="612 449 753 543" style="border: 1px solid black; height: 45px; width: 85px; margin: 10px auto;"></div> <p>Amendment not approved</p> <div data-bbox="612 697 753 791" style="border: 1px solid black; height: 45px; width: 85px; margin: 10px auto;"></div>	<p><i>Sustainability</i></p> <p>The City's commitment to leadership in sustainability is evidenced by its creation of an Office of Sustainability and securing Energy Efficiency Community Block Grant (EECBG) funds to support it. The Office is performing energy assessments of multiple City-owned buildings with a view toward realizing energy and cost savings, as well as other pertinent activities and research. The Office of Sustainability includes among its goals the design and recommissioning of public facilities for long-term cost savings and reduction of environmental impacts.</p> <p>The City also has a renewable energy policy which sets a target for the percentage of Columbia's energy produced with renewable sources. The City is currently required to generate or purchase 5 percent of electric retail sales in renewable energy sources; this will escalate to 15 percent by 2022. This is further discussed in section 1.2 of this plan.</p> <p>While some programs exist to promote energy conservation and efficiency in existing housing, such as the City's Low-Interest Home Performance loans, owner-occupied housing rehabilitation program, and Central Missouri Community Action's weatherization program, as described in the Livable and Sustainable policies in Chapters 4 and 5, this plan calls for increased efforts to maximize the environmental design capacities of the existing housing stock (as older houses may need energy efficiency, stormwater and other upgrades) as a key strategy to promote affordable housing and environmental sustainability.</p>
<p>A. 12</p> <p>Multiple and P. 11</p>	<p>Consider replacing the term "development" with the ideas of "sustainable development" & "historic". Development has a variety of meanings.</p>	<p>Recommend a note be added in the beginning of the existing chapter to clarify.</p>	<p>The data presented in this chapter was compiled between June, 2010 and September, 2012. The 2010 US Census Bureau data has been incorporated into this chapter as well as the 2010 City of Columbia Natural Resource Inventory. Additional data sources are referenced as needed.</p> <p>Within this chapter and the remainder of this plan, the word "development" refers not only to real estate development, but also to the development of a complete setting for community, including open spaces, historic preservation and sustainable development initiatives.</p>
<p>A. 13</p> <p>P. 55</p>	<p>Pg 55 - Commercial/office/industrial vacancies locally verses nationally.... look to potentially clarify the</p>	<p>Staff feels this is an appropriate place to direct readers to Ch. 4 to allow for a</p>	<p>Within Columbia, there is limited commercial and office vacancy when compared against national averages. Based on research prepared by Plaza Commercial Real Estate and reported in the 2012 Commercial Realty Market Report, the retail vacancy</p>

	description as it is related to future needs	<p>more robust explanation.</p> <p>See potential text amendment in bold</p> <p>Amendment Approved</p> <div></div> <p>Amendment not approved</p> <div></div>	<p>in the Columbia market was 7.62 percent and office vacancy was 8.63 percent. At the national level, these values were 12.6 and 16.7 percent, respectively. Map 1-18 illustrates the locations of existing retail and office hubs in the City. It should be noted that having some vacant land in reserve for these uses is still considered healthy, since it provides options in the market.</p> <p>Similar to the commercial and office inventory, industrial space vacancy is also below the national average. According to the same research, the industrial vacancy in the Columbia market was 7.82 percent compared to the national average of 12.3 percent.</p> <p>The current vacancy rates of existing industrial, commercial and office inventory are less telling of the ability to meet future needs than the available acreage of land available for these uses. The "Where Are We Now?" of Chapter 4 describes the relationship between projected growth and the availability of land for commercial, industrial, office and residential uses to meet future needs in detail.</p>
<p>A. 14</p> <p>P. 94</p>	Pg 94 - Growth patterns and policies relating to "rich arts community" needs to qualify that the focus of attention is on "downtown" as stated in 2nd objective	<p>See potential text amendment in bold</p> <p>Amendment Approved</p> <div></div> <p>Amendment not approved</p> <div></div>	<p>Goal 4: Downtown Columbia should be a vibrant, beautiful, and affordable place to live and work</p> <p>Obj. Downtown Columbia is a place that supports a rich arts community</p> <p>Obj. The vibrancy, historic integrity, and eclectic composition</p>
<p>A. 15</p> <p>P. 42</p>	Pg 42 - non-motorized program correct reference that each of the 4 communities were awarded 22 million each	<p>See potential text amendment in bold</p> <p>Approved</p> <div></div> <p>Amendment not</p>	<p>...</p> <p>The GetAbout Columbia Working Infrastructure Plan is a specific project plan detailing where Non-motorized Transportation Pilot Program (NTPP) (a federal program which awarded four city/county jurisdictions nationwide \$22.4 million grant each in grant funds to four city/county jurisdictions nationwide) expenditures are planned. The City was one of the four communities chosen for this pilot program in 2006; an additional \$5.9 million was announced in 2012.</p>

		<p>approved</p> <div></div>	
<p>A. 16</p> <p>147</p>	<p>Pg 147 - policy 3 change title to better reflect connection to strategies - policy too specific as related to strategies</p>	<p>See potential text amendment in bold</p> <p>Amendment Approved</p> <div></div> <p>Amendment not approved</p> <div></div>	<p>Policy Three: Promote high-quality industrial job producing developments</p>
<p>A. 17</p> <p>P. 149</p>	<p>Pg 149 - Add transit to the last sentence of description of Commercial District</p>	<p>See potential text amendment in bold</p> <p>Amendment Approved</p> <div></div> <p>Amendment not approved</p> <div></div>	<p>Commercial District: The Commercial District contains a variety of citywide and regional retail uses, as well as offices, businesses, personal services, and high density multi-family dwellings as supporting uses within the district. Most of the retail uses in this district depend on auto or transit access to and from major roadways</p>
<p>A. 18.a</p> <p>P. 125</p>	<p>Community Safety Policy to follow Livable & Sustainable Communities Policy Three on page 125 (Ch. 4)</p>	<p>See potential text amendment in bold</p> <p>Amendment Approved</p> <div></div>	<p><i>Please see attached Amendment 18.a Livable and Sustainable Communities Policy Four- Promote Community Safety</i></p>

		Amendment not approved <input type="checkbox"/>	
A. 18.b P. 142	Community Safety Policy to follow Livable & Sustainable Communities Policy Three on page 142 (Ch. 5 Implementation Matrix)	See potential text amendment in bold Amendment Approved <input type="checkbox"/> Amendment not approved <input type="checkbox"/>	Please see attached Amendment 18.b Livable and Sustainable Communities Policy Four- Promote Community Safety (implementation matrix)
A. 19 P. 143	Growth Management (including Infrastructure and Inter-Governmental Cooperation) Policy Two, Strategy 3, Action One (first bullet) on page 143 (Ch. 5 Implementation Matrix)	See potential text amendment in bold Amendment Approved <input type="checkbox"/> Amendment not approved <input type="checkbox"/>	Policy Two: Establish an Urban Service Area Strategy Three: Modify Identify potential changes to City annexation policy to promote compact and contiguous growth Action One (first bullet): <ul style="list-style-type: none"> Reduce the area served by City agencies other than the sewer utility by relaxing or eliminating the requirement of annexation (or an annexation agreement) to receive City sewer service. Revise, relax or eliminate the annexation requirement where City sewer service extensions are needed for public health reasons but do not serve compact and contiguous growth patterns

A. 20	Edits for entire document to address grammatical errors, textual inconsistencies and areas where enhanced clarification is needed.		<i>Please see attached marked up draft.</i>
Entire Document			

Amendment 18.a Livable and Sustainable Communities Policy Four- Promote Community Safety

Policy Four – Promote Community Safety

Livable and sustainable communities are places where people feel safe in their homes and neighborhoods, and while shopping, working, and recreating. The following land use principles can encourage or discourage how safe a community is and how it feels:

- The physical design of the built environment— lighting, layout, and physical and visual access
- The message a place conveys to residents and visitors—upkeep and investment
- The spatial distribution of public safety resources—the location of police stations, fire stations and safe zones
- Availability of community services— access to resources such as affordable housing, education, transportation, employment and services

Places that are highly walkable and mixed use offer inherent benefits for public safety. Building upon policy two of this chapter, public places with a variety of mixes generate activity and “eyes on the street” at various times of day. Walkability also allows for more people to be on the street which may deter criminal activity by decreasing opportunity and heightening visibility. This may be enhanced by the incorporation of Crime Prevention Through Environmental Design (CPTED) principles. CPTED principles are rooted in environmental psychology studies which study the built environment and crime. These principles, which focus on the lighting, layout, condition and visual and physical access of the built environment, may be incorporated into subdivision review, zoning codes, and neighborhood planning. Section 1.7 of the existing conditions chapter describes a public forum suggestion to establish design guidelines addressing height, setbacks, materials, parking, and the use of street level commercial space (with windows on the street) in buildings in accordance with CPTED principles to help build a safe city.

CPTED principles are related to the “Broken Windows” and “Defensible Space” theories which suggest that property maintenance, visual cues of investment and natural surveillance make neighborhoods and the public realm safer. Simply put, visitors and residents feel safer in places that look safe and residents with personal investment discourage crime in their own neighborhoods (this is often called community policing). Additional investment in the Crime Free Housing, Neighborhood Watch, targeted code enforcement and property maintenance assistance programs support these principles.

The land use and growth management planning principles in this plan can also enhance public safety as growth management and population projections allow for more efficient and proactive siting of police and fire stations, emergency response and disaster preparedness technology, safe zones and disaster shelters, and mitigation of environmental hazards. Road layout and subdivision design affects emergency, fire and

police response times, and compact and contiguous growth allows for efficiency in the spatial locations of public safety providers.

The livable and sustainable communities policies described in this chapter (Support Diverse and Inclusive Housing Options, Support Mixed-Use, Facilitate Neighborhood Planning and Promote Community Safety) build upon one another and other policies proposed in this plan to offer strategies for increasing access to community resources and promoting neighborhood-based solutions to public safety. In policy two of this section, complete neighborhoods are described as having safe and convenient access to the goods and services needed in daily life, including: housing options, universal design of public and private spaces, access to grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable transportation options, and civic amenities. Neighborhood planning encourages thoughtful and context-sensitive placement of goods and services, infill development, affordable housing, and transportation options. Common space built in new development and retrofitted into existing neighborhoods – such as pocket parks, community gardens, community centers or neighborhood schools – builds a sense of community, reflects investment, and contributes to placemaking. Neighborhood-oriented safety programs, such as evacuation plans, neighborhood watch, and community policing, are another outgrowth of neighborhood planning and inclusive housing. Highly walkable neighborhoods and mixed use districts put eyes on the street, increase pedestrian safety, and allow for neighbors to get to know one another and work towards collective goals. Mixed housing and affordable transportation options near jobs and services also have the potential to address the lack of choice which contributes to concentrated poverty and a lack of upward mobility. A safer, more livable and sustainable community will rely upon the policies and principles in this section (Livable and Sustainable Communities), but will also build upon the policies and principles described in the following sections of this chapter.

Sidebars:

Crime Prevention through Environmental Design (CPTED) is a set of principles for defensible space and other environmental design elements conducive to the reduction of fear and incidence of crime. CPTED is based on three overlapping strategies:

1. Natural access control
2. Natural surveillance
3. Territorial reinforcement

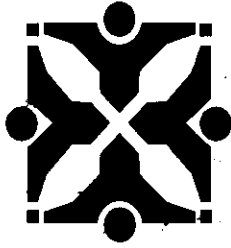
Broken Windows Theory holds that when neighborhoods appear to be broken down, disordered, and generally unfriendly, they serve as a magnet to delinquent behavior and crime.

The theory of Defensible Space was developed by Oscar Newman in the 1970s. The theory constructs the built environment can be designed as “defensible space” where crime is deterred through a sense of community and the use of tools such as resident surveillance and image.

Amendment 18.b Livable and Sustainable Communities Policy Four- Promote Community Safety

CHAPTER 5 - IMPLEMENTATION PLAN

Policy	Strategy	Actions	Participants & Stakeholder	Public Prioritization
Policy One: Support diverse and inclusive housing options	Allow smaller lots and greater variety of dwelling unit options to encourage integrated residential densification and foster an increase in affordable housing options	Amend Zoning Regulations to: <ul style="list-style-type: none"> Allow accessory dwelling units in the R-2 zoning district Introduce a small lot residential zoning district to accommodate single-family detached housing options that may be more affordable due to smaller lot and home sizes Allow zero lot line setbacks and narrower lot width standards in the R-2 district to accommodate single-family attached dwelling options (as opposed to duplexes, which necessitate rental vs. owner-occupied housing) 	Neighborhood associations, Developers, Boone County Codes Commission, Builders' Assn., AIA chapter, Board of Realtors, City Council, CHA	Low
Policy Two: Support mixed-use	Establish neighborhood scale commercial and service nodes	<ul style="list-style-type: none"> Use planning tools and decision making to locate smaller-scale commercial and service businesses adjacent to neighborhoods Neighborhood plans should address desired locations and types of potential new businesses 	Neighborhood associations, developers, REDI, small business incubators, Columbia Board of Realtors	High
	Adopt form-based zoning	<ul style="list-style-type: none"> Use Metro 2020 Land Use District Design Guidelines as a basis for developing and applying form-based zoning 	Developers, downtown associations, NAs, historic preservation commission, Urban Land Institute, Central MO Development Council, Columbia Home Builders Association	Low
	Identify service gaps and support zoning and development decisions to provide walkable local commercial service & employment nodes	<ul style="list-style-type: none"> Incentivize mixed and desired/needed uses in key locations (zones and nodes) Build on Metro 2020 guidelines to make land use compatibility decisions, and to determine when separation vs. integration of land uses is appropriate 	Neighborhood associations, Bicycle & Pedestrian Commission, developers, PedNet, Energy & Environmental Studies (MU Extension)	High
Policy Three: Facilitate neighborhood planning	Facilitate the creation of neighborhood land use plans ahead of development/redevelopment pressure	<ul style="list-style-type: none"> Work with HPC to prepare a Historic Preservation Plan, which surveys areas of historical significance and develops strategies for their preservation Develop local incentives to encourage/support historic preservation Work with CPS to identify appropriate school sites based on growth projections, and coordinate zoning and capital improvement projects to support these sites. The City should work with neighborhoods to develop a planning process, then develop 2-5 plans per year 	Developers, neighborhood associations, Historic Preservation Commission, Columbia Public Schools, DLC, Downtown Community Improvement District, Colleges & Universities	High
Policy Four: Promote Community Safety	Identify opportunities to promote community safety through design, community policing and promotion, the siting of public safety facilities, and access to community resources	<ul style="list-style-type: none"> Encourage CPTED principles in subdivision review and zoning codes Support defensible neighborhoods through programs such as the Crime Free Housing, Neighborhood Watch, targeted code enforcement and property maintenance assistance programs Facilitate public safety facility and technology placement using population projections and growth management Increase access to community services and resources and promote neighborhood-based solutions to public safety 	Developers, neighborhood associations, public safety providers (police, fire, emergency responders, public agencies, etc.), property owners social service providers, Parks and Recreation Department, Columbia Public Schools, Planning & Zoning Commission	To be determined by the Council (Policy not prioritized by public)



Source: Community Development - Planning

Agenda Item No: Supplemental
Information
B161-13

To: City Council
From: City Manager and Staff

Council Meeting Date: Oct 7, 2013

Re: B161-13 Columbia Imagined Comprehensive Plan - Supplemental Information II

EXECUTIVE SUMMARY:

The City Council tabled the proposed *Columbia Imagined* comprehensive plan from the August 19, 2013 Council Meeting until October 7, 2013 to allow for a more thorough editing of the document and to provide Council an opportunity to review amendments described on the amendment sheet. The editing is complete but still needs to be incorporated into a final version. Staff has prepared and added to the amendment sheet a suggested change to the annexation policy strategy found on page 143 of the plan.

DISCUSSION:

Since the August meeting staff has met with a professional copy editor, interested citizens, and two individual Council members. Staff is prepared to incorporate all of the suggested changes to the plan text and formatting, denoted as amendment 20. The objective is to improve the clarity of the document, making it more accessible to users.

Editorial changes fall into three categories:

1. Changes to conform with a style manual, standard formatting, and consistency from chapter to chapter.
2. Changes that clarify, define, and fill in statements that require more explanation or better word choice for the benefit of the general reader.
3. Questions about the intent and meaning of language, and whether it captures what was discussed in the public forums.

Staff also revised the annexation strategy and action on page 143 of the plan. The revised language, which appears as "A19" on the accompanying amendment sheet, clarifies that the plan recommends that the City annexation policy offer flexibility where the sewer extension does not serve "compact and contiguous development" but may resolve a public health concern. The current text is ambiguous.

FISCAL IMPACT:

None

VISION IMPACT:

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

Adoption of *Columbia Imagined* supports several of the goals and associated strategies in the *Imagine Columbia's Future* visioning report, especially:

5.4 Goal: We envision a community with an open, transparent, inclusive planning process that values and manages growth, that protects the environment and the city character, and that is beneficial and equitable to all.

5.1 Goal: We envision a community with a well planned, proactive growth strategy that addresses the manner in which infrastructure (including but not limited to roads, utilities and other common facilities used by the community) is developed and maintained, that offers a fair and balanced approach regarding how payment for infrastructure is shared, that offers flexibility to accommodate change, and that provides coordination among all potential stakeholders.

SUGGESTED COUNCIL ACTIONS:

Adoption of the plan.

A revised amendment sheet is attached, including exhibits detailing amendments 18a & 18b (Community Safety); a revision to the annexation policy language on page 143 (amendment 19); and a complete mark-up of recommended edits to the text and graphics of the plan (amendment 20).

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	\$0.00	Duplicates/Epands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subaivision?	No	Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	Yes
One Time	\$0.00	Requires add'l FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	5.4
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	5.1
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	

You can view the
RED LINED VERSION OF
“COLUMBIA IMAGINED – THE PLAN
FOR HOW WE LIVE & GROW”
COMPREHENSIVE PLAN
at the following website:

http://www.gocolumbiamo.com/Clerk/documents/Supp_B161-13_PlanOnly.pdf

Introduced by _____

First Reading _____

Second Reading _____

Ordinance No. _____

Council Bill No. B 161-13

AN ORDINANCE

adopting "Columbia Imagined - The Plan for How We Live & Grow"; describing the nature of that document; 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 approves and adopts "Columbia Imagined - The Plan for How We Live & Grow," dated June 17, 2013, a copy of which, marked "Exhibit A," is attached to this ordinance, as the comprehensive plan for the physical development of the City.

SECTION 2. "Columbia Imagined - The Plan for How We Live & Grow" shall replace all components of "Metro 2020: A Planning Guide for Columbia's Future," adopted on February 5, 2001 by Ordinance No. 016774.

SECTION 3. "Columbia Imagined - The Plan for How We Live & Grow" shall serve as a policy guide to public and private actions in the development of the City. The Plan is advisory only and not regulatory. The Plan does not control the use of private property and does not limit the City Council's discretion in approving and enacting land use regulations and development plans.

SECTION 4. This ordinance shall be in full force and effect from and after its passage.

PASSED this _____ day of _____, 2013.

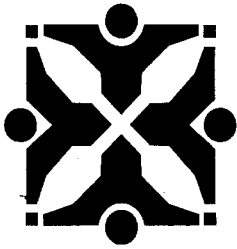
ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor



Source: Community Development - Planning

Agenda Item No:

To: City Council

From: City Manager and Staff

Council Meeting Date: Jun 17, 2013

Re: Columbia Imagined - The Plan for How We Live and Grow (Case # 13-82)

EXECUTIVE SUMMARY:

A request by the City of Columbia to adopt a new comprehensive plan entitled "Columbia Imagined - The Plan for How We Live & Grow". This plan will replace Metro 2020, adopted in February 2001, and will provide land use and policy guidance for residents, professional staff, and appointed and elected officials. The plan period extends through the year 2030. The document may be amended from time to time in response to changing conditions. (Case #13-82).

DISCUSSION:

On May 18, 2009, City Council approved Resolution 113-09A formally directing the Planning and Zoning Commission (PZC) to engage in the preparation of a new citywide comprehensive plan. The City's current comprehensive plan, Metro 2020, was adopted in 2001. The goal of preparing and implementing a new comprehensive plan was discussed as part of the visioning efforts of Imagine Columbia's Future (2006-2008).

Columbia Imagined is not a regulatory document, but rather a policy guide. It proposes several changes to the existing city codes affecting land use and development. The plan also proposes enhancing the planning process by developing smaller and more detailed "area plans" that better address specific neighborhood conditions and dynamics.

Comprehensive plans are intended to be general in their nature and documents that provide guidance for the orderly growth and development of a community. Columbia Imagined identifies and provides recommendations and potential policies from which the appointed and elected officials may choose to facilitate future development patterns.

At its June 6, 2013, meeting, the Planning and Zoning Commission recommended unanimously (9-0) to adopt Columbia Imagined as the City's new comprehensive plan. The plan period extends through the year 2030 and is proposed to be amended at regular intervals as stated in Chapter 5. The Commission requested that the Implementation Table's "participants and stakeholders" column be compared with Vision Report to ensure that the same persons or groups were included. Staff has done this comparison and made adjustments as necessary. No one from the public spoke regarding the plan at the public hearing.

A full copy of the staff report is attached as well as the plan's Executive Summary and "quick facts" sheet. These documents provide an overview of the complete plan in a manageable format. The full version of Columbia Imagined is available at www.columbiaimagined.com and has been provided on separate CD for your review.

FISCAL IMPACT:

None

VISION IMPACT:

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

Adoption of Columbia Imagined will fulfill Goal 5.1 of the Vision Report.

SUGGESTED COUNCIL ACTIONS:

Approval as recommended by the Planning Commission.

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	\$0.00	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?	Yes
One Time	\$0.00	Requires add'l FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	5.1
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	N/A
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	N/A

You can view the
**“COLUMBIA IMAGINED – THE PLAN
FOR HOW WE LIVE & GROW”
COMPREHENSIVE PLAN**
at the following website:

http://www.gocolumbiamo.com/community_development/comprehensive_plan/

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
June 6, 2013**

SUMMARY

A request by the City of Columbia to adopt a new comprehensive plan entitled "Columbia Imagined – The Plan for How We Live & Grow". This plan will replace Metro 2020, adopted in February 2001, and will provide land use and policy guidance for residents, professional staff, and appointed and elected officials. The plan period extends through the year 2030. The document may be amended from time to time in response to changing conditions. (Case #13-82).

DISCUSSION

Overview & assignment -

The City of Columbia's current comprehensive plan, Metro 2020, was adopted in 2001. During the visioning efforts of *Imagine Columbia's Future* (2006-2008), the Development Citizen Topic Group recommended that a new growth management plan, that incorporates form-based zoning, be prepared. This recommended strategy was ultimately incorporated into the Final Visioning Report for this plan.

As a part of implementing the goals and objectives articulated in the Final Vision Report, the City Council on May 18, 2009, approved Resolution 113-09A formally directing the Planning and Zoning Commission (PZC) to engage in the preparation of a new citywide comprehensive plan. Within that same resolution, Council established the Comprehensive Plan Task Force (CPTF) to assist the PZC in its assignment.

The resolution also directed the PZC and CPTF to use the report entitled *Imagine Columbia's Future* as the basic reference for evaluating the existing Comprehensive Plan and developing vision statements, goals, objectives and policies in the new Comprehensive Plan. Additionally, the resolution included a listing of tasks as well as content matter that the new plan should address and include.

Comprehensive plans are intended to be general in their nature and documents that provide guidance for the orderly growth and development of a community. Columbia Imagined identifies and provides recommendations and potential policies from which the appointed and elected officials may choose to facilitate future development patterns.

Columbia Imagined is not a regulatory document, but rather a policy guide. It proposes several changes to the existing city codes affecting land use and development. The plan also proposes enhancing the planning process by developing smaller and more detailed "area plans" that better address specific neighborhood conditions and dynamics.

The following sections provide brief descriptions of each processes undertaken in preparing Columbia Imagined. The attached Executive Summary and "quick facts" sheet provide a general sense of the content of the complete plan in a manageable format.

Planning to Plan -

In January 2010, using Resolution 113-09A as its base of reference, the PZC and CPTF began the process of reviewing existing community conditions and creating the framework by which the requested plan would be built. During this period, the PZC and CPTF were briefed on existing conditions, researched

other plans believed to be successful, decided on a unique name, tagline, and graphic image for the plan, established the plan's framework, and developed a public outreach plan and strategy.

The Plan Structure –

Columbia Imagined is structured around the following seven thematic areas:

1. Land use and growth management
2. Environmental management
3. Infrastructure
4. Mobility, connectivity, accessibility
5. Economic development
6. Inter-governmental cooperation
7. Livable and sustainable communities

These seven thematic areas incorporate the broader 12 categories Resolution 113-09A requested the PZC and CPTF incorporate into the new comprehensive plan. These themes overlap throughout the plan (see **Attachment A**). The choice of these themes was a result the CPTF's review of other successful plans and the belief that they were more inclusive and superior to traditional comprehensive plan topic areas such as land use, transportation, housing, etc.

The Planning Phases -

A 6-phase planning process (see **Attachment B**) was used in completing the development of the new comprehensive plan. A chronology of the phases is as follows:

Phase 1 (May 2011) - Introduced the idea of a new comprehensive plan to the community. **Phase 2 (December 2011)** - Gave an overview of the existing conditions of Columbia.

Phase 3 (March 2012) - Identified resident "favorites" and "issues" in and around Columbia. **Phase 4 (April 2012)** - Produced goals and objectives and development scenarios.

Phase 5 (May 2013) – Provided the recommended framework for achieving the principles, policies, goals/objectives, strategies, and actions to implement the plan as well as the future land use map and implementation strategy.

Phase 6 (June 2013 and beyond) – Planning Commission endorsement and Council adoption of the plan and future implementation of its elements.

Public Engagement & Outreach -

Overall, during the planning process:

- 26 public meetings were held throughout the community at 9 separate locations
- 700+ public input surveys for each of the 5 phases and plan draft were collected

Plan outreach and public participation opportunities were broad and diverse:

- **24,000** information sheets were sent to families with elementary school children on 3 separate occasions during the 2011-12 and 2012-13 school years to describe the plan, ask for input, and announce upcoming meetings
- During the plan's 25 months of public engagement, City Insiders were sent each month to **55,000** commercial and residential utility customers with an article describing the plan and how to get involved
- Information and survey boxes were placed at **7** high-traffic facilities including the Wabash Bus Station, the Activity and Recreation Center (ARC) and Daniel Boone Public Library
- Special interest and community groups were engaged and asked to participate through surveys, meetings in a box, and facilitated discussions and special presentations. Groups included

neighborhood associations, the PedNet Coalition, the NAACP, the University of Missouri Grounds and Facilities and the Chamber of Commerce

- Electronically, information about the plan was sent to **75** neighborhood associations, the City's **50+** boards and commissions, and **234** email accounts subscribing to the Planning and Zoning listserv at each phase of the plan
- Plan information was available online **24-7** at ColumbiaImagined.com, via Facebook and Twitter, and surveys were available online through Survey Monkey (in addition to the hard copies available at the survey boxes)
- Ads were placed in Columbia Tribune prior to every public meeting, with online ads providing a direct link to the final draft of the plan and input survey

Development of the Plan's principles, policies, strategies, and actions -

As the staff, PZC, and CPTF engaged the public in the forums held during Phases 3 and 4 of the planning process significant information was collected. This information was analyzed, smoothed, and categorized for use in the development of the principles, policies, strategies and actions presented in Chapters 4 and 5 of the plan.

As part of the analysis process, the goals and objectives captured as part of the Imagine Columbia's Future visioning effort were reviewed and compared with the information being obtained during the Columbia Imagined forums. This analysis identified many similarities between the earlier visioning efforts and the information obtained through the current public outreach leading staff, PZC, and CPTF to conclude that public sentiment toward planning and development has remained relatively unchanged since 2008 and now.

The section entitled "Where Do We Want to Go?" of Chapter 4, presents the key principles, policies, and strategies derived from the public input received. Actions to effectuate those principles, policies, and strategies are addressed within Chapter 5 (Implementation) of the plan in tabular form by thematic area.

RECOMMENDATION

Approval of the plan

Report prepared by Patrick Zenner

Approved by Patrick Zenner

EXCERPTS
PLANNING AND ZONING COMMISSION
JUNE 6, 2013

13-82 A request by the City of Columbia to adopt a new comprehensive plan entitled “Columbia Imagined - The Plan for How We Live and Grow”. This plan will replace Metro 2020, adopted in February 2001, and will provide land use and policy guidance for residents, professional staff, and appointed and elected officials. The plan period extends through the year 2030. The document may be amended from time to time in response to changing conditions.

MR. WHEELER: May we have a Staff report, please.

Staff report was given by Mr. Patrick Zenner of the Planning and Development Department. Staff recommends approval of the plan.

MR. WHEELER: Thank you, Mr. Zenner. You ran over.

MR. ZENNER: By how much?

MS. PETERS: Ten minutes.

MR. WHEELER: No, more like 20, but who's counting. Questions of Staff? Ms. Peters?

MS. PETERS: My first involvement in city affairs was being a part of the visioning process and I worked on land preservation. And I'm sorry I didn't do this sooner, but it occurred to me today that I should probably compare the action steps and potential roles or stakeholders in it. Can you tell me if in the plan the actions and the participation of stakeholders that have been listed in here have been compared to what was listed in the visioning process?

MR. ZENNER: We have not directly compared them at this point, Ms. Peters. That can be something we would look at. What I can tell you is when we developed the policies that really framed the implementation table, we went back and did the comparison of the goals and the objectives of Imagined Columbia's future as it related to all of the elemental areas. The task force had actually compiled that for us. And then we looked at the responses received from the public through our goal and objective setting phases. And we believe that there is a pretty strong -- there is a very strong correlation between the two documents. The actors and the participants to facilitate our action steps, we would imagine are very closely aligned, but we have not specifically done that at this point. What we believe necessary is we wanted the public to help us define the priorities and then basically provide the Commission with this document in a form that was almost fully complete. And this particular element is obviously one that may be the final touch that we need to just make sure that we haven't overlooked a particular group that may need to be related to a particular plan element that we need to try to implement.

MS. PETERS: I did look through it since I had some more time just recently. I would like to commend Staff for the incredible job that they've done. Obviously, I've been involved in this since the

visioning and it didn't occur to me, because this has been an incredibly long process, to actually compare. One of the things that pops out is there was the request to form a land preservation authority and it talks about funding and that kind of stuff. And as I was involved in the visioning, I know how much work the citizens put into it. There was significantly greater turnout for the visioning than there has been for the comp plan, and I can personally say I think it's community fatigue. So with that in mind, I think it might be a big boost to the people that participated in the visioning and I think it's fair to compare that. So if Staff could, I would greatly appreciate that.

MR. ZENNER: We'll do so.

MS. PETERS: And it's just the implementation chapter. Everything else is, you know, good.

MR. WHEELER: Are there any other questions of Staff.

PUBLIC HEARING OPENED

PUBLIC HEARING CLOSED

MR. WHEELER: All right. Commissioners, discussion? I think we have before us what, you know, has been a long time coming. Staff has done a very good job for us, I believe, with the exception of that one text change I pointed out to you guys a moment ago. But other than that, I think our staff has really worked their tails off and we've done everything we can to include all of Columbia's citizens. And so you guys want to discuss this or you just want to vote on it and go on home? Dr. Puri?

DR. PURI: I just want to make a comment. I applaud you guys. When I asked you and recommended we get this plan out sooner rather than later, I think you guys did a wonderful job, and here we have a plan in June instead of waiting until October. And I think that goes a long way and I'd like to commend all your staff in accomplishing that. As much as it's painful to hear you for 50 minutes, the plan is much pleasure to look at, so I encourage all the community to look at the plan. Thank you.

MR. WHEELER: Any other comments? Ms. Peters?

MS. PETERS: I would move for approval if no one else has comments.

MR. STRODTMAN: Second.

UNIDENTIFIED SPEAKER: Second.

UNIDENTIFIED SPEAKER: Second.

MR. WHEELER: There's about eight seconds there, so I think Mr. Reichlin had his hand up first. So a motion's been made and seconded. Any discussion on the motion? When you're ready.

MR. VANDER TUIG: All right. We have a motion and a second for Case 13-82, a request by the City of Columbia to adopt the new comprehensive plan entitled "Columbia Imagined - The Plan for How We Live and Grow".

Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Mr. Lee, Ms. Peters, Dr. Puri, Mr. Reichlin, Mr. Stanton, Mr. Strodtman, Mr. Tillotson, Mr. Vander Tuig, Mr. Wheeler. Motion carries 9-0.

MR. WHEELER: All right. Recommendation for approval will be forwarded to City Council. It will be on the consent agenda, although they'll probably discuss that too.