

Case 13-82
Columbia Imagined –
The Plan for How We Live & Grow



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Background –

- Res. 113-09A authorized the preparation of a new plan
- A “task force” was established to assist the PZC in completing the new plan
- New plan recommended as part of Imagined Columbia’s Future visioning report (2006-2008)
- Columbia Imagined will replace Metro 2020 (adopted Feb. 2001)
- The plan’s purpose is to proactively prepare for the future.

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Each element overlaps
with the others:



Background –

- Columbia Imagined written around seven “element” areas
- The element areas are more inclusive than traditional comprehensive plan categories
- Each element area overlaps - this is intentional. The elements are related and effect each other

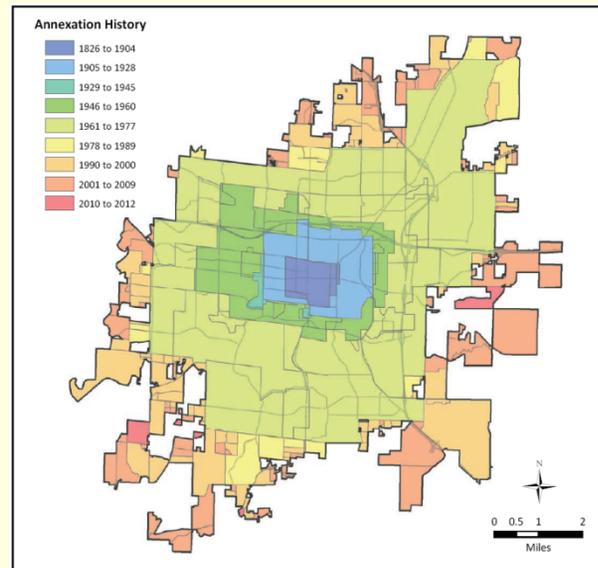
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Population of Columbia		
Census Year	Population	% Change
1960	36,560	
1970	58,814	60.8%
1980	62,061	5.5%
1990	69,101	11.3%
2000	84,531	22.3%
2010	108,500	28.3%

Source: US Census

Table 1-1: Population of Columbia

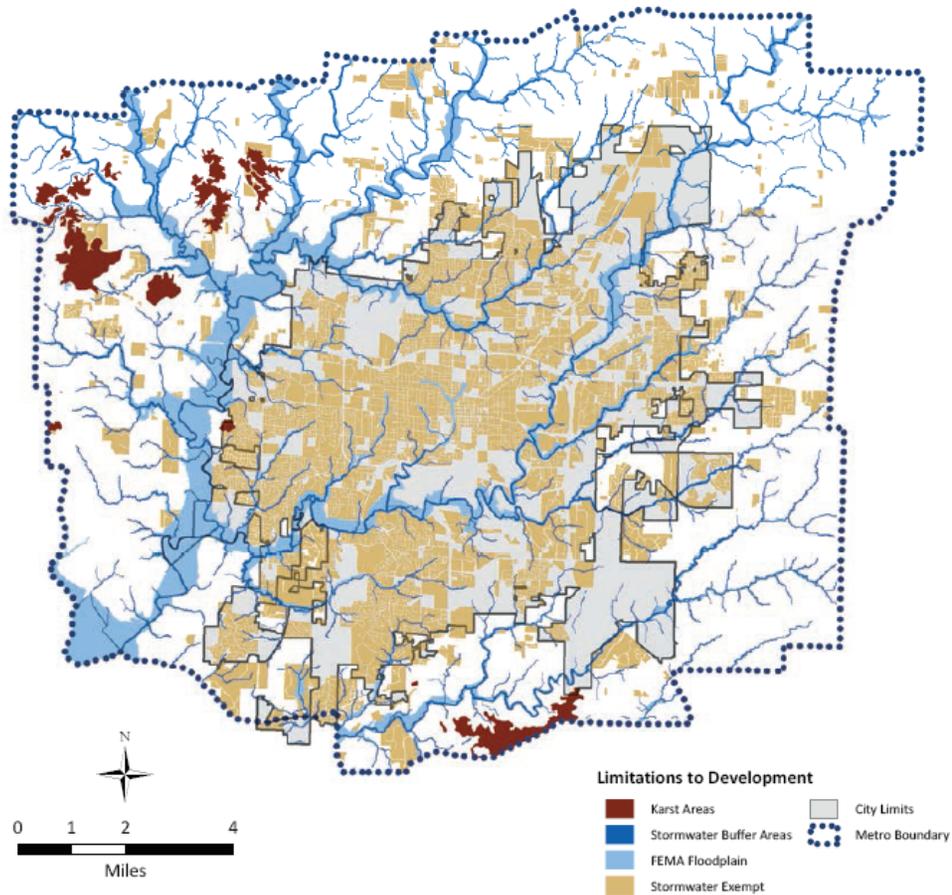
Large population growth in the 1960s and 1970s may be largely attributed to annexation. Map 1-2 on page 18 displays annexation patterns by decade.



Land Use & Grow Management –

- City of Columbia established in 1821
- 1st comprehensive plan in 1935 updated '57, '67, '83, '91, 2001
- Zoning adopted in 1935; revised in 1964
- Population growth has always been growing
- Annexation has expanded the boundaries
- Development pattern influenced by infrastructure availability and environmental features

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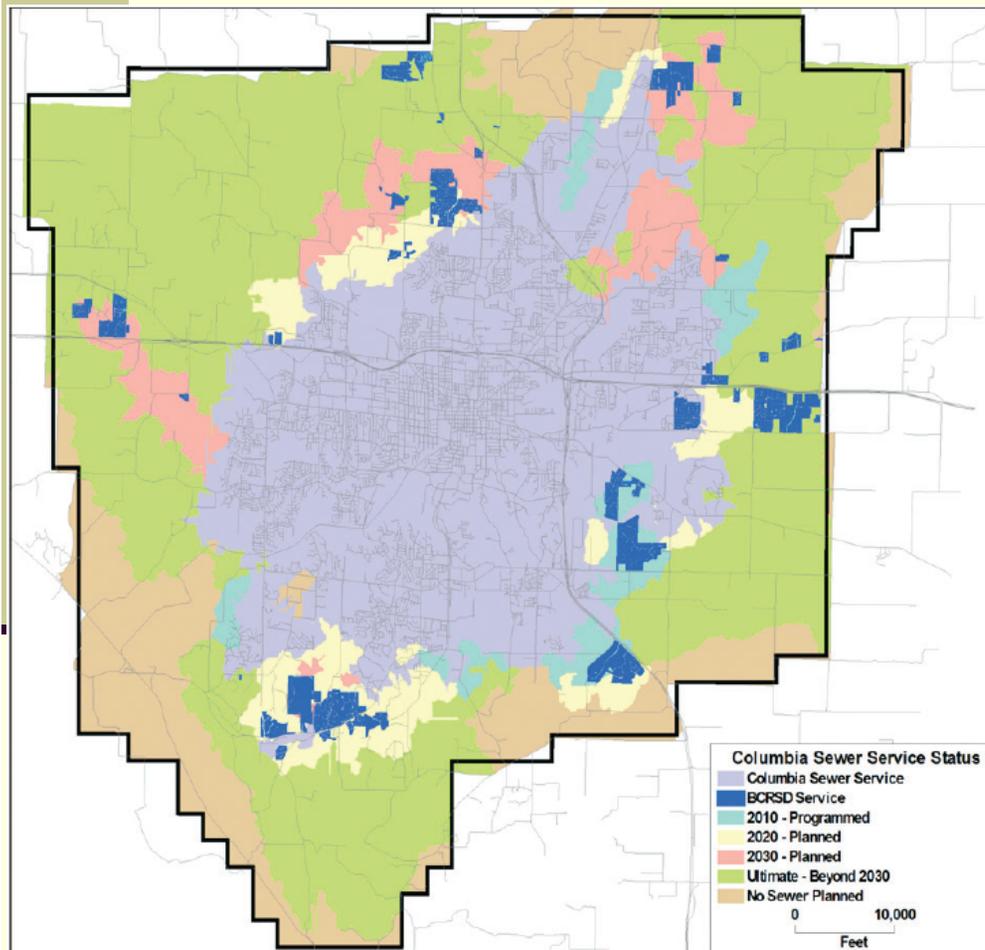


Environmental Management–

- Reviews the natural environment
- Uses 2010 Natural Resource Inventory (NRI) as its base
- Development limited by three typical categories:
 - Physical features
 - Regulations
 - Utilities
- Avoid development in area with:
 - Karst topography
 - Erodible soils
 - Steep slopes
 - Prime ag land

Development Constraint Acreage by Type	Acreage	% by Type	% of NRI Area
No City of Columbia Sewer Service	20,260.3	42.5%	16.0%
100 Year Floodplain	14,737.0	30.9%	11.6%
Landscape: Slope greater than 10 percent	11,309.8	23.7%	8.9%
Stormwater Buffer	1,419.7	3.0%	1.1%

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Infrastructure –

- Two general types of infrastructure
 - Hard: facilities such as sewer, electric, roads
 - Soft: Emergency response (police, fire)
- Water & sewer capacity influence development
 - 2.16 million gallons of water today; capacity to be reach between 2016-2019
 - Sewage treatment is at 12-15 million gallons per day; in 2030 this is anticipated to increase by 28%

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Mobility



Connectivity

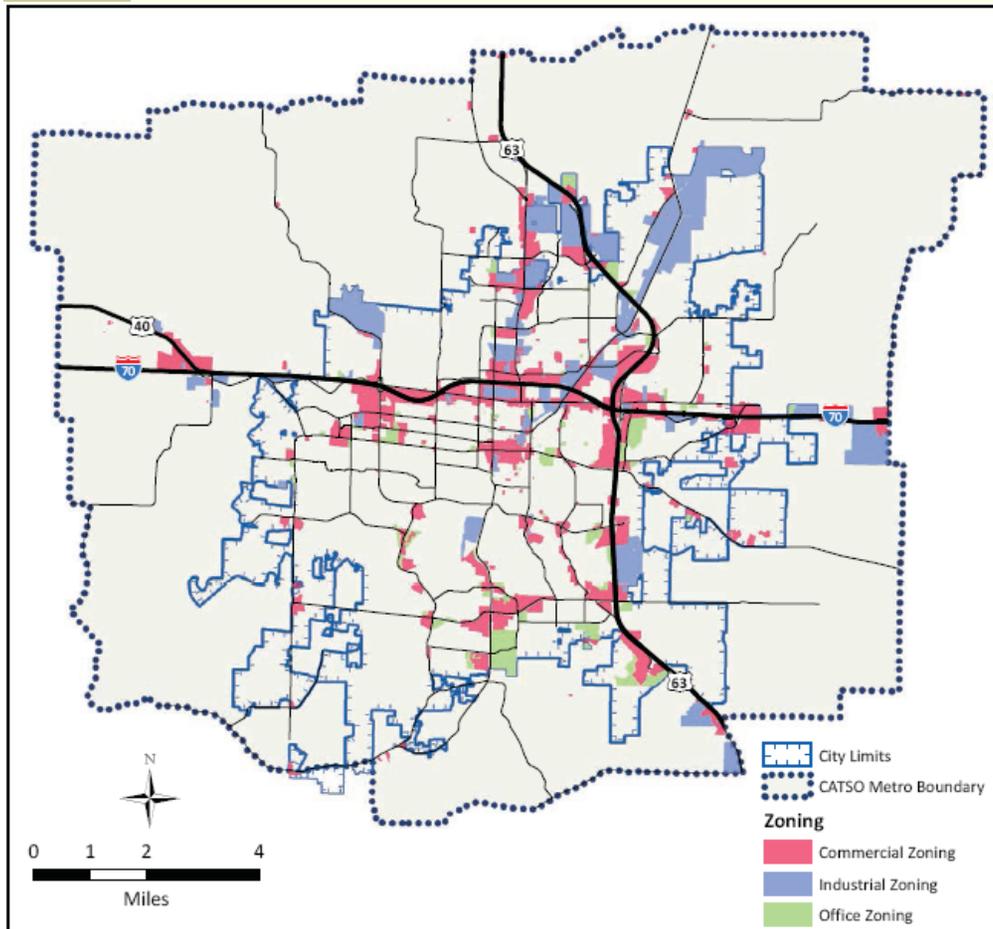


Accessibility

Mobility, Connectivity, Accessibility (MCA) –

- Basic concepts for community interaction & delivery of services
- MCA supported by:
 - CATSO MRP Plan
 - Sidewalk Master Plan
 - Trails Master Plan
 - Transit Master Plan
- 585 miles of streets, 55 miles bike lanes, 32 miles of bike routes.
- City maintains 350 bike racks and 350 miles of sidewalks/ pedways

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Economic Development –

- Two counties – one MSA
- Majority of population in prime working age group (20-59 yrs)
- Diversified base of employment
 - Education, medical, government, retail, insurance
- Collaborative partnerships
- Attractive & available land resources
 - Low vacancy rates
 - Certified industrial sites
- Entrepreneurial and small business support

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Inter-governmental Cooperation –

- Multiple players
- Local coordination –
 - Land use planning
 - Fire Territories
 - Utility provision
 - Transportation planning
 - Inter-agency
 - School site selection/planning
- Regional coordination –
 - Legislative issues
 - Federal housing assistance/
funding

Organization	Service Area
Boone County	City is included in County for most services
Boone Electric Cooperative and Columbia Water & Light	Overlapping between City and County
Boone Hospital	Throughout City and County
Daniel Boone Regional Library District and Columbia Public Library	Inside and outside City
School District Boundaries	County-wide (includes portion of Hallsville)
University of Missouri – land use and utilities	MU campus
Boone County Regional Sewer District	County and portions of urbanized fringe
City of Columbia Public Works - Sewer Division	City with territory treatment agreements
Consolidated Public Water Service Districts and City of Columbia Water & Light	Overlapping between City and County
Mid-Missouri Regional Planning Commission	County (contractual relationship)
Boone County Fire Protection District and Columbia Fire Department	City and County (territorial agreement)
Columbia Area Transportation Study Organization	City and County metro area

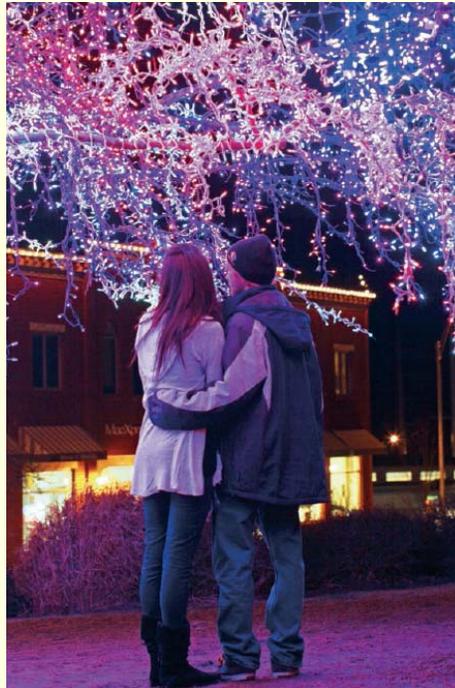
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Complete Streets Policy

In 2011, Columbia was one of 11 Missouri communities recognized by the Missouri House of Representatives for having a complete streets policy. Since 2004, City street design standards have required pedestrian and bicycle facilities in all new and rebuilt streets.

Universal Design is a term defined in many ways, but for many it means the design of goods and environments to be usable by everyone, to the greatest extent possible, without the need for adaptation or custom fabrication. Universal design is an approach to both livability and sustainability, as it allows for longer-term use of housing stock by individuals.

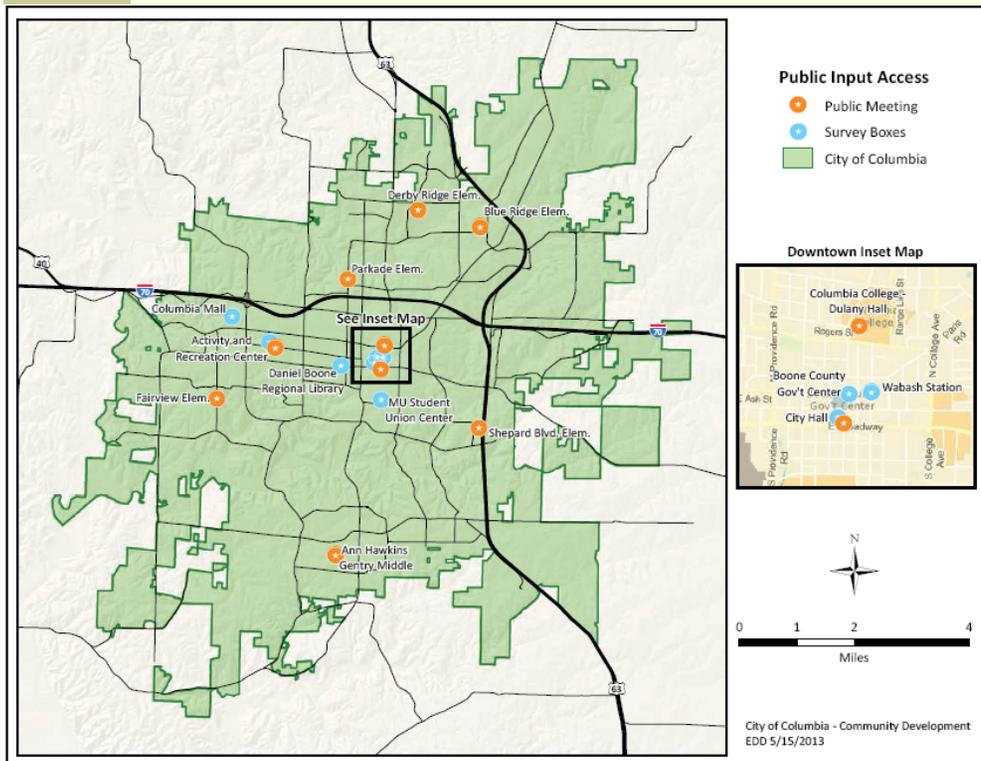


Livable & Sustainable Communities –

- **Livable:** implies quality of being suitable and comfortable for living
- **Sustainable:** designs and practices enabling the present generation to meet needs without compromising capacity of succeeding generations
- Embrace urban design that promotes:
 - Distinct sense of place
 - Vibrant downtown core
 - Safe and walkable neighborhoods

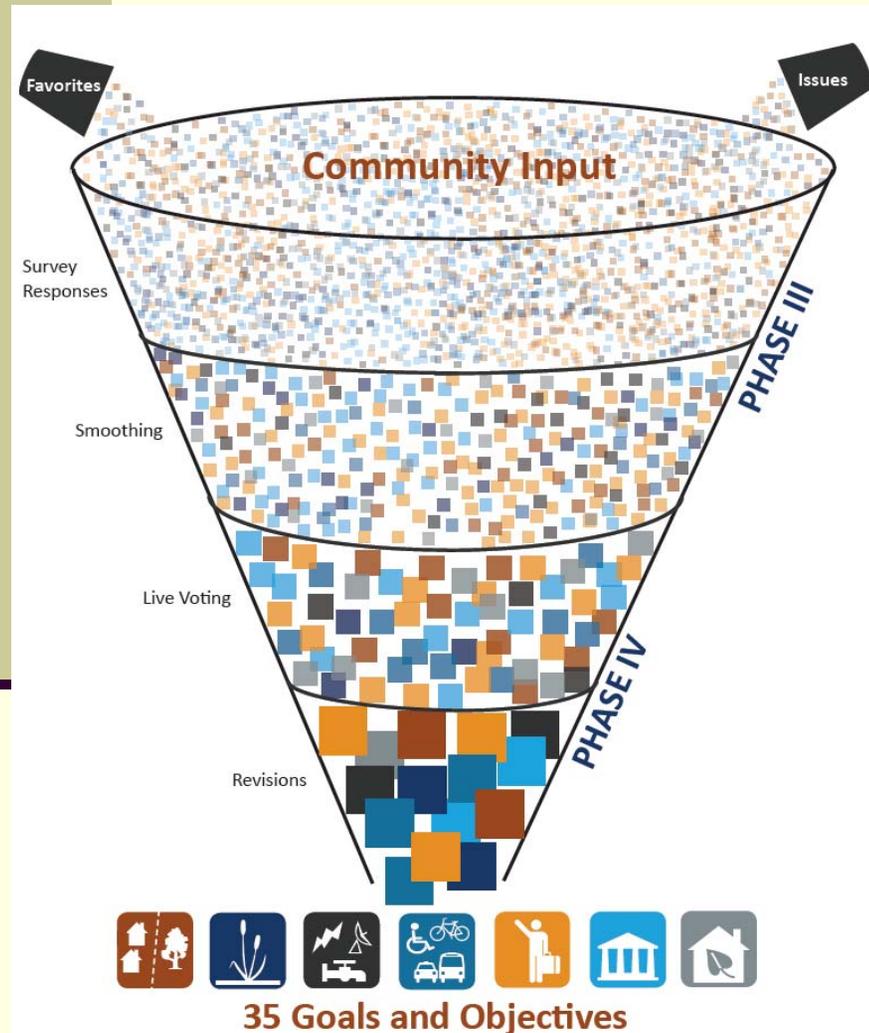
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Public Engagement -



- 6-step planning process
 - What is the plan?
 - Who Are We?
 - What Do We Care About?
 - Where Are We Headed?
 - How Do We Get There?
 - Plan Approval
- 26 public forums held in 9 diverse locations
- 700 survey collected
- 80,000+ residents asked to participate in the planning process

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Big Ideas -

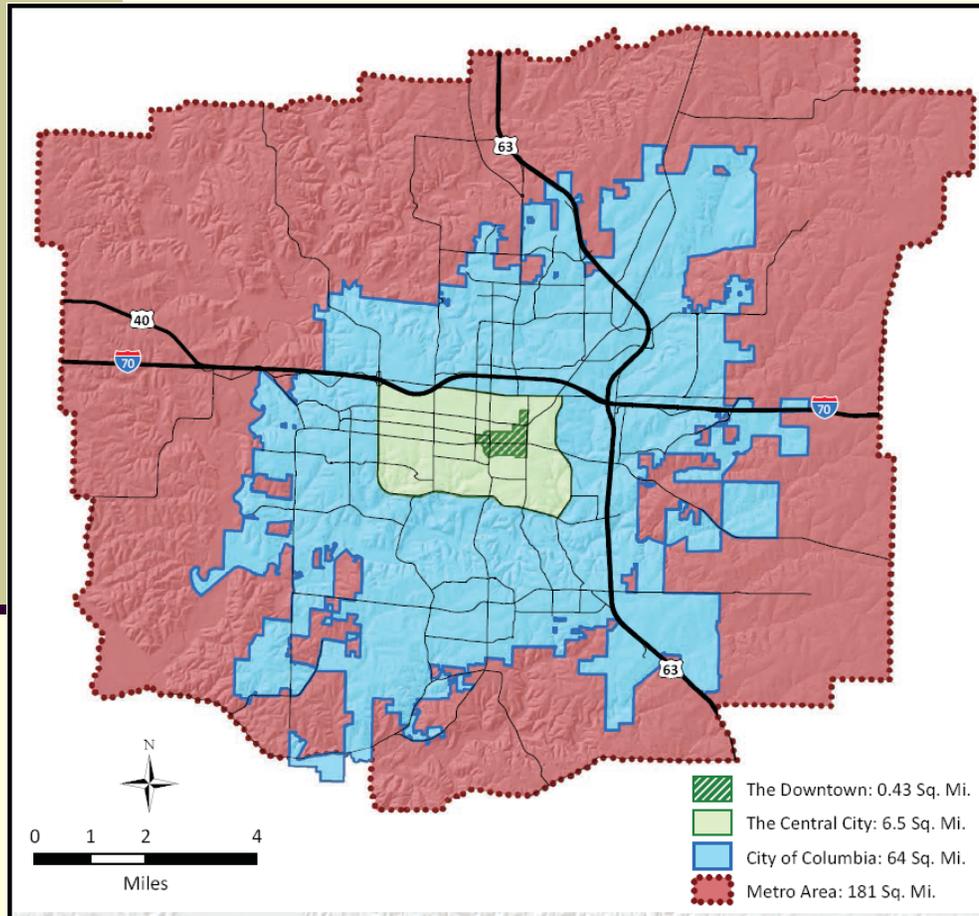
- 500 goals and nearly 1000 objectives submitted
- Results consider, matched, & refined into 35 top goals & objectives
- Live voting used to verify that the top goals & objectives were representative of public input
- Goals and objectives provided basis for formulating policies and strategies in Chapter 4

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Growth Patterns & Policies-

■ Three sections:

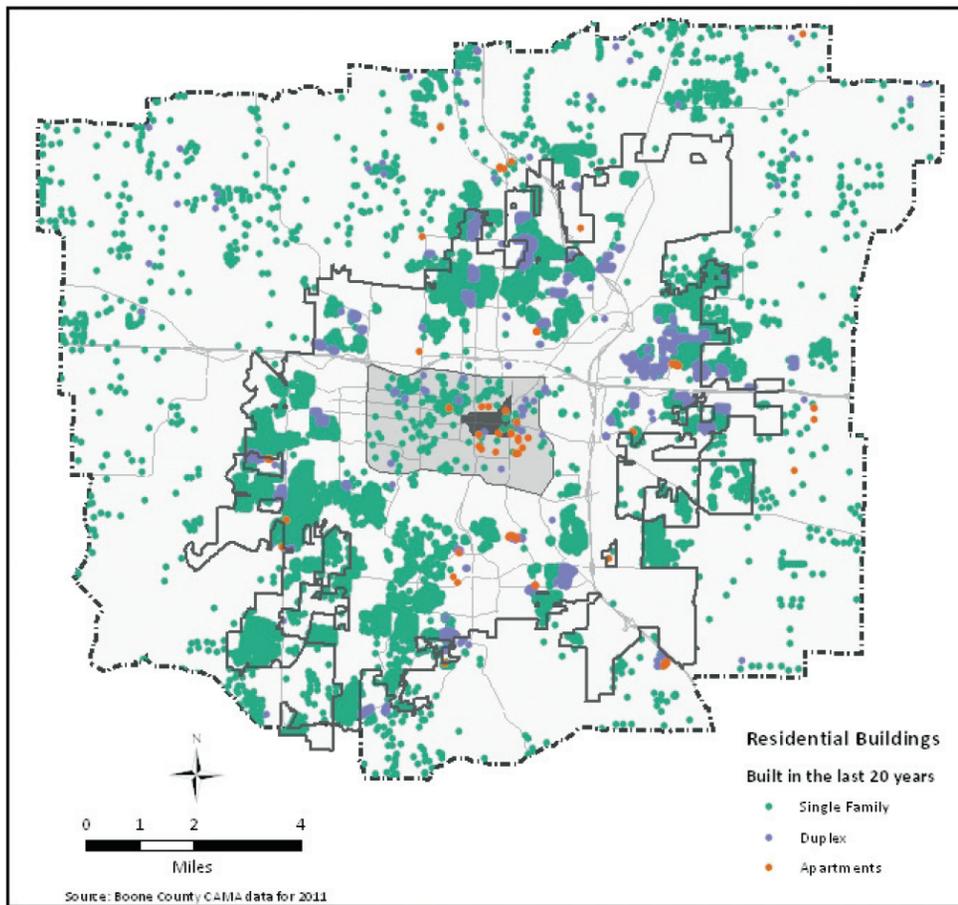
1. Where are we now?
 - Highlights current land use trends
2. Where are we going?
 - Presents population projections and growth scenarios
3. Where do we want to go?
 - Recommends strategies to achieve citizen goals



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Growth Patterns & Policies- Where are we now?

- 2000-2010:
 - 30% growth
 - Mostly single-family
 - Mostly suburban
- 5,324 ac buildable residential land to available for 13,928 units
- Jobs increased by 3% last 10 yr
- Columbia is the economic hub. In 2000, City's daytime population was 25% greater than its evening and in 2010 it was 22% in spite of economic downturn



Map 4-4: Residential buildings, by housing type

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Growth Patterns & Policies- Where are we going?

- Two models project the future
 - CATSO Model
 - Show-me Model
- CATSO model is based on historical trends
- Show-me model is based on local economic conditions
- Models project an annualized growth of 1.1% to 1.5% in population

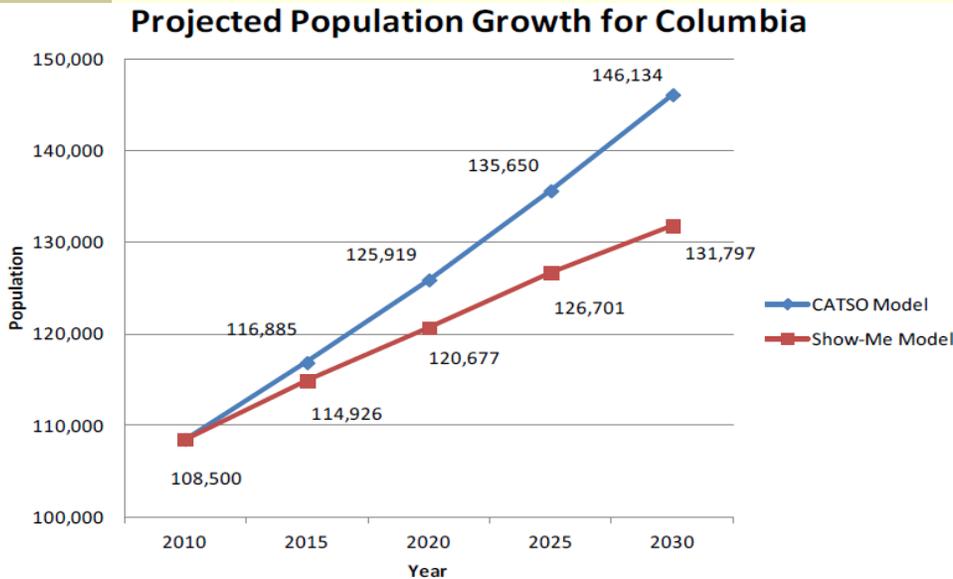
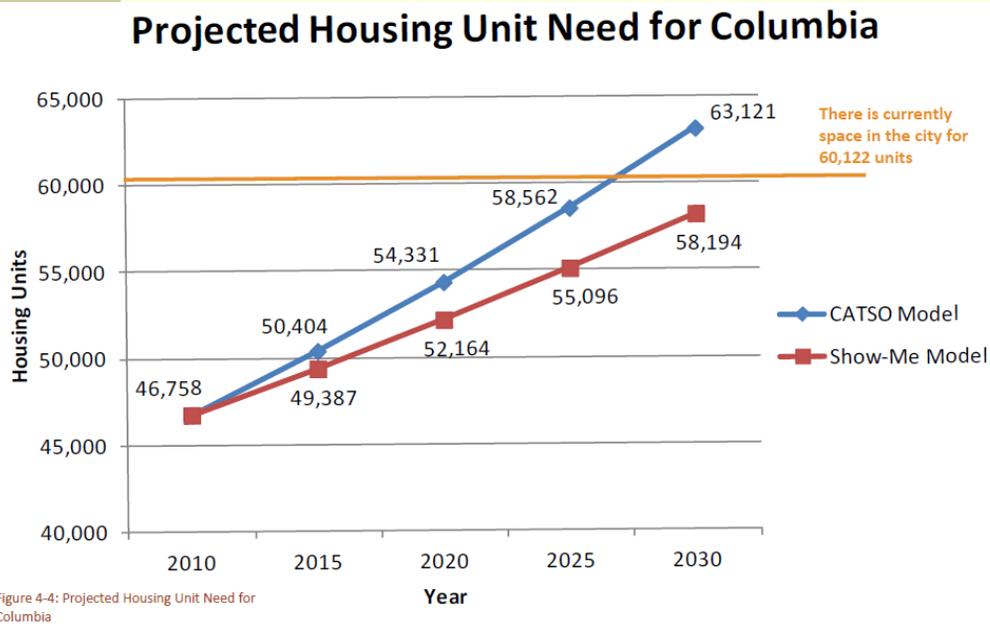


Figure 4-3: Projected Population Growth for Columbia

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Growth Patterns & Policies- Where are we going?

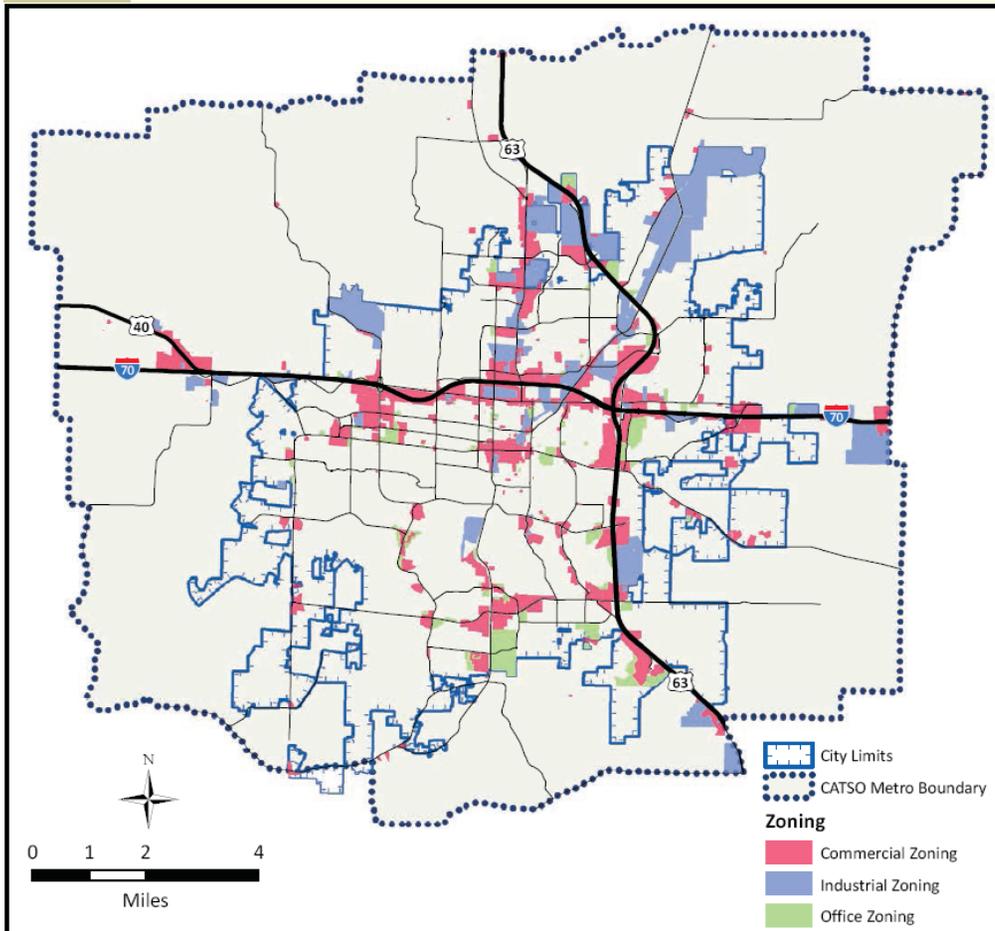
- Housing demands will increase with population growth
- Enough land currently exists to accommodate 20 years of growth
- Land inside the proposed “urban service area” can accommodate 2x that amount



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Growth Patterns & Policies- Where are we going?

- 10x industrial land surplus
- Commercial & office land to expand with development



Developed and Undeveloped Lands		
Land Use	Developed	Undeveloped
Commercial	3,078 acres	264 acres
Industrial	2,218 acres	616 acres
Office	904 acres	80 acres

Table 4-4: Developed and Undeveloped Lands

*Inside city limits as of 12/31/12

2030 Estimated Acres Needed for New Employment		
Land Use	CATSO Model	Show-Me Model
Commercial	333 acres	591 acres
Industrial	58 acres	83 acres
Office	346 acres	531 acres

Table 4-5: 2030 Estimated Acres Needed for New Employment

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The seven elements are:



Land Use and Growth Management



Environmental Management



Infrastructure



Mobility, Connectivity, and Accessibility



Economic Development



Inter-Governmental Cooperation



Livable and Sustainable Communities

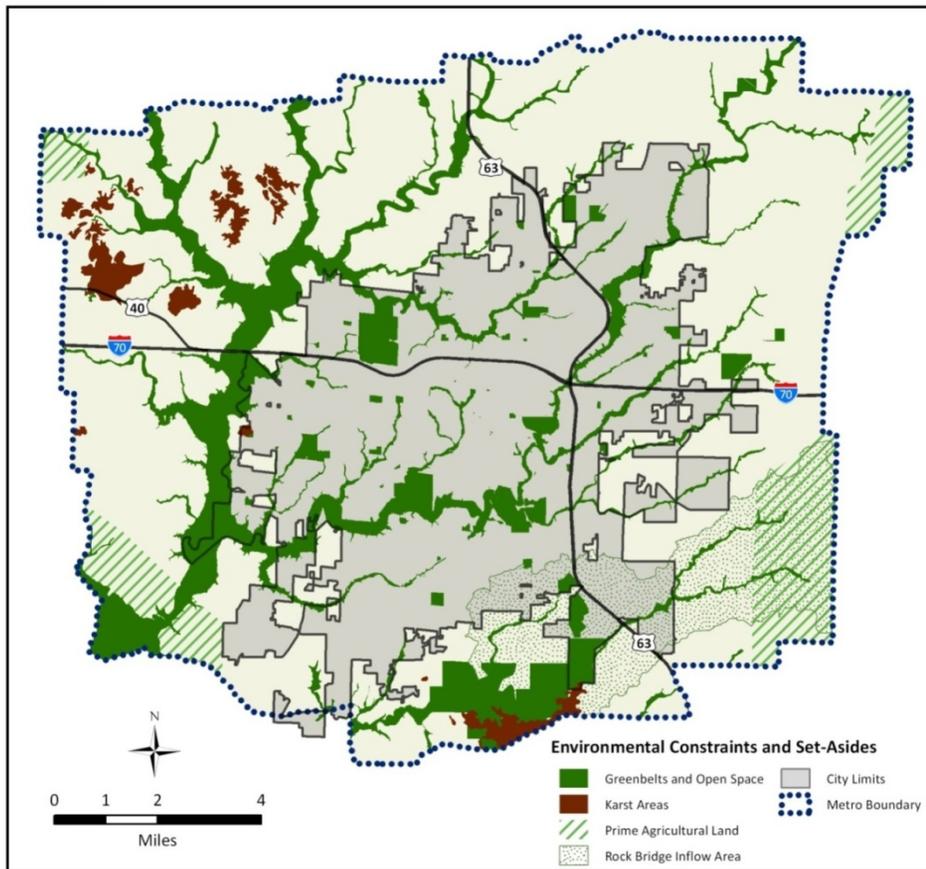
Growth Patterns & Policies- Where do we want to go?

- Principles, policies, strategies, and actions statements developed for each plan element
- Some policies and strategies linked to land use districts and shown on the Future Land Use Map
- Policies, strategies, and actions intended to create livable neighborhoods by increasing density and access to services
- Subjective strategies rather than quantitative - allows several implementation approaches to achieve citizen goals

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Growth Patterns & Policies- Where do we want to go?

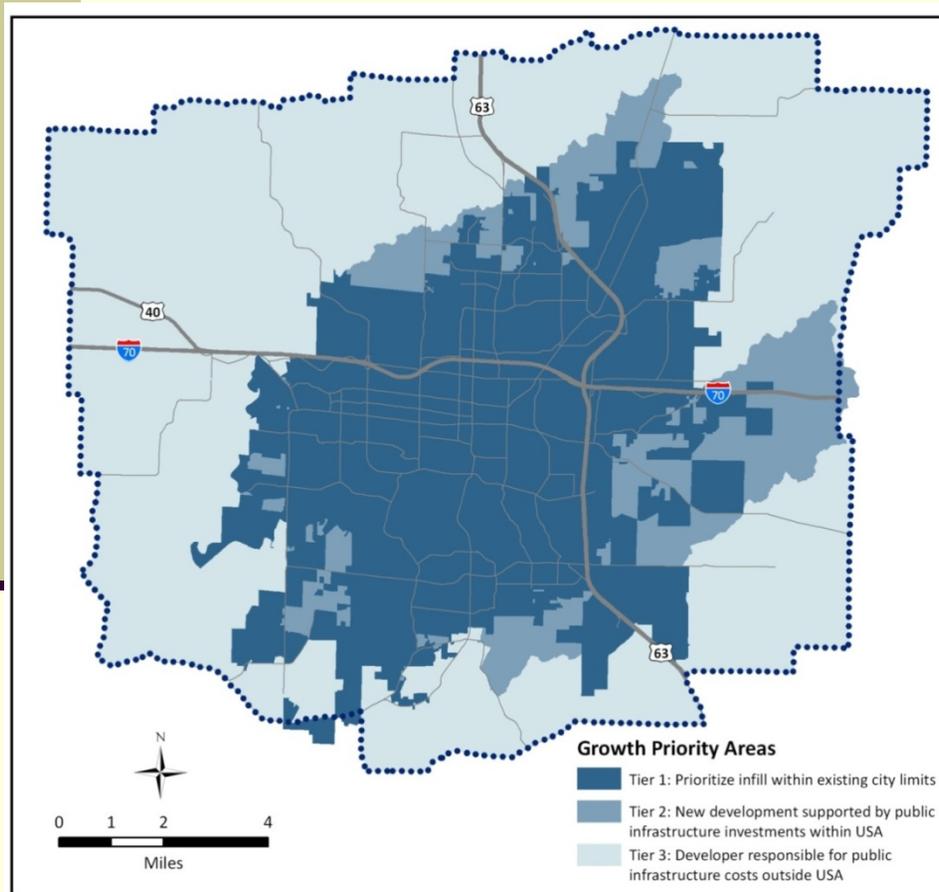
- Key strategy to implementing the “Big Ideas”
 - Identify environmental constraints & set-asides
 - Karst, drinking water, parkland
 - Consider better protections



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Growth Patterns & Policies- Where do we want to go?

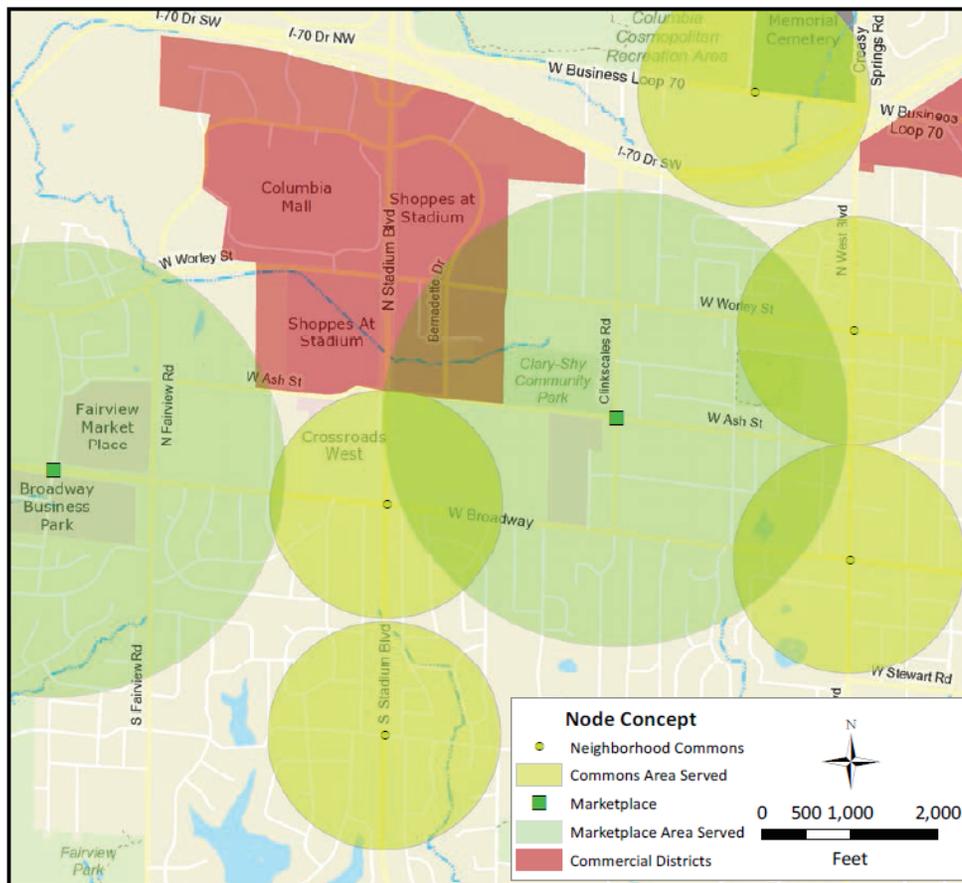
- Key strategy to implementing the “Big Ideas”
 - Establish an Urban Service Area
 - Based on sewer watershed (per 5-yr CIP projects)
 - Supports related goals, including:
 - Compact urban boundary
 - Infill development
 - Dense/walkable neighborhoods



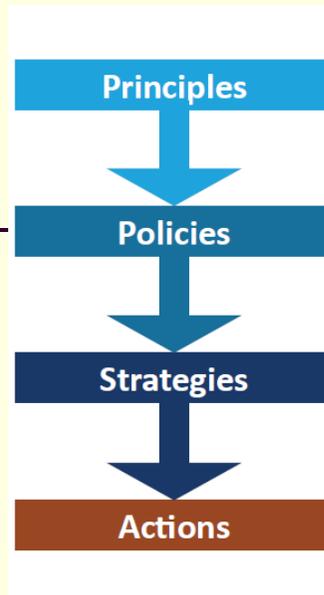
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Growth Patterns & Policies- Where do we want to go?

- Key strategy to implementing the “Big Ideas”
 - Plan for Livable Neighborhoods
 - Citizens want
 - Walkability
 - Accessibility
 - Diversity
 - Need to address
 - Use compatibility
 - Traffic impacts
 - Buffering



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Implementation -

- Three components –
 - Implementation Table
 - Plan updates
 - Future Land Use Map (FLUM)
- Implementation table is a tool to assist the staff and appointed and elected officials
 - Prioritizes strategies and actions to meet community-wide goals and objectives
 - Establishes staff and Planning Commission work program
 - Sorted by element area

Policy	Strategy	Actions	Participants & Stakeholder	Public Prioritization
Mobility, Connectivity, and Accessibility (Includes Inter-Governmental Cooperation)				
Policy One: Accommodate non-motorized transportation	Encourage interconnectivity between neighborhoods, commercial districts, and employment centers using non-motorized transportation networks	<ul style="list-style-type: none"> Prioritize greenway trail projects that connect neighborhoods to commercial and employment centers Enforce the ordinance that requires landowners to maintain public sidewalks adjacent to their properties 	Columbia Parks and Recreation, Bicycle and Pedestrian Commission, Columbia Public Works, Neighborhood Associations, PedNET	High
Policy Two: Improve transit service	Support and promote the public transportation system	<ul style="list-style-type: none"> Connect bus routes with trails and greenways Pursue new technologies and efficiencies to enhance the system Encourage compact development near transit corridors and commercial hubs to support transit feasibility 	Columbia Transit, OATS, Columbia Public Works, Services for Independent Living, Boone County Family Resources, Boone County Center on Aging, MACC, Bicycle and Pedestrian Commission, CoMET	High
	Expand the existing transit system to meet ridership needs	<ul style="list-style-type: none"> Evaluate the existing transit system and opportunities for system improvements based upon ridership surveys Evaluate different route system designs and models 	Columbia Transit, OATS, Services for Independent Living, Boone County Family Resources, Boone County Center on Aging, MACC, CoMET	Medium
	Affordable and efficient air travel into and out of Columbia Regional Airport will be supported and promoted	<ul style="list-style-type: none"> Recruit nearby communities to support Columbia Regional Airport 	Columbia Public Works, Airline Industry, REDI, Central MO Municipalities	Low
Policy Three: Promote a mobility management public transportation system	Promote public transportation system expansion with regional considerations	<ul style="list-style-type: none"> Focus on developing a transit system between Columbia, the Columbia Regional Airport, Jefferson City, and the Jefferson City Amtrak Station 	Columbia Transit, OATS, Services for Independent Living, Boone County Family Resources, Boone County Center on Aging, State of Missouri, MACC, REDI, Boone County, surrounding counties and communities, CoMET	Low
	Identify funding to support regional transit development and create partnerships between regional stakeholders to produce an integrated transportation system	<ul style="list-style-type: none"> Coordinate with MU, Columbia College, Stephens College, social service agencies, major employment center stakeholders, and Boone County 	Columbia Transit, OATS, Services for Independent Living, Boone County Family Resources, Boone County Center on Aging, State of Missouri, Stephens College, Columbia College, MACC, REDI, Boone County, surrounding counties and communities, other major employers	Low

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Implementation -

- Plan updates
- Multiple approaches
 - Plan implementation “report card” - within 2 years of plan adoption for each plan element
 - Status reporting to the PZC, as needed, but no less than once every 5 years
 - Population and employment projections after 2020 Census data is available
 - Full update every 10 year

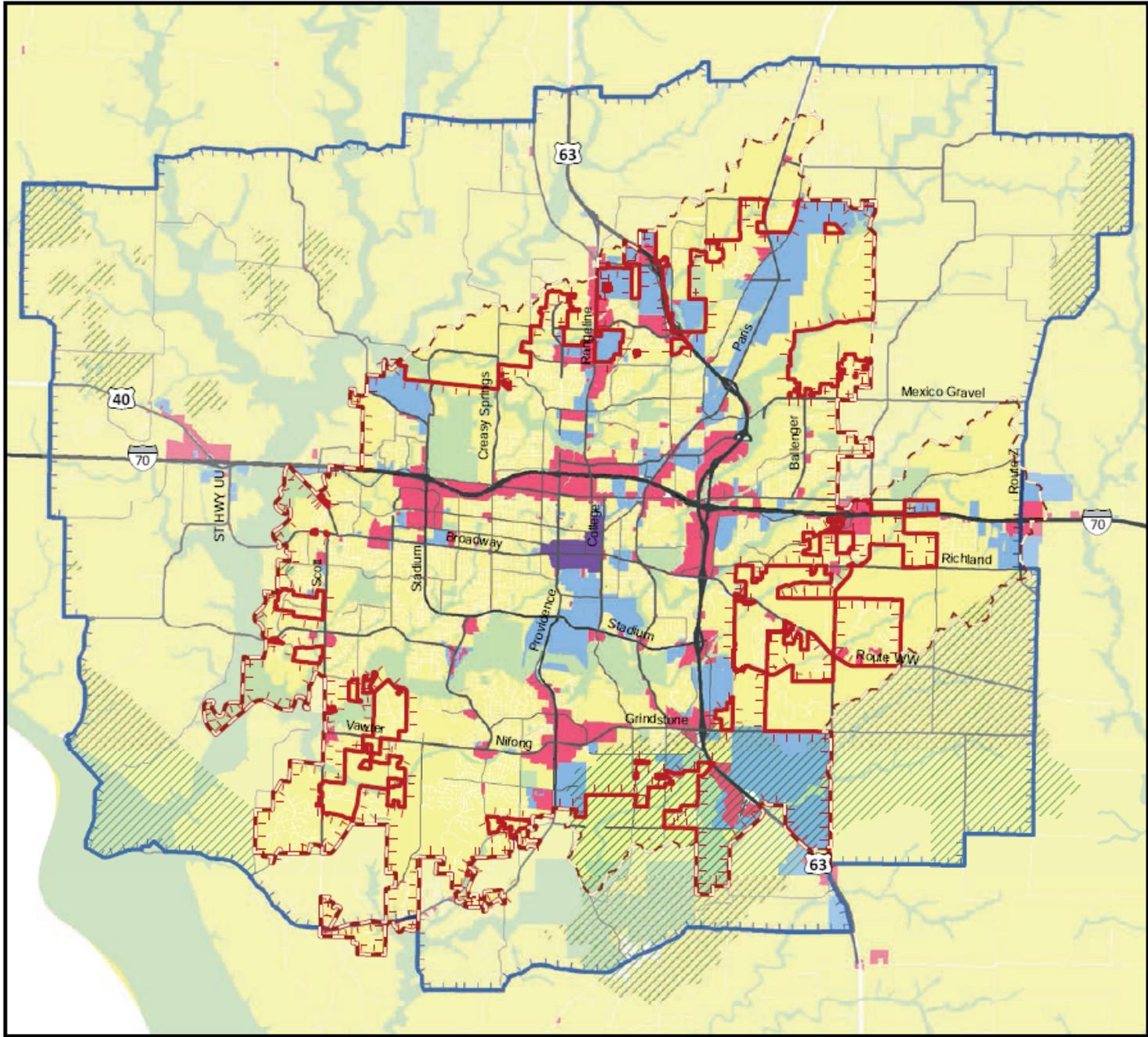


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Implementation -

- Future Land Use Map (FLUM) serves as a guide for future development
 - Broken into six land use categories
 - Neighborhood District
 - Employment District
 - Commercial District
 - City Center
 - Open Space/Greenbelt
 - Sensitive Areas
 - Shown the urban service area
 - Maintains the land use policies and guidelines from Metro 2020



Future Land Use

- Neighborhood District
- Commercial District
- Employment District
- City Center
- Open Space/Greenbelt
- Sensitive Areas
- City Limits
- Urban Service Area
- CATSO Metro Boundary



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Recommendation –

- Approval

