

# SUMMARY OF MASTER PLAN CHANGES

April 11, 2025



Boone County held three public hearings for the Master Plan, including:

- February 25, 2025, at 6:30 PM, Centralia City Council Chambers, 114 S. Rollins, Centralia
- March 4, 2025, at 6:30 PM, Southern Boone Schools Central Office Board Room, 5275 W Redtail, Ashland
- March 20, 2025, at 7:00 PM, Boone County Commission Chambers, 801 E Walnut, Columbia

At the end of this document are the Boone County notes of the public hearings, as well as written comments submitted. Additionally, at the end of this document is a Summary of Draft Master Plan Comments from January 22, 2025, which summarizes the changes to the draft master plan based on comments received during the December 2024 public review.

The public hearing notes and written comments will be included in the appendix of the final master plan. While these comments may not directly result in changes to the master plan document, they serve as an important record of the process and should help guide decisions and actions during implementation. Changes between the draft Master Plan and final Master Plan are included as follows.

## CHANGES INCLUDED IN THE FINAL MASTER PLAN

The following highlights the changes made between the drafts and final Master Plan document. New or revised text in the master plan is presented in ***bold italic***.

### **Chapter 3: Principles, Goals, and Recommendations**

Transportation Goal 2.1.C..."While safety is a priority on all roads in Boone County, strategic investments in safety improvements should target corridors and intersections with high frequencies of fatal and serious injury crashes. Using a data-driven approach incorporating recent crash data and roadway characteristics, Boone County and its transportation partners can further evaluate high-crash and high-risk locations to identify appropriate safety countermeasures. While this process may be part of a comprehensive safety action plan as described under this goal, it can also be conducted on a smaller scale in the interim, focusing on opportunities to enhance safety on corridors for which resurfacing or other improvements have already been programmed.

***"The Safety Corridors highlighted on the map on this page should further be prioritized based on corridors within the land use categories of 'Highway Corridors,' 'Unincorporated Village Nodes,' 'Regional Economic Opportunity Area,' and 'Local Community Planning District' as these land use categories are expected to be growth (or transitional) areas."***

Explanation: Route B is a MoDOT highway, and Route B was already listed as a Safety Focus Corridor in the Master Plan. In addition, one of the top priorities for implementing the Master Plan is for Boone County to “Update future land use plan and growth projections every five (5) years and a full master plan update every ten (10) years to coordinate with state, local, and private entities to plan for and invest in infrastructure, including roads, sewer, schools, and other utilities in anticipation of growth.” This coordination with growth projections and future land use includes MoDOT and roads such as Route B. The additional text for goal 2.1.C further emphasizes the policy of coordinating with partners, including MoDOT, particularly in areas of expected growth.

Transportation Goal 2.4.B: “Review subdivision regulations regarding roadway improvements for new subdivisions to ensure that county standards applicable to public roadways are adhered to regardless of proposed ownership.” changed to...

***“Review subdivision regulations regarding roadway improvements for new subdivisions and develop county standards applicable to public and/or private roadways.”***

Explanation: Minor revision of text for better clarity of the policy.

#### **Chapter 4: Future Land Use Plan**

- Future Land Use Map: *Minor adjustment of the Conservation Buffer land use boundary near the Eagle Bluffs Conservation Area for better consistency of the boundary with the Eagle Bluffs Conservation Area.*
- Other Future Land Use Map clarifications: Some comments expressed concern regarding parcel specific changes based on the Future Land Use Map. The following paragraph is included in Chapter 4 and is repeated here to help provide clarification for parcel specific questions: *“It is also important to note that the Future Land Use Plan is not a rigid designation per parcel. It provides a guide for how land should develop over time based on community goals, anticipated growth, and infrastructure needs. By using a guiding approach, the plan can balance flexibility with strategic direction, ensuring it remains relevant and actionable while allowing for case-by-case evaluations, particularly in areas near the boundary edges of Future Land Use Plan categories.”* Only major roads are included on the Future Land Use Map for map legibility (especially in a report format) and to help reinforce that the Future Land Use Map is not a rigid designation per parcel.

**BOONE COUNTY COMMISSION**  
**PUBLIC MEETING ON PROPOSED BOONE COUNTY MASTER PLAN**  
CITY OF CENTRALIA COUNCIL CHAMBERS  
114 S ROLLINS ST, CENTRALIA, MISSOURI  
(573) 886-4330

**Minutes**

**6:30 P.M.**

**Tuesday, February 25, 2025**

The hearing was called to order at 6:30 PM by Commissioner Greg Martin, introductions to Commissioners and Staff were made.

Planning & Zoning Commissioners Present: Greg Martin, Jeff McCann.

Resource Management Staff Present: Director, Bill Florea; Thad Yonke, Senior Planner; Andrew Devereux, Planner; Administrative Coordinator, Paula Evans.

Director, Bill Florea read the following report:

The current Boone County Master Plan was adopted in October 1996. Updates to the plan since that time include two Subarea Plans that were developed jointly with the City of Columbia. Rather than continue the incremental updates using subarea planning, the County Commission authorized development of a new countywide Master Plan. The process to develop that plan began in Spring of 2023.

The initial steps in the process included formulation of Advisory and Technical Committees, development of a Plan website, Ourboone.com, and a publication of a project brochure.

Discovery and analysis of existing conditions is a precursor to any long-range planning process. The County's discovery process included in depth research and analysis by the i5 Group's multidisciplinary planning team and a public opinion survey that was mailed out to 2,000 randomly selected County addresses. The survey was also made available to the general public through the project website. The findings of the existing conditions study and the survey were published in a Discovery Report in December 2023.

Development of the plan is highlighted by an extensive effort in public outreach including:

- Six meetings each of the Advisory and Technical Committees. Each meeting was open to the public and the information from the meetings was published on the project website.
- i5 Group hosted two sets of small-group listening sessions over the course of several days in July, 2023 and April, 2024.
- Three public Open Houses were held:
  - September 2023 in-person open house with an attendance of about 100 people
  - April 2024 was a virtual open house. 140 people registered to attend on-line and the recording of the meeting received 148 views via the project website.
  - September 2024 in person open house with about 60 attendees.
  - Both in-person open houses included a virtual recording that is available on the website.
- All of the project documents have been and are still available on the website. As of January 2025, website activity includes:
  - 6,800 unique visitors
  - Publication of 4 newsletter updates to 696 subscribers.

- The current draft of the Master Plan was made available in early December 2024, including a 20-minute overview video. Release of the draft plan kicked off a public comment period that ended December 31st.
- During the public comment period, the website received over 800 unique visitors but only 27 written comments were submitted. The written comments are documented on the website and will be included as an appendix to the final plan. The small number of comments indicates that the draft plan is successful in incorporating input gathered throughout the process.
- Tonight is the first of three public hearings conducted by the Planning and Zoning Commission. The second and third hearings are scheduled for:
  - Tuesday March 4 at 6:30 PM in the Southern Boone Schools Central Board Room in Ashland
  - Thursday March 20, at 7:00 PM in the Boone County Commission Chambers in Columbia.
- Written comments may be submitted by email to [resmgt@boonecountymo.org](mailto:resmgt@boonecountymo.org) and are due by the end of the day on March 20, 2025.
- After completion of the public hearing process, the Planning and Zoning Commission will review the comments and, in consultation with the i5 Group Planning Team, and Boone County planning staff, decide how to address them.
- After completing its work, the Planning and Zoning Commission will make a recommendation to the County Commission, who will hold at least one public hearing before taking action on the Plan.

Commissioner Martin asked staff how questions would be answered.

Bill Florea stated this meeting is to receive comments and questions regarding the Plan. Questions will be recorded but will likely not be answered this evening; over the course of these hearings we are likely to receive many similar questions. Questions will be answered either through the website or, if parties are interested in direct communication, they can leave a phone number or email address when they testify so we can send them responses directly.

Commissioner Martin opened the floor for public comment on the proposed Boone County Master Plan.

Present:

Eddie Sapp, 216 E Sims St, Centralia

Mr. Sapp stated he has been a Boone County resident for a long time and in that time, no official has ever told him what Planning & Zoning is or what it does. Mr. Sapp asked for someone to explain it to him.

Mr. Florea stated that he would be glad to engage on that but didn't think this meeting was the place to do so. Tonight is for public comment on the Master Plan.

Mr. Sapp asked if the new map (future land use map) keeps the same farmlands because he was informed by a County Commissioner that they don't want farmland but they want residential only in this county. Mr. Sapp asked if that changed.

Mr. Florea stated the map is a generalized map and doesn't change anything. It sets generalized policy goals about the county in how it will develop. The predominant theme of the public comment that was received during this

process was that people in Boone County wanted to see balance between growth and preservation of agricultural land and open space.

Also present:

Dennis Sutter, 12280 N Nicole, Hallsville

Mr. Sutter spoke on the condition of traffic on Route B stating that he uses Route B a lot. There has been an increase in traffic level and now there is going to be a train and truck depot built along Route B that will be a considerable increase in truck traffic. Mr. Sutter said he was at another meeting at the city and they discussed Route B and other roads in Boone County. When the road was built it was intended to build a bypass around Hallsville to alleviate the traffic through Hallsville. For some reason someone decided to sell the ground, that was going to be used to build the bypass, back to the people. Mr. Sutter asked why that was scrapped.

Mr. Florea stated that Mr. Sutter would have to ask the State officials and why they scrapped that plan.

Mr. Sutter asked if it was a State decision.

Mr. Florea stated yes, Route B is a state highway and that was state right-of-way that was sold back.

Mr. Sutter asked if Mr. Florea had any idea of what the plans are for Route B because at the last meeting he went to they talked about making a third lane with a possibility for passing. Mr. Sutter believes that is an accident waiting to happen because the traffic is extremely heavy.

Mr. Florea stated he had no information on that.

Also present:

Ron Rold, 12151 N Nicole, Hallsville

Mr. Rold stated the development map shows heavy development along Route B but Route B is not made for that. It has four lanes with a turn lane, then it goes down to two lanes at Catfish Corner. The traffic on Route B is very heavy and the road has begun to deteriorate and traffic has increased and now there will be additional truck traffic. The map shows spots of development areas along Route B instead of along Highway 63. Mr. Rold stated they are spending a lot of money to build a new facility and doesn't know why the area Colt already owns can't be expanded and used to make it reasonable. Mr. Rold stated he is not informed as to who owns Colt and who is building the storage place; it is not built to handle it. Mr. Rold stated he was told that Route B is not the issue. Mr. Rold believes that all the development shown on the map along the two lanes of Route B stands out.

Mr. Sapp asked if their input really matters.

Commissioner Martin stated it does.

Mr. Sapp stated over the past years it hasn't seemed so.

Commissioner Martin stated he has been a Planning & Zoning Commissioner for 15 years and public comment sways the Commission; it has its effects on all of us because we live in the Townships we represent. Anything that is put into the record is discussed as a group; the Commission doesn't rubber stamp anything, everything is taken into consideration, it doesn't mean they will go your way but all reasons to approve or not approve something is considered. Public comment is extremely important. Commissioner Martin stated that with regard to Route B, that

is a State of Missouri issue. The public should go to the State of Missouri and speak with their Representatives about that issue.

Mr. Sutter stated that something else that came up in the other meeting he went to was the fact that Hallsville was probably the largest growing community in Boone County at this time and it doesn't seem to be cared about because Route B to Hallsville has had a lot of broken joints and the last two years it seems they wait until fall to do repairs and run out of time before winter to finish.

Commissioner Martin stated the public should speak with their Representatives with the State of Missouri. Boone County doesn't have anything to do with the state highways.

Mr. Sutter stated he thought it was a county road.

Commissioner Martin stated no, it is a state road so those concerns need to be addressed with the State Officials.

Also present:

Keith Conrad, 12300 Nicole Dr, Hallsville

Mr. Conrad stated the map shows several areas identified as Regional Economic Opportunities and asked if that is something that the Commission thought was important.

Mr. Florea stated yes.

Mr. Conrad was concerned that it was put on the map and identified as Regional Economic Opportunity. But as questions are asked about the infrastructure and the safety of people around it we don't get any response but are told to talk to someone else. Mr. Conrad stated it was your map and your plan and it is concerning that you can't communicate with us about the safety issues and the concerns with the traffic.

Commissioner Martin stated he already addressed that. Once this is ratified and put into play, take a copy of this to your State Representatives and voice your opinion about what you see here. We know the county is going to grow and we are trying to manage that growth. If you show the state this they may decide it is time to funnel money into Route B and make it four lanes. That is up to the public to go to the State Representatives and make that happen. The County will support the public but the State is what makes that happen. Route B is only going to be improved by the state.

Mr. Conrad asked if the county worked with the state to develop this plan.

Mr. Florea stated we do work with the state and all of the utility providers. This is the Master Plan (held up the document), the map is one page out of it; there is a lot of information that talks about infrastructure and how that should occur to accommodate development. Sewer and roads are needed in that area in for development to occur.

Mr. Rold asked if the development that was already planned along Route B, is the state already planning on improving Route B or are we saying lets develop here and hope the state improves it. Is the infrastructure going to be there for that to be developed or are we stuck with two lanes?

Mr. Florea stated this is a 20-year plan; this isn't going to happen overnight. We work with our state partners. What immediate plans MoDOT has to improve Route B we don't know but they have a 200-foot right-of-way along Route B from Columbia almost to Hallsville.

Mr. Yonke stated that one of the reasons it was done that way is that the State did sell back right-of-way to bypass Hallsville, they did not sell back the right-of-way they acquired along Route B from Columbia to Hallsville. They have enough right-of-way that they already own to put in a four or five lane section if they choose to fund it. That is one of the reasons that corridor was designated because they don't have to go out and buy land to build the road; they just have to allocate the money to build it.

Mr. Rold asked if that means that won't be developed until the infrastructure is in.

Mr. Yonke stated if it requires a rezoning, usually the infrastructure improvements are required to be made before the rezoning takes effect.

Mr. Rold stated we were just told that you don't know what the State's plans are.

Mr. Yonke stated that is why the plan is a long-term plan, it has to be done in coordination. The county can't tell the State to spend money to make Route B better.

Mr. Rold asked if that is all on hold until the road infrastructure is there.

Mr. Florea asked what Mr. Rold was referring to being on hold. The map shows areas that are believed to be appropriate for industrial or commercial development; how that comes into place is going to be largely dependent on private investment. If a property owner comes forward with a plan; the Commission will look at it and in some cases, they may make them improve the infrastructure in order to approve the development.

Mr. Rold stated he understood the truck terminal has already been approved.

Mr. Florea stated it has been.

Mr. Rold asked if that could go ahead and proceed even though the road won't be improved.

Mr. Florea stated that is correct; the development has been approved.

Mr. Sutter asked how it could be approved before the road is improved. You said the road needed to be improved first and then the growth can happen.

Mr. Florea stated it was probably determined that there was adequate capacity on Route B to take that development.

Mr. Sutter stated he believes that people who drive it on a daily basis would say it isn't adequate to add truck traffic.

Mr. Sapp asked if the 200-foot right-of-way mentioned was from the center line or for each side.

Mr. Yonke stated it is total width; but it is enough for five lanes.

Commissioner Martin stated that this plan helps the Commission guide development. If road capacity is exceeded the State will have to address the issue, otherwise the Commission will start saying no to development.

Commissioner McCann asked staff to touch on the Master Plan and what the document is supposed to do.

Mr. Florea stated that the Master Plan is a general policy statement that helps to guide bodies like the Planning & Zoning Commission and County Commission in making decisions, primarily about land use. The colors on the

map are suggestions. It gives guidance to the public. If they intend to buy or build a home they can look at the map and see what may happen in the future. If a developer wants to build an industrial facility, they can look at the map and find an area designated for economic opportunity. It provides leadership and guidance not only to the decision makers but also the people who are affected by those decisions.

The map being adopted doesn't change the zoning for any property in Boone County, but if someone comes to the county and wants to change the zoning, once the Plan is adopted staff will probably look at the map and see if the Master Plan agrees with the concept. That will factor into the decision but it won't control the decision. The property zoning doesn't change because of this map.

Mr. Rold stated he doesn't understand the Route B corridor; we have Highway 63 and Interstate 70 that are major four-lane highways with great access.

Mr. Florea stated 63 doesn't have great access, it has limited access. MoDOT has controlled the access on Highway 63, you can't just get a permit to install a driveway or new public road on Highway 63.

Mr. Rold stated maybe that is what makes Route B a little more attractive because you can put stuff anywhere. People who drive Route B every day would argue that it is not ready for a significant development.

Mr. Sutter stated that he understands that development happens but this has already been approved so it is happening.

Mr. Florea stated that the development in question isn't related to this plan; that happened during the process of developing the plan. But the development has been approved.

Mr. Sapp asked if the places marked for factories are already owned by someone.

Mr. Florea stated all land in Boone County is owned by someone.

Mr. Sapp stated there is a blue streak on the map and asked if that was one piece of land.

Mr. Florea stated the map doesn't reflect ownership.

Mr. Sapp stated he remembered when Planning and Zoning went into effect and people weren't happy about it because it sounded like it was telling people what they can and can't do with their own land.

Mr. Florea stated it does; but it also controls what your neighbor can do with their land, there is a trade-off. If you are in an area zoned for agriculture then you don't have to worry about someone building a bar next door to your house.

Commissioner Martin stated that the i5 Group looked at Boone County before Planning and Zoning took effect and after it took effect, they stated that when Planning and Zoning took effect it increased property values. We are a good county due to Planning and Zoning.

No other comments were made and the public hearing was closed.

Mr. Florea stated that written comments will be accepted until 5:00 PM on March 20, 2025, comments can be emailed to the Resource Management email. The next public hearings will take place on Tuesday, March 4, 2025 at 6:30 PM at the Southern Boone County School Central Office Board Room at 5275 W Red Tail Drive, Ashland, and on Thursday, March 20, 2025 at 7:00 PM at the Boone County Government Center, Commission Chambers at 801 E. Walnut Street, Columbia.



Hearing adjourned at 7:09 PM.

Meeting notes prepared by Paula Evans, Administrative Coordinator, Boone County Resource Management

**BOONE COUNTY COMMISSION**  
**PUBLIC MEETING ON PROPOSED BOONE COUNTY MASTER PLAN**  
SOUTHERN BOONE SCHOOLS – CENTRAL OFFICE BOARD ROOM  
5275 W RED TAIL DRIVE, ASHLAND, MISSOURI  
(573) 886-4330

**Minutes**

**6:30 P.M.**

**Tuesday, March 4, 2025**

The hearing was called to order at 6:30 PM by Chairperson Boyd Harris, introductions to Commissioners and Staff were made.

Planning & Zoning Commissioners Present: Boyd Harris, Erik Kurzejeski, Greg Martin, Kevin Harvey, Robert Schreiber.

Resource Management Staff Present: Director, Bill Florea; Thad Yonke, Senior Planner; Andrew Devereux, Planner; Paula Evans, Administrative Coordinator.

Chairperson Boyd Harris read the following statement:

Welcome to tonight's hearing regarding the revised Boone County Master Plan. This is the second of three public hearings. The following procedure will be followed; the public hearing will be open for those wishing to provide comment. Responses to questions may not be given this evening, however, a record of all questions and comments will be kept and responses may be made directly to the individual or by posting on our website.

After all three public hearings are completed, Resource Management will review and organize the comments and questions and forward them to the Planning & Zoning Commission. The Commission will discuss the comments and may recommend changes, or they may make a recommendation for adoption to the County Commission. The County Commission will hold at least one public hearing before making a final decision. The date of that hearing will be posted on the Resource Management website.

Director, Bill Florea read the following report:

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  - Thursday March 20, at 7:00 PM in the Boone County Commission Chambers in Columbia.
- Written comments may be submitted by email to [resmgt@boonecountymo.org](mailto:resmgt@boonecountymo.org) and are due by the end of the day on March 20, 2025.
- After completion of the public hearing process, the Planning and Zoning Commission will review the comments and, in consultation with the i5 Group Planning Team, and Boone County planning staff, decide how to address them.
- After completing its work, the Planning and Zoning Commission will make a recommendation to the County Commission, who will hold at least one public hearing before taking action on the Plan.

Present:

Kurt Schaefer, 7525 S Warren School Rd, Columbia

Kurt Schaefer stated he submitted written comments and stated that Warren School Road is gravel and not well maintained and needs to be paved. Mr. Schaefer stated that all the property in his area is zoned Agriculture 1 (A-1) which requires 10-acre parcels. Across the street there was a request to develop three lots on a 10-acre piece of property. Mr. Schaefer stated his objection to that was that the road couldn't handle the additional traffic. The Planning & Zoning Commission unanimously rejected the zoning change and staff recommended denial. It went to the County Commission and they approved the request.

On the future land use map, Mr. Schaefer's property is located in a piece of conservation buffer. It would help if you could see the roads on the land use map. There is no distinction along the road why my, and Mr. Shaw's

property are the only land out there in a Conservation Buffer but, everything around us is Rural Preservation. Everything is zoned A-1 but what you are saying is exactly what happened before. Mr. Shaw and I have 10-acres and we don't get to do anything on less than 10-acres but everyone else is in a Rural Preservation area so they can sell off two or three acres and make thousands of dollars. Mr. Schaefer doesn't think it is fair and believes it is a legal problem to do that because it is arbitrary and capricious.

If the county wants to change that, they are going to have to change the zoning. You can't do an overlay and say we have a legal zoning regime for this but it will be waived for some people but not everyone based on an overlay. Although staff says this map is not changing zoning it is doing something and if it is not changing the zoning then what is it doing other than saying some people can develop their property but only two property owners in the area can't. Mr. Schaefer stated he is curious why that is. If Warren School Road was shown on the map there are no physical impediments and doesn't appear to be anything as to why that distinction for just his and Marty Shaw's property.

Mr. Florea stated he couldn't answer why it was designated the way it was. These are general designations and don't change the zoning of property. Any zoning change would be up to a property owner to ask for a change. The Commission could look at the land use map for guidance, but those lines are intended to be fuzzy, it is not intentional to be lined up with property lines.

Also present:

Debbie Shaw, 7877 S Warren School Rd, Columbia

Debbie Shaw stated they do line up with property lines.

Kurt Schaefer stated if the Shaw's wanted to sell off a couple of lots along the roadway and we will be told no because we are in a Conservation Buffer but across the street they are Rural Preservation so they would be able to.

Also present:

Marty Shaw, 7877 S Warren School Rd, Columbia

Marty Shaw stated they just sold the three lots that were rezoned last year for \$250,000-\$300,000 for each lot. Mr. Shaw stated he didn't want to be restricted to 10-acres when they are selling 2.5 acre lots for the price of 10-acres across the street.

Kurt Schaefer stated he is potentially losing dollar values down the road but when you go out there, there is no distinction for why those lines would be there. Why is it drawn like that?

Marty Shaw stated if his daughter wanted to buy 2.5 acres he wants to be able to do the same thing they did across the road.

Mr. Florea stated this is good input and something the Planning & Zoning Commission needs to discuss; it is not my job to give you the answer to that because I am only staff and staff does what the Commission wants.

Kurt Schaefer stated he believed the Planning & Zoning Commission got it right in denying that request. I don't know why the County Commission approved it. Mr. Schaefer stated he sees this leading to an issue with the County Commission doing spot zoning and using this document to justify spot zoning in the future.

Chairperson Harris stated the concerns provided are not something that can be addressed this evening but it is something that we will look into.

Debbie Shaw asked if they will know if a decision is going to be made before it is made?

Chairperson Harris stated there will be one more public hearing on March 20<sup>th</sup>, the information will be gathered and the Planning & Zoning Commission will have work sessions, action may be taken at the April 17<sup>th</sup> meeting, it depends on how many concerns are raised.

Debbie Shaw stated she would also like to know why their property was designated that way.

Marty Shaw stated his entire 106-acres is designated as Conservation Buffer.

Debbie Shaw stated their property is west of Warren School; where the 2.5 acre lots were approved are directly across the road.

Kurt Schaefer stated there is also Rural Preservation on the west side of the road too; it is just their two properties. It would help if you could look at the map with the gravel roads on them because it puts it in perspective. Mr. Schaefer asked if the Planning & Zoning Commission will make a recommendation on this to the County Commission and then at some point the County Commission will hold a public hearing and vote on it.

Bill Florea stated that the work sessions and meetings are based on a published schedule so the public is welcome to attend if they wish to hear the discussions. The public hearings will also be on a published agenda.

Commissioner Kurzejekski asked Mr. Schaefer if this question was raised with the i5 Group.

Kurt Schaefer stated yes; the first he heard of it was at the public open house. Mr. Schaefer stated he went to the open house and submitted comments.

Debbie Shaw stated she also submitted comments.

Also present:

John Dougan, 14701 S Hwy DD, Ashland

John Dougan stated this is a good framework but it doesn't have the specificity that you would expect on transportation. Mr. Dougan stated he is from an area around Memphis, Tennessee which is an area that has gone through a lot of development just like southern Boone. In the transportation points, traffic flow is not addressed at all, it is about safety but doesn't look at the impact of growth and traffic flow.

Mr. Dougan spoke on issues related to the City of Ashland roads, the round-a-bouts, and State roads of which the County has no jurisdiction. Mr. Dougan was informed that Boone County has no authority over city or state roads. Mr. Dougan stated that Southern Boone is going to continue to grow and we need to be able to filter off some of the traffic; there needs to be a more deliberate effort with that.

Mr. Dougan also spoke about the lack of neighbor notification for developments inside the City of Ashland. Mr. Florea informed Mr. Dougan that it is the City of Ashland's responsibility to notify, if required. Mr. Dougan asked if the county had any input on developments inside the city. Mr. Florea informed him the county does not.

Commissioner Harvey stated the plan is a framework for the Commission to use going forward. It is going to change and be modified as we move along. One of the issues that came up at one of the meetings was that within eyesight of I-70 is going to be a commercial or regional economic development area. There is a lot of farm ground

there that has been farmed forever but if it is in eyesight of I-70 that is where it is going to make sense because there are already utilities and roadways.

The Commission is going to try to preserve rural areas as much as possible. Commissioner Harvey stated he was on the Advisory Committee for this plan and MoDOT was invited to be part of the Technical Committee and they participated to an extent. The Planning and Zoning Commission does not have the authority to dictate what county roads are paved, that is up to the County Commission. When the Commission looks at a development they can use the land use map as a guide.

John Dougan stated there is a lack of inoperability on a lot of these developments.

Commissioner Harvey stated it is the same thing with the City of Columbia; they have their own Planning and Zoning and their own City Council that makes their own decisions.

Thad Yonke stated that this plan acknowledges that the County doesn't have jurisdiction in those areas and it talks about trying to engage them and coordinate so they would interact more. The county has to ask them; they can't tell them to coordinate.

John Dougan asked about road requirements for new developments.

Commissioner Harvey stated when plans are submitted and it is realized that turn lanes are needed it is part of the staff recommendation to have a condition to add a turn lane.

Thad Yonke stated if it is a rezoning or change in zoning it is a public hearing item; if they work within the zoning they already have such as A-1 zoning with 10-acre lots it will not have a public hearing because subdividing property is a right as long as you are in compliance with the zoning. There is no public input on a subdivision plat unless it is associated with a rezoning request. If there is a development in the county on a state road they have to follow the county Subdivision Regulations, one of those requirements is if there will be any form of public road built into the development they have to do a traffic study. If the traffic study indicates a turn lane is necessary but if it is a state road the county can require a study but the county cannot make MoDOT require the developer to put in a turn lane; the county can only show whether it is warranted.

Chairperson Harris stated the plan doesn't ignore the degrees of specificity that Mr. Dougan is looking for; it gives the Commission a place to start to accomplish those things.

Mr. Florea suggested Mr. Dougan look at the implementation section on page 87 of the draft; it is about six pages of very detailed list of items that are prioritized. That may address some of Mr. Dougan's concerns.

Also present:

Terry Hilgedick, 6550 E Lloyd Hudson Rd, Hartsburg

Terry Hilgedick stated he is a farmer and when he was growing up there were only about 10 houses on Route A, now there is probably five times that. Mr. Hilgedick stated his struggle with getting product to market is becoming more of an issue and does about 600 runs per year with semi-trucks. The more you can put new development inside of a city setting the better it is for Mr. Hilgedick's issues; city settings are easier to improve and where it is more dense so they can spend more money to make it better than you can with having to pipe out something five miles out of town to a remote area. It is more efficient than having to run bigger wire every few years. Mr. Hilgedick stated that he is a Board Member of the South Boone County Fire District. In that role he supports requiring infrastructure such as fire flow and fire hydrants in rural subdivisions. Lack of water infrastructure causes the District to purchase additional tanker trucks that are very expensive.

Chairperson Harris stated with regard to Mr. Hilgedick's comment about density closer to town, there are quite a bit of recommendations in the plan that goes down that road.

Also present:

Brandon Glascock, 14150 S Bob Veach Rd, Ashland

Brandon Glascock stated that along with the county land use plan there we also two other housing studies conducted and asked if those studies have any impact or shift the way this group thought about how the Master Plan was going to be put into place.

Mr. Florea stated he is aware of one housing study. It is incorporated by reference in the Plan.

Also present:

John Martin, 2365 S Buffalo Dr, Columbia

John Martin thought he read about an overpass at Route A but now it is nowhere to be seen.

Mr. Hilgedick stated he has given up trying to get on Highway 63 off of Route A with semi-trucks and it is forced him to come into Ashland with semi-trucks and go through the school zone and round-a-bouts to get onto Highway 63.

Thad Yonke encouraged commenters to engage with MoDOT on these issues.

No other comments were made and the public hearing was closed.

Chairperson Harris stated that this Plan impacts everyone in Boone County; the Subdivision and Zoning Regulations will be reworked based on the Plan.

Mr. Florea stated that written comments will be accepted until 5:00 PM on March 20, 2025, comments can be emailed to the Resource Management email. The next public hearing will take place on Thursday, March 20, 2025 at 7:00 PM at the Boone County Government Center, Commission Chambers at 801 E. Walnut Street, Columbia.

Hearing adjourned at 7:16 PM.

Meeting notes prepared by Paula Evans, Administrative Coordinator, Boone County Resource Management

**BOONE COUNTY PLANNING & ZONING COMMISSION**  
**PUBLIC MEETING ON PROPOSED BOONE COUNTY MASTER PLAN**  
BOONE COUNTY GOVERNMENT CENTER – COMMISSION CHAMBERS  
801 E WALNUT STREET, MISSOURI  
(573) 886-4330

**Minutes**

**7:00 P.M.**

**Thursday, March 20, 2025**

The hearing was called to order at 7:00 PM by Commissioner Greg Martin, introductions to Commissioners and Staff were made.

Planning & Zoning Commissioners Present: Boyd Harris, Eric Kurzejeski, Greg Martin, Steve Koirtyohann, Kevin Harvey, Robert Schreiber, Jeffrey Ehimuh, Ken Butler, Jeff McCann.

Resource Management Staff Present: Director, Bill Florea; Thad Yonke, Senior Planner; Andrew Devereux, Planner; Uriah Mach, Planner; Administrative Coordinator, Paula Evans.

Chairperson Harris read the following opening statement:

This is the third of three public hearings. The public hearing will be open for those wishing to provide comment. Responses to questions may not be given this evening, however, a record of all questions and comments will be kept and responses may be made directly to the individual or by posting on our website.

After the public hearings are completed, Resource Management will review and organize the comments and questions and forward them to the Planning & Zoning Commission. The Commission will discuss the comments and may recommend changes, or they may make a recommendation for adoption to the County Commission. The County Commission will hold at least one public hearing before making a final decision. The date of that hearing will be posted on the Resource Management website.

Open to public comment.

Present to provide comment:

Denny Stephenson, 1854 N Rte J, Rocheport

Mr. Stephenson provided a written statement which is attached at the end of minutes.

Carl Freiling, 17300 Burnett School Rd, Ashland

Carl Freiling: Stated his concern was with regard to private roads. Under Transportation Goals 2.4.B in the Plan there is an indication that any new roads, regardless of proposed ownership, it states “public roadways”. Does this apply to private access driveways? Will private access driveways be required to meet county road design standards?

Bill Florea: You will have to define that, this plan doesn’t change anything, this says that Subdivision Regulations should also be looked at and the road standard required should match the types of subdivisions. You are asking a question that can’t really be answered at this time. These are policy statements that says this is something we should work on, it isn’t changing anything.

Carl Freiling: But I know that if it is in the Master Plan and a proposal comes through for a regulatory change that would declare that private access roadways fall under this 2.4.B, that is a huge change and if that is the implication and the Master Plan can be pointed to as a reason to make this regulatory change I have considerable concerns



about that. There has to be a balance between choices that people make about where and how they live and cost; I would hate to see us take development options off the table. I know staff gets harassed about citizens wanting their private road taken over by the county, but that is a relator mistake, or someone just didn't ask the right questions. If notices were required to be given on these private access spots it would take away the honest misunderstandings and the ability to say "I didn't know". What happens with family transfers if I wanted to have my driveway to be used by my grandson to build a house on one of my lots do I have to improve my driveway to a public road standard because it becomes a shard drive?

Thomas Trabue, 4750 N Boothe Ln, Rocheport

Tom Trabue: The plan is well put together. Something that was highlighted was the COLT line railroad and the opportunities that presents to us. The plan also highlighted that Boone County will need about 37,000 new homes in 25 years. For many years, the county has left the housing to the cities and to meet the housing needs, the County Commission is going to have to take a more aggressive role and the Master Plan provides the framework for them to do that. It is important that the Master Plan identifies that this is a fluid plan and it should be reviewed and updated as necessary on a five to ten-year basis. It comes back to the housing need that we have.

Lexi Linsenman, 4301 W Gibbs Rd, Columbia

Lexi Linseman: Farming is extremely important. We are on the city border and with development it is worrisome with development being upstream. We sometimes pull water from the creek to feed cattle but with construction that has recently gone on that has trickled down to muddy creeks that we can't pull water from.

Closed to public comment.

Chairperson Harris: The purpose of the public hearings is to hear comments and concerns rather than engage. The engagement will come in the next couple of steps as this information is gathered. With regard to Mr. Freiling's concerns about the roads, the Commission was almost to the end of revising the Subdivision Regulations and one of the wrinkles was private roads. After reviewing the Master Plan, we will probably have to go back and revisit and rework the Subdivision Regulations. We will get these comments summarized and the Commission will review them along with the i5 Group. The County Commission will have their own public hearing.

Hearing adjourned at 8:41 PM.

Meeting notes prepared by Paula Evans, Administrative Coordinator, Boone County Resource Management



# SIERRA CLUB

Mid-Missouri Sierra Club would like to provide the following input on the Boone County Master Plan draft document.

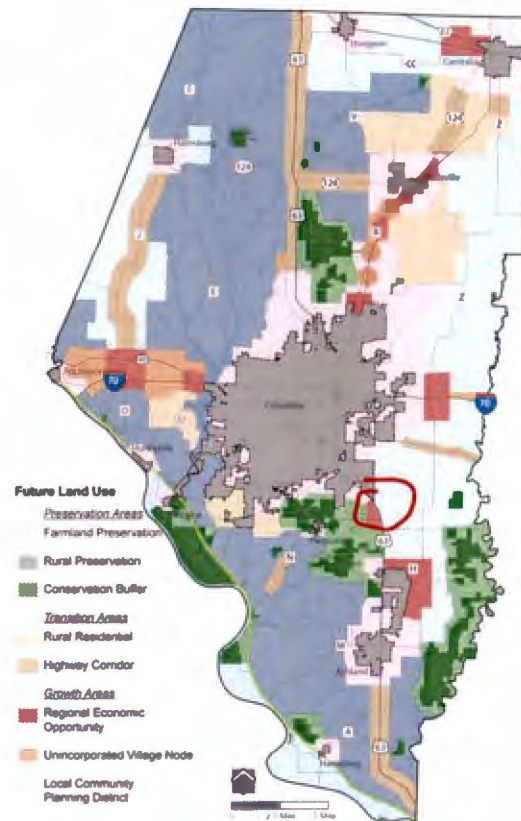
1. We offer strong support for all of the conservation tools recommended in the document including but not limited to conservation subdivisions, conservation easements and a "Sensitive Area Zoning overlap" in conservation buffer areas.
2. In general, Mid-MO Sierra Club supports the entire Natural Resources Section as documented in principle #5 but we would like to prioritize for high priority execution the countywide Conservation and Parks Master Plan in 1a and the creation of a habitat core and hub analysis listed in 1b. The Habitat and Core Hub Analysis should also be used to establish protections for defined wildlife and biodiversity corridors to prevent rezoning to more intensive usage in addition to voluntary conservation easements. We do not believe it is essential to confirm resident support for funding parks prior to doing a Parks master plan. It is easier for people to support a funding request when they know very specifically what public benefits will result versus a tax to support undefined parks in general.
3. The Sierra Club is pleased to see the incorporation of concerns about heavy downpours and ongoing evaluation of flood risks. We would like to move creation of a countywide Stormwater Management Plan as listed in 5.4.B to a priority 1.
4. Regarding the future land use plan: From the Plan Page 76: the pink area circled in red, in the image below, is adjacent to the dark green and light green areas defined as Conservation Buffer (Gans Creek Wild Area and Rock Bridge State Park, with an extension through Gans Creek Recreation Area that is not shown because it is within the City limits of Columbia). The pink Regional Economic Opportunity area shares a border with the Conservation Buffer land use area. This 'regional economic opportunity' area would be better positioned to the North on the East side of HWY 63, or even better, let growth occur within the city limits of COMO only. The parks and the recreation area are a 'hub' for biodiversity and Gans Creek is a 'corridor' that leads up into the prairie land to the East. (See principle #5 for mention of the hub and corridor concept).

## **Draft for Review** **Future Land Use Plan**

The map on this page shows the future land use map. As outlined under the Chapter "Principles and Goals," the goals of the land use plan include:

- **Respect local community land use planning and decisions.**
  - Encourage communities to prepare a future land use plan for areas adjacent to their city limits ("Local Community Planning District").
- **Acknowledge the importance of Boone County's natural resources for ecosystem services, tourism, and quality of life.**
- **Balance areas of growth and preservation.**
  - Use the land use plan to identify priority farmland and rural preservation areas.
  - Use the land use plan to identify economic development areas of regional importance that require larger sites and can leverage Boone County's unique transportation assets, including I-70, Class 1 railroads, and the Columbia Regional Airport.
  - Provide transition areas from growth areas to rural and agricultural areas.
- **Provide expectations of future availability of community services, sewer, and other utilities.**
  - Use the future land use plan and growth projections to coordinate with state, local, and private entities to plan for and invest in infrastructure, including roads, sewer, and other utilities, in anticipation of growth.
  - Acknowledge that some land uses may not have the same level of community services and utility access.

The following pages describe each land use category.



**Future Land Use Map**

5. In the transportation area there is a lack of focus on public transit. Boone County needs a regional public transit system to support efficient movement of workers, students and healthcare patients between Columbia and the surrounding communities. Not only would a regional public transit system such as bus service, reduce greenhouse gas emissions, it will facilitate economic development by allowing more people to efficiently reach the services they need or to be able to obtain employment and advanced education. Better jobs for persons in the rural area will lead to more prosperous businesses in their towns of residence. Regarding 2.3.A. Sierra Club is extremely supportive of developing a master plan for bicycles and pedestrians.
6. Regarding the Vision Metric on page 50 for Economic Development. Again Sierra Club must express our concerns that job growth and creation should not be the metric for this vision. Our vision is to have a county in which poverty rates are low and people are employed in jobs with a living wage or better. It is noted



in the report on pg. 51 that the County has "low unemployment rates". People have jobs. What we need is to have better paying jobs. Our vision metric should reflect progress on that and not just measure job creation rates. We don't need more minimum wage jobs for example. Promoting job growth for the sake of job growth will only accelerate growth in the county and put conflicting pressures on achieving the other visions in this plan to protect farmland, natural areas and preserve rural characteristics.

7. Developing a climate action and adaptation plan needs to be established as a key goal of the master plan. The climate action and adaptation plan should identify opportunities for the county to reduce greenhouse gas emissions and identify impacts expected from climate change as well as actions to address both mitigation and adaptation. The plan does not address the changing climate other than to note the expectation of higher precipitation events.

Questions or comments regarding this input may be addressed to  
[sc.midmo.group@gmail.com](mailto:sc.midmo.group@gmail.com)

Submitted March 20, 2025

Denny Stephenson

Which of the three land use concept plans is slated to be used?

My farm is currently zoned A2, will the adopting of this Master Plan change that or could I ever be **forced** to change my zoning so long as I owned this land?

Areas:

**Preservation Area:**

Farmland preservation: My farm is terraced for erosion prevention This farm has been in either row crop, open pasture or hay ground since 1968. Why would that be overlooked by the group proposing this plan by not considering it "prime farm land"? I have planted over 400 trees on this property, all from 6 inch seedlings from the Missouri Conservation Department, most are over 30 feet tall now. Our farm supplies food for the community. We support a local bee keeping operation by giving them a free area for honey production. We have freezer beef market program developed over the last 10 years to provide the community with drug free and hormone free beef.

Were all these items taken into consideration when designating my farm in an "Economic Opportunity Area" instead of rural preservation or "prime farm land"?

The "Economic Opportunity Area". Could you identify what business types that you are trying to place in this area? How many acres in Boone County are planned to be labeled "Economic Opportunity Area".?

In my area (Rural Rocheport) are we looking for industry to match up with the existing distribution center? **Why would we do that again** – there is not that much in it for Boone County. A promise from the company and from the Boone County Commissioners of "1200 good paying jobs". Don't believe we have hit 50 percent of that promise. And...4.5 million dollars in new taxes – haven't hit 20% of that figure. **Is our goal to have more of the same?**

Yet we are trying to reserve more land for "Economic Opportunity" by taking away farm land, conservation areas, small farm food sales and people's comfort, community culture, and way of life-- in a trade.

I read in the proposed master plan that we should protect "prime" farmland. What was the criteria for identification of "prime" farmland. What is the soil type and the land slope in these "prime farmland areas"?

Prime farmland is **land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses.**

Where is the background information for this and who processed it? Prime farmland is not just “row crop”. Last year good hay ground showed a very competitive profit as compared to row crop.

### **Summary**

I can support a well thought out growth plan that is not slanted or prejudiced. The growth plans should drive and support the future state. The “imagined” future state should not drive the master plan.

It was stated in the information concerning the Master Plan that 90% of respondents said that "Future Growth in Boone County should better balance development with the preservation of farmland, rural character and natural areas."

WHERE is this “balance”?

# SUMMARY OF DRAFT MASTER PLAN COMMENTS

January 22, 2025



Thank you to everyone who reviewed the draft Boone County Master Plan (dated November 2024) and provided comments. The draft plan was made available on the [www.OurBoone.com](http://www.OurBoone.com) website at the end of November 2024. Comments were accepted through an online comment form or by mail to the Boone County Resource Management Office until December 31, 2024.

During the draft plan review period, the website received over 800 unique visitors. Since the planning process began in Spring 2023, [www.OurBoone.com](http://www.OurBoone.com) has had over 6,800 unique visitors. In addition to Boone County communications, the planning team distributed four e-newsletters, beginning on December 3, 2024, to approximately 700 subscribers who signed up for updates.

Elements of the draft plan were introduced beginning in late June 2024. Key actions during the draft plan rollout included:

- Meetings with the Advisory Committee and Technical Committee on July 9, 2024, to review draft land use concepts, plan principles, and goals, as well as to gather feedback and comments.
- Virtual (online) open house on August 21, 2024, to review draft land use concepts, plan principles, and goals, as well as to gather feedback and comments.
- In-person open house on September 5, 2024, to review draft land use concepts, plan principles, and goals, as well as to gather feedback and comments.
- Meetings with the Advisory Committee and Technical Committee on December 11, 2024, to review and provide feedback on the draft Boone County Master Plan document (dated November 2024).

Only 27 written comments were received during the review period, which ended on December 31, 2024. This reflects the draft plan's success in addressing feedback and incorporating input gathered during the engagement process from June through September, as noted above.

The 27 written comments will be included in the appendix of the final master plan. While these comments may not directly result in changes to the master plan document, they serve as an important record of the process and should help guide decisions and actions during implementation. Changes between the draft Master Plan and final Master Plan are included on the following pages.

## CHANGES BETWEEN THE DRAFT MASTER PLAN AND FINAL MASTER PLAN

The following highlights the changes made between the draft and final Master Plan document. New or revised text in the master plan is presented in ***bold italic***.

### General (Overall Document)

- The executive summary highlighted that, “90% of survey respondents expressed agreement with the statement: ‘Future growth in Boone County should better balance development with the preservation of farmland, rural character, and natural areas.’” *This survey highlight will be included in additional locations in the Master Plan since balanced development was a key principle of the plan.*

Explanation: Request by the Advisory Committee to highlight this finding from the survey in additional locations in the Master Plan.

- *The PDF version of the final plan will have hyperlinks from the Table of Contents to each respective chapter.*

Explanation: Request by the Technical Committee.

### Chapter 2: Community Engagement

- The summary of Open House #3 included the three draft land use concept maps that were shown at the open house. Additional text was added to the page over the maps to state, ***“(options presented at Open House #3 in Summer 2024 - see Chapter “Future Land Use Plan” for final land use plan)”***

Explanation: Additional text was added to clarify that the maps shown are a summary of materials presented at Open House #3 and are not three options still under consideration.

### Chapter 3: Principles, Goals, and Recommendations

- Transportation Goal 2.3.A: ... “Connecting the two state parks in the county (***Finger Lakes State Park and Rock Bridge Memorial State Park***).”

Explanation: Additional text to provide clarification.



- Transportation Goal 2.4.B: “Review subdivision regulations regarding roadway improvements for new subdivisions to ensure that county standards applicable to public roadways are adhered to regardless of proposed ownership.

Adhering to consistent standards when undergoing roadway improvements can reduce long-term maintenance costs and help prevent expensive future upgrades. In the event of a change in ownership, private roadways may have an easier integration into the public roadway network if already adhering to county standards. ***As part of the review of subdivision regulations, county roadway standards should be reviewed for their applicability to various types of subdivisions.”***

Explanation: Additional text to provide further policy guidance that county roadway standards should take into account various types of subdivisions.

- Transportation Goal 2.4.C: ... “Through chip seal application, concrete patching, shoulder repair, and other road and bridge maintenance activities, Boone County’s proactive approach extends the life of its **775**-plus miles of county roads and rights of way and can reduce expenditures on more costly reconstruction projects that would be necessary to address failing pavement conditions.”

Explanation: Corrected number of miles (draft version listed 800-plus miles).

- Utilities and Infrastructure Goal 6.2.A: “Use the future land use plan and growth projections to coordinate with state, local, and private entities to plan for and invest in infrastructure, including roads, sewer, schools, and other utilities in anticipation of growth.

Multiple state, local, and private entities provide infrastructure and services in Boone County. One of the most effective ways for Boone County to continue inter-government and utility coordination is to regularly update growth projections and the future land use plan and share the updates with the local and regional partners. The growth projections enable partners to anticipate future needs and plan accordingly, ***including coordinating potential joint agreements and achieving efficiencies in common design and maintenance standards.*** Using the future land use plan as a guide, partners can ensure that infrastructure investments are made in the right places at the right times, avoiding reactive, piecemeal development that may be more costly and less effective.”

Explanation: Additional text to highlight that coordination between Boone County, cities, and utilities on future land use planning and growth projections can lead to beneficial opportunities such as joint agreements and common design and maintenance standards.

#### **Chapter 4: Future Land Use Plan**

- Future Land Use Map: *Roadway labels were adjusted slightly for better map legibility.*

Explanation: Minor formatting of the map for better map legibility.

- Other Future Land Use Map clarifications: Some comments expressed concern regarding parcel specific changes based on the Future Land Use Map. The following paragraph is included in Chapter 4 and is repeated here to help provide clarification for parcel specific questions: *“It is also important to note that the Future Land Use Plan is not a rigid designation per parcel. It provides a guide for how land should develop over time based on community goals, anticipated growth, and infrastructure needs. By using a guiding approach, the plan can balance flexibility with strategic direction, ensuring it remains relevant and actionable while allowing for case-by-case evaluations, particularly in areas near the boundary edges of Future Land Use Plan categories.”*

## Q3 Please provide any comments you would like to make about the DRAFT Boone County Master Plan.

Answered: 27    Skipped: 1

#	RESPONSES	DATE
1	I appreciate the majority of content in this plan. Conservation and sustainability of all aspects of planning are most important to me. Novel mechanisms for maintaining and supporting small farms within the county need to be explored and incorporated. Even if the county could not supply a huge percentage of food needs, the capacity to produce a substantial portion is essential Homeland Security. In all areas of development, best sustainable practices should be pursued. High-efficiency, low-resource-use appliances and construction are of utmost importance. I would like to see the City and County develop meaningful policies for Accessory Dwelling Units. This can increase efficient use of current spaces and transportation. I hope for prioritization of replacing removed plant life with native re-plantings, and goals for tree canopy-cover.	11/1/2025 1:46 PM
2	The process was a production to create the illusion of consent and general participation. Central planning never works. It cannot work, because we are all individuals. We're all different. One size does not fit all. No one can predict the future. Freedom and responsibility is our American way. Government is the problem. Planning and zoning is taking and is corrupt. Let's just forget this "Master Plan" and begin to free ourselves.	12/31/2024 8:56 PM
3	First, we would like to express disappointment that the draft plan was available on Dec. 3 according to Commissioner Kendrick, but an email notice was not sent until Dec. 18. Given holidays and vacations, a Dec. 18-Dec. 31 review period is very unsatisfactory in the view of the citizens who represent the Mid-Missouri Sierra Club. However, given the limited time available, we have the following comments and will provide additional comments at future opportunities: 1. Regarding goal 2.2 on the multi-modal transportation network. It is good to evaluate the use of the COLT rail corridor to create a commuter line to Centralia, however there needs to be an additional plan to consider bus service to Centralia as a backup plan and to the other communities in Boone County such as Ashland as a primary plan. There seems to be no mention of working with the City of Columbia on a bus service plan. Regarding 2.3.A. Our organization is extremely supportive of developing a master plan for bicycles and pedestrians. However, we note that on this page it mentions two state parks and does not include Finger Lakes State Park. The multi-use trail along the COLT rail corridor seems to provide an opportunity to also connect Finger Lakes State Park which already has mountain bike trails. Regarding the Vision Metric on page 50 for Economic Development. Again we must express our concerns that job growth and creation should not be the metric for this vision. Our vision is to have a county in which poverty rates are low and people are employed in jobs with a living wage or better. It is noted in the report on pg. 51 that the County has "low unemployment rates". People have jobs what we need is to have better paying jobs. Our vision metric should reflect progress on that and not just measure job creation rates. We don't need more minimum wage jobs for example. Promoting job growth for the sake of job growth will only accelerate growth in the county and put conflicting pressures on achieving the other visions in this plan to protect farmland, natural areas and preserve rural characteristics. In the Principal #5 Natural Resources section, it is very important to do an ecological survey that will identify the key areas in the county to preserve as natural areas or that don't support development such as areas with karst topography. Therefore Sierra Club very much is in support of 5.1.A and 5.1.B. However, we support the entire section we just want to highlight the importance of these plans and identifying the key natural resources and wildlife habitats within the county. Additionally, in general, when the plan was conceived, we were led to believe that more content would be included related to the planning for mitigation of greenhouse gas emissions and for adapting to climate change impacts. The Sierra Club is pleased to see the incorporation of concerns about heavy downpours and ongoing evaluation of flood risks. However, there are no other significant mentions of climate change impacts on infrastructure or county economics as might be expected from extreme heat or other extreme weather events. Additionally, the transportation and economic development plans don't mention activities to reduce greenhouse gas emissions or support the transition to clean, renewable energy in partnership with local electricity	12/31/2024 8:31 PM

## DRAFT Boone Master Plan

providers. This is a glaring omission in the master plan given it is being written in 2024 during a time of climate crisis now and for decades to come. Developing a climate action plan needs to be established as a key goal of the master plan. Overall there are many aspects of the master plan that the Sierra Club supports. Given more time to provide this input, we will happily document them if desired.

4	I reassert my comments to the previous draft. Additionally, it is arbitrary and capricious to limit my property to lots no smaller than 10 acres when earlier this year the County Commission granted spot variances to the property immediately across the narrow gravel road to develop two and three acre lots even though both properties have the same A-1 zoning.	12/31/2024 6:02 PM
5	I support the complimentary goals of reducing transportation related deaths and injuries and a well connected trail and active transportation system and offer the following suggestions to help achieve those goals. There should be a bicycle/pedestrian pedway between Ashland and Columbia mirroring the trail proposed for north Columbia/Boone County along the COLT railroad. The proposed Ashland to Rockbridge State Park trail could be modified to also extend to the Gans Creek recreation area/A. Perry Phill	12/31/2024 4:08 PM
6	I hope these pages match up, so I will also provide the title of the pages. Housing - Cost-Burdened Households -Renters-graphs shown Page 137 Question: Why are the percentages of cost burden renters worse in 2000 than in 2019? Why is this considered a terrible problem now? Opposed to the message we are told today. So, why is homelessness growing? Housing - Cost-Burdened Households - Homeowners - graphs shown Page 138 Question: Why is the percentage of homeowners burdened with costs worse in 2000 than in 2019? Why is this considered a terrible problem now? Opposed to the message we are told today. So, why is homelessness growing?	12/31/2024 12:39 PM
7	When it comes to "Conclusions of Growth Analysis and Scenario Planning" only Scenario 2 seems to best preserve natural resources, natural beauty, and allow cities to be dense enough to support public transit systems, walkable neighborhoods; as in, you can walk to a pharmacy, a school, a grocery store, and teens can walk to their first job. It would also hurt peoples' ability to "age in place." As people age, they often loose the ability to drive, and lose the ability to quickly cross high speed roads on foot. More housing outside the city will mean more high traffic roads into the city. The huge number of healthcare jobs in Boone County are not located all throughout unincorporated county land. The grocery stores, schools, sports teams, entertainment, and after school programs are all inside the city limits. Building more residential housing outside of city limits would take us farther from a functional public transit system. It would make all of these things less accessible.	12/31/2024 11:49 AM
8	- On the 2018 master plan for the Rec Area, someone from P&R thoughtfully outlined the forested parts in black and drew diagonal lines across the entire forested area on both sides of the creek and labeled it "Creek Buffer and Preservation Area". The much smaller trail only skirted the edges of the forest and stayed away from sloped forested land for the most part. What happened?? - The Rec Area is adjacent to the designated Gans Wild Area (and Gans Creek designated in 2012 as a "Missouri Outstanding Resource Stream") and therefore deserves heightened value for conservation and restoration. -We need to move the trail out of the sloped forested areas as in the 2018 plan. - If erosion starts or if bikers start cutting across trails, the trails need to shut down and we go back to the drawing board. We do not want just a lot of rip-rap big rock or soil moved in from somewhere else thrown down as a bandaid to erosion control - erosion still happens under the rock particularly in this area of porous limestone - the only way to control erosion is to prevent erosion. - I think people (council, approving folk, trail folk) do not know the specifics or uniqueness of the area and they need to reconsider. Evidence: - the bluffs around the horseshoe creek on our Rec Area, make up the most magnificent area of all of Gans Creek. Along impressively magnificent limestone rock bluffs with numerous small caves, tell-tale moss and ferns growing amidst the stone and the fragile rich dark soil on the steep walls down to the creek, tell of this bluff's crucial role in filtering and absorbing rain water and excess runoff from the fields above. - In 1934 a US soil survey indicated we had lost 282 million acres of agricultural land due to erosion. In 1982, Missouri alone lost 171 million tons of top soil, (reduced to 93 million tons in 1990) and we continue to lose soil at an alarming rate and in 2013 a study shows it was on the rise again. - Most people alive today don't even know what a heathy creek or stream looks like. Signs of severe existing erosion are evident in the Rec Area and feeding into the neighboring designated Wild Area which is loosing a rough estimate of 300-600 tons of rich soil from the creek valley every year. In the past 25 years I have seen massive trees and large areas of serene valley land disappearing - washed away. Further more, the creek is filling up with silt and gravel washed downstream from/through the Rec Area; in turn, this gravel fills in the deep	12/30/2024 9:47 PM

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water holes in the creek which support fish and amphibians and other life during winter freeze and times of drought. Many animals depend on the wildlife that lives in that creek. All trails exasperate erosion to some degree. - It is evident that for decades the farmers Crane who once owned the Rec Area land, deliberately let forest and native plants grow low on the fields where they sloped towards the creek and along drainage and draws in order to reduce erosion - they knew their soil, they chose to protect it best they could given their incentive to farm as much for profit. How is it we now know better and think our trails in fragile land won't erode? Inspiration: -in 1950, Hugh Bennet - Chief of Soil Conservation Service for USDA heeded the urgent call to protect our soil and streams from erosion. He declared "Now we have to go to war against erosion." That battle is ongoing. - Boone County is enacting "One Health" - a national movement to address ecological needs - for now it is the Bonne Femme Water Shed in which Gans Creek runs. One big issue they are trying to address is erosion.

9	Stephen and Co. Excellent job. I do however wish to raise a concern re Transportation Goal 4b. One facet of character of Boone County that the plan seems to not capture is the fact that many many people live on private roads and prefer to do so. It is inherent in the culture of our county. Private roads have their limitations however I do not think the Master Plan should essentially mandate that future private roads must be build to County Road standards. This issue has not been agreed upon by the Planning and Zoning Commission on which I serve. Specifying a regulation is also out of character with the approach used throughout much of the document. Thanks for considering this I also suggest that the Transportation portion of the Plan should suggest a process and timeline be developed to bring County gravel roads up to County Road standards. I agree with the effort to identify roads to pave/chip seal but it does seem remiss to not address the numerous roads that will likely never be paved but fall far from being up to standards. Cheers Eric Kurzejeski	12/30/2024 3:51 PM
10	This is an excellent process and document. I am afraid, however, that the job of, not only maintaining, but upgrading our current "hidden" facilities of storm drains, sewer drains, water lines, underground power lines, and cable, has been overlooked. Should we do more under future lines underground in tunnels (think New York City!) where access and repair is easy? Underground tunnels could include all of the current underground facilities. Should we put many of the current facilities in tunnels? The main issue, however, is planning for the maintenance and upgrading of the facilities. Tunnels for them are only one of these items.	12/26/2024 1:45 PM
11	Please prioritize these issues for a non-suburban-sprawl-oriented Boone County future: -- Continue to ensure that increased transit access is more connected between Boone County cities. We need bicycle to connect to neighboring counties such as transit connections east towards Fulton (Greyhound stopped this service last year) and regular service south to Jefferson City/Amtrak (Columbia's 2024 draft transit study calls out a service option for Jefferson City->Columbia, largely running through Boone County, so this needs goal needs to be mirrored as a specific goal for the Boone County Master Plan). --We need more interconnected trails between all major Boone County communities, such as to Centralia and Ashland: Look to the Spirit Trail in Johnson County, MO to see how to build shared-use paths along state ROW, and call out a standard for developing shared-use paths along community-connecting corridors when future maintenance needs arise. We no longer can build roads exclusively for car travel, or we will continue to see terrible fatalities and limited transportation alternatives. --Please elevate how the COLT Railroad could be a 'rail-with-trail': the corridor should be able to function both as a multi-use trail and a future passenger rail corridor. --More mixed-use development (increasing walkability from residences to shops, restaurants, and other destinations): Please ensure new developments minimize anticipated growth in new automobile traffic, such as building interconnected shared-use paths between developments to existing paths, building higher density, and establishing parking maximums to reduce sprawling, unused parking lots. Remove more of the outlying pink-shaded areas in the land use plan and replace with conservation and rural land use goals.	12/24/2024 6:52 AM
12	I strongly urge you to incorporate and support infrastructure for alternatives to private car transportation into the master plan. Segregated bike lines especially along routes within reasonable distance of larger population centers and big employers to encourage folks yo get out of their cars. Also, support fast charging stations for EVs. Work with City of Columbia to extend bus service to popular commuting locals e.g. Hallsville or Ashland.	12/23/2024 3:46 PM
13	This is a well made plan - I'm impressed with the work that's been done! There's a lot of good stuff in here, so all I'd like to do is emphasize a few points in the plan. I'd really like to see the county prioritize transportation alternatives, especially non-motorized transportation, as much as possible. Vision Zero being incorporated is huge, as pedestrian safety is so important if you want people to walk. The use of the COLT railway corridor, as a light rail corridor and/or a non-	12/23/2024 2:34 PM



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motorized transportation corridor, also has the potential to be transformative. Having this to move people from neighboring communities into Columbia, and specifically to the Route B corridor for those who work there, could drastically decrease personal vehicle use and slash transportation costs for those individuals. Finally, mixed use development and increasing density in those places that are already dense (cities and surrounding) is SO IMPORTANT, both for walkability and transit feasibility. This is probably the most important thing we can tackle in this plan, and should be the county's number one priority in the implementation of this plan. We have to mode shift people away from personal vehicles for so many reasons, but primarily for climate change.

14	Please Prioritize Increased walking, biking, and transit access in between Boone County cities and more mixed-use development (increasing walkability from residences to shops, restaurants, and other destinations)	12/23/2024 1:34 PM
15	Thanks, this was interesting. I would have liked to have seen more about public transportation, especially by cooperating with the University, or 'the District.' Removing drivers to campus/downtown would have so many benefits, so please consider options like other large universities have - running buses to pick up commuters, etc. For many people there are absolutely no public transportation options - even people who live well within the city limits. Maybe Columbia is big enough for a couple of trolleys/overgrounds that run down Broadway/Stadium/Providence, for instance.	12/23/2024 1:33 PM
16	I have concerns about the area marked as Conservation Buffer. My land and our neighbor's land are the only two parcels that has been designated as the buffer in our area. Many other land owners adjoin the conservation land. Why are just two land owners affected by the change? Also, I would like to know when this will be presented at the Planning and Zoning Committee meeting. Thank you.	12/19/2024 2:36 PM
17	I love the transportation plan!	12/18/2024 1:58 PM
18	I'm very pleased with where the draft plan sits. I'm very supportive of the regional economic opportunity areas. If anything, these areas could be larger in size, but I believe it gets us further down the road.	12/18/2024 9:49 AM
19	Under "Farmland and Rural Character," consider adding a goal to alleviate conflicts between agricultural and Non-Agricultural properties and renewable energy sources (e.g., solar fields). This issue has arisen several times over the years, and addressing it could significantly boost the use of renewable energy sources. Under "Land Use: Conservation Buffer." Large parcels with single-family homes exclude middle—to low-income people from areas within proximity to natural features and reserve these spaces for the wealthy few, contributing to class division and green space inequities. Additionally, if not contained, they can increase urban sprawl. Recently, areas adjacent to state parks, etc., where only one house may be built on a large lot (10 acres) have become economically infeasible. If a developer creates a conservation subdivision, allow for a higher density. Create strict landscape design and management measures for conservation subdivisions to mitigate impacts to natural features. Boone County Trends How many acres of developed and deciduous forest change occurred? Infrastructure and Community Services Encourage cities and county governments to agree on utility services standards so maintenance assumed by one entity does not become burdensome due to differing design standards. The Missouri Department of Conservation has competitive grant opportunities to support infrastructure projects, such as greenways and trails, that help connect people to nature.	12/17/2024 1:24 PM
20	We need affordable housing whether units or homes. Not for low income, but people like me who work and need affordable housing. My rent went from 780-1000 dollars. It's insane. We will all be living in our cars if this keeps up. Start providing housing for working family's based on their incomes. Please, we need help too.	12/17/2024 8:20 AM
21	I disagree with the Land Use Concept that you have chosen, as there are no service roads along the major highways and the other state roads are too narrow for much more industrial or commercial growth. As there is already more traffic on these roads, with the highway corridors and rural residence on option 3 there would be way more traffic than what Rt B and Hwy 124 can handle without major rebuilds	12/16/2024 8:08 PM
22	It's not clear to me: Is this a draft of A PLAN, or the draft of three alternative plans? Do you think the typical Boone County resident is going to read through all of this document? The chart identifying Goals-Policies (pages 93+) is the most useful presented information, followed by the maps. And: reading it on-line sucks - is there a pdf that can be downloaded?	12/14/2024 9:13 AM

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23	I may have missed this point, solar arrays and wind turbines should be required to use road rights of way to transport electricity and not use personal property. Easy access for maintenance and inspection.	12/13/2024 1:48 PM
24	Love the interworking of green spaces. We need a stronger food system and opportunity for farm land to stay farm land.	12/13/2024 12:40 PM
25	Is there a map of "Future Land Use" that doesn't have the "I-70" symbol right over the edge of the "regional economic opportunity" and "rural preservation areas" on the west side of the map? My residence resides right near that boarder and I am unable to see where the proposed border line is. My only concern/comment is in regards to building too far south of 70 off of Rt O, and this is in part because of the sink holes and structural feasibility of building in the area. A lot of homes around us (and on our road) utilize wells to have water in our homes. Disturbing too much ground in the area could result in the inability to utilize our wells anymore if the ground water is tampered with. Overall I do appreciate all of the work and effort that has gone into creating this plan for our county. Thank you!	12/4/2024 12:50 PM
26	We need more trails in the Ashland area. We can't seem to get sidewalks put in so kids can walk safely from larger neighborhoods to the school. More trails means more people out on bikes, both bikes and regulars. This is great for our community/	12/3/2024 2:36 PM
27	I was giddy with excitement about the Colt Line being developed into a rails to trails or rails with trails. When I saw the potential timeline I was crushed. Please speed up the timeline for getting trails developed. And please make them hard surface so they can be used in the winter. The freeze thaw cycle on the crushed limestone makes them unusable during a lot of the cold months.	12/3/2024 1:42 PM