



VILLAGE OF AIRPORT DRIVE COMPREHENSIVE PLAN

DATE :

April 2024

PRESENTED BY :



RESOLUTION NO. 03-24

**A RESOLUTION OF THE VILLAGE OF AIRPORT DRIVE ZONING COMMISSION
APPROVING AND ADOPTING THE COMPREHENSIVE PLAN FOR THE VILLAGE
OF AIRPORT DRIVE, MISSOURI.**

WHEREAS, pursuant to the authority of RSMo. Section 89.320, the Board of Trustees of the Village of Airport Drive has appointed a Comprehensive Planning Committee made up of the Village Zoning Commission; and

WHEREAS, said Comprehensive Planning Committee has held public meetings assembling statistical information and compiled such information in a proposed Comprehensive Plan document; and

WHEREAS, pursuant to Notice published in a newspaper of general circulation at least fifteen days in advance, a public hearing was held before the Comprehensive Planning Committee of the Village of Airport Drive on August 19, 2024, at which said hearing, it was recommended that the Comprehensive Plan presented be adopted by the Zoning Commission; and

WHEREAS, Notice was published in newspaper of general circulation at least fifteen days in advance for the Zoning Commission to take up said Resolution on September 24, 2024 to adopt the Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED by the Zoning Commission of the Village of Airport Drive, Missouri, as follows:

Section 1. That the Comprehensive Plan of the Village of Airport Drive with historical and current information, as well as future plans including a future land use map, a true and accurate copy of the Comprehensive Plan being attached hereto and incorporated herein as Exhibit "A", be and the same is hereby adopted.

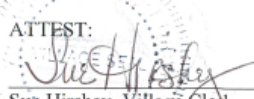
Section 2. That the Village Clerk is hereby ordered and directed to file a certified copy of said Plan with the Recorder of Deed's office as is required by RSMo. Section 89.360 and to keep at least one (1) copy of said Plan on file in her office and available for public inspection.

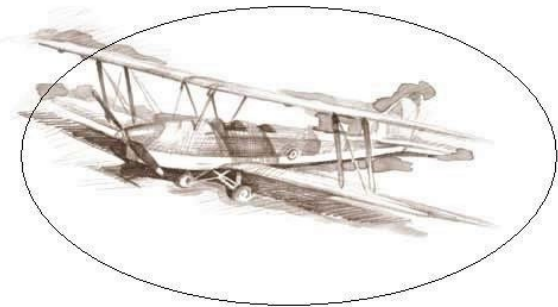
PASSED and approved by the Zoning Commission of the Village of Airport Drive, Missouri, this 24th day of September, 2024.

**Zoning Commission/Comprehensive Planning
Committee of the Village of Airport Drive**

By: 
Steve Allgood, Chairman

ATTEST:


Sue Hirshey, Village Clerk



Resolution 03-24 was adopted by the Zoning Commission on September 24, 2024.

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1: INTRODUCTION

1.1 Principles of Planning

Planning is in the process of determining the best course of action and how to implement it. Planners, as professionals, play a crucial role in this process. They don't make decisions themselves, but rather support decision-makers (managers, public officials, citizens) by coordinating information and activities. Their expertise lies in creating a logical, systematic decision-making process that leads to the most effective actions.

Planners, the professionals who facilitate decision-making, play a crucial role in translating academic goals into specific actions. Planning, an art and a science, requires their judgment, sensitivity, and creativity.

A key principle of good planning is that individual short-term decisions should align with strategic, long-term goals. This alignment requires comprehensive evaluation and negotiation to help people accept short-term solutions that may seem complicated and costly.

Effective planning requires correctly defining problems and asking critical questions. The planning process should be more comprehensive than the first solution proposed or the concerns of only people who attend meetings.

A Planner's role is to help a community determine its preferences and develop appropriate responses. For example, planners might point out that smart growth can help achieve a community's economic, social, and environmental objectives; it is up to the

community to decide whether these benefits justify intelligent growth policies. (VTPI, 2010)

1.2 Planning Methodology

Good planning requires a systematic process that defines the steps leading to optimal solutions. This process should reflect the following principles:

- *Comprehensive* – all significant options and impacts are considered.
- *Efficient* – the process should not waste time or money.
- *Inclusive* – people affected by the plan have opportunities to be involved.
- *Informative* – results are understood by stakeholders (people affected by a decision).
- *Integrated* – individual, short-term decisions should support strategic, long-term goals.
- *Logical* – each step leads to the next.
- *Transparent* – everybody involved understands how the process operates. (VTPI 2010)

I.3 Purpose of the Plan ➡

The Village of Airport Drive's Comprehensive Plan establishes an urban development strategy and policies to guide the community's future growth and development over the next decade. The Plan assesses existing conditions and trends and provides recommendations for the use and development of land, the extension and improvement of services and infrastructure, the development of community facilities, the expansion of the Village's economic base, and the protection of natural resources.

The Comprehensive Plan has a long-range perspective and is a policy document that provides a coordinated approach to making any decisions regarding land use and the location of the development, the extension of urban services, the placement of community facilities, and future annexations. As such, the Comprehensive Plan is one of the primary tools used by the Board of Trustees, the Zoning Commission, and the Board of Adjustment in making decisions that affect the community's future.

The Comprehensive Plan's focus is primarily on establishing relatively broad, long-term goals, objectives, policies, and implementation recommendations that will provide the framework for ongoing community planning activities and for the vast array of other adopted Village planning documents whose detailed recommendations will expand upon and supplement the more general guidance in the Comprehensive Plan.

Note: This is not a legally binding document but may be used to uphold the municipality's decisions by providing evidence that thought and planning has gone into future decision-making efforts to promote health, safety, morals, or the general welfare of the community as set forth by the Standard State Zoning Enabling Act and upheld in many courts in Missouri and across the United States.





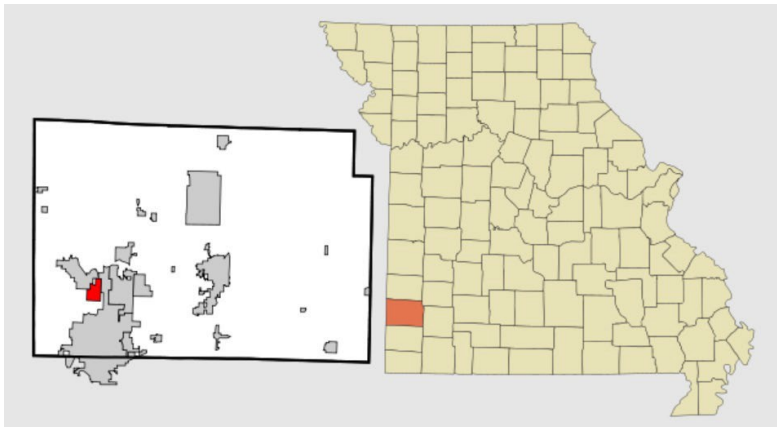
2: COMMUNITY ANALYSIS

2.1 Location

The Village is accessible by automobile on Missouri Highways 171 and 43, on the Kansas City Southern Rail lines, and by commercial air service at the Joplin Regional Airport along its east side.

2.2 Village History

Development by white settlers of the area to become the Village of Airport Drive first began in the early 1800s. The area was included in a large portion of southwest Missouri, initially organized as Crawford County. It was then split off as Greene County, again as Barry County, and finally subdivided into the present counties. Jasper County was organized on March 8, 1841. Those who settled in the vicinity were primarily natives of Kentucky and Tennessee.



John C. Webb, the founder of neighboring Webb City, discovered lead while plowing in 1873. This discovery led to the development of one of the nation's most excellent lead and zinc fields. The area's population also grew with the phenomenal growth of the mining industry. Traces of the lead rush abandoned mine shafts and chat piles can still be seen in the Village today. The mining industry peaked in 1916, and many residents left to search for more forthcoming mining fields.

New businesses and industries were developed to employ the laborers who stayed behind. Dozens of national and international corporations exist in Jasper County, which deserves a solid base for employment. The site's sustained economic well-being continues to draw new residents to the region.

The first residents of the area, now known as the Village of Airport Drive, came during the mining era of the 19th century. The most recognized landmark in the Village, Stones Corner, was named for former resident Dr. Wilfred J. Stone. Dr. Stone, an English vet who immigrated to Missouri, established his practice near the intersection of Highways 43 and 171 in 1920. The official title of the Village would be granted in 1947 when the State of Missouri approved residents' request to incorporate on November 27, 1947. At that time, the Village included land one-quarter mile E and W and one mile N and S of Stones Corner. The name of the Village was taken from the proximity of the Joplin Regional Airport.

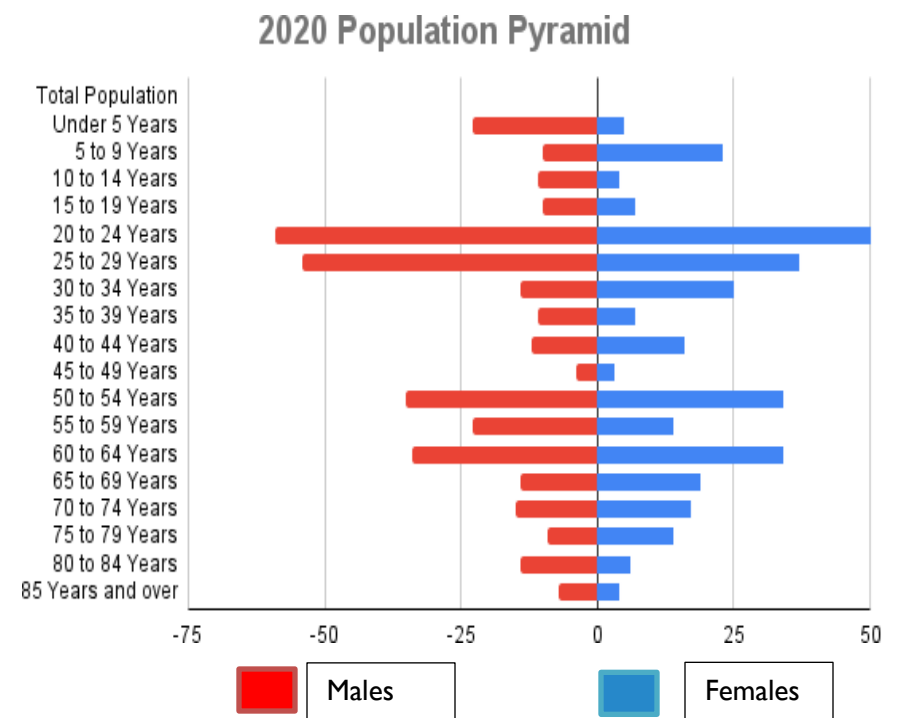
2.4 Population and Demographics

It is necessary to understand the characteristics of the population in a community to plan for its future successfully. Demographic data reveals a wide range of information vital to the planning process. This data allows planners to identify community strengths and weaknesses when planning for the future. This section provides insightful information regarding the population of Airport Drive. Data was retrieved from the most up-to-date American Community Survey (ACS) – a service of the U.S. Census Bureau.

In 2020, the United States Census estimated Airport Drives' Population to be 766 people, nearly a 10% increase from the 2010 Census. Airport Drives' population increase percentage ranks second among neighboring municipalities.

| Jurisdiction | Population, 2010 | Population, 2017 | Population, 2020 | Population Change | Percent Change |
|--|------------------|------------------|------------------|-------------------|----------------|
| Airport Drive | 698 | 873 | 766 | 68 | 9.74% |
| Carl Junction | 7,445 | 8,073 | 8,143 | 698 | 9.38% |
| Webb City | 10,996 | 11,620 | 13,031 | 2,035 | 18.51% |
| Joplin | 50,150 | 50,469 | 51,762 | 1,612 | 3.21% |
| Jasper County | 117,404 | 120,082 | 122,761 | 5,375 | 4.56% |
| Missouri | 5,988,927 | 6,111,382 | 6,154,913 | 165,986 | 2.77% |
| Table 2.1 Source U.S. Census Bureau | | | | | |

The chart below displays the village's age-sex pyramid. The pyramid shows the male and female population percentages in each age group. Bulges in the pyramid represent large numbers of persons in the respective age group; inversely, narrow sections represent fewer persons in that age group. The Village of Airport Drive pyramid is unique because there is no consistent pattern. The Census Data reflects that nearly 30% of the Village of Airport Drive population is between the ages of 20 through 29.



Race and Ethnicity

The large majority of Airport Drive's population identifies as White. The Minority population within Airport Drive makes up 16.8% of the people, compared to Jasper County (28.96%) and the State of Missouri (27.9%).

| Jurisdiction | White Alone | Black/ African American | American Indian & Alaska Native | Asian | Native Hawaiian & Pacific Islander | Some Other Race | Two or More Races | Hispanic/ Latino | Percent Minority |
|---------------|-------------|-------------------------|---------------------------------|---------|------------------------------------|-----------------|-------------------|------------------|------------------|
| Airport Drive | 674 | 6 | 14 | 9 | 1 | 8 | 54 | 37 | 16.84% |
| Carl Junction | 7,109 | 73 | 139 | 67 | 0 | 75 | 680 | 283 | 16.17% |
| Webb City | 10,746 | 215 | 195 | 162 | 32 | 410 | 1271 | 886 | 24.33% |
| Joplin | 46,612 | 1,659 | 1,104 | 989 | 297 | 1,280 | 5,150 | 3246 | 26.51% |
| Jasper County | 98,581 | 2,342 | 2,249 | 1,507 | 456 | 6,705 | 10,921 | 11,377 | 28.96% |
| Missouri | 4,740,335 | 699,840 | 30,518 | 133,377 | 9,730 | 127,942 | 413,171 | 303,068 | 27.90% |

Table 2.2-Source U.S. Census Bureau

Education and Income

Many Airport Drives residents have achieved a high school education. Residents who have attained a high school diploma are 98.5%. That percentage is 11.3% higher than Jasper County (87.2%) and nearly 8% higher than the State of Missouri (90.6%). 32.5% of Airport Drive residents aged 25 and older hold at least a bachelor's degree, which again is higher than Jasper County (22.7%) and the State of Missouri (29.9%)

The median household income in Airport Drive is \$57,697. This is significantly higher than Jasper County (\$49,155) but is more in line with the Missouri average (\$57,290). Per capita income measures an individual adult's earnings over a specified period. In Airport Drive, 8.7% of people live below poverty. The line is 4% lower than Missouri's and 6.5% lower than Jasper County's. **See table 2.3**

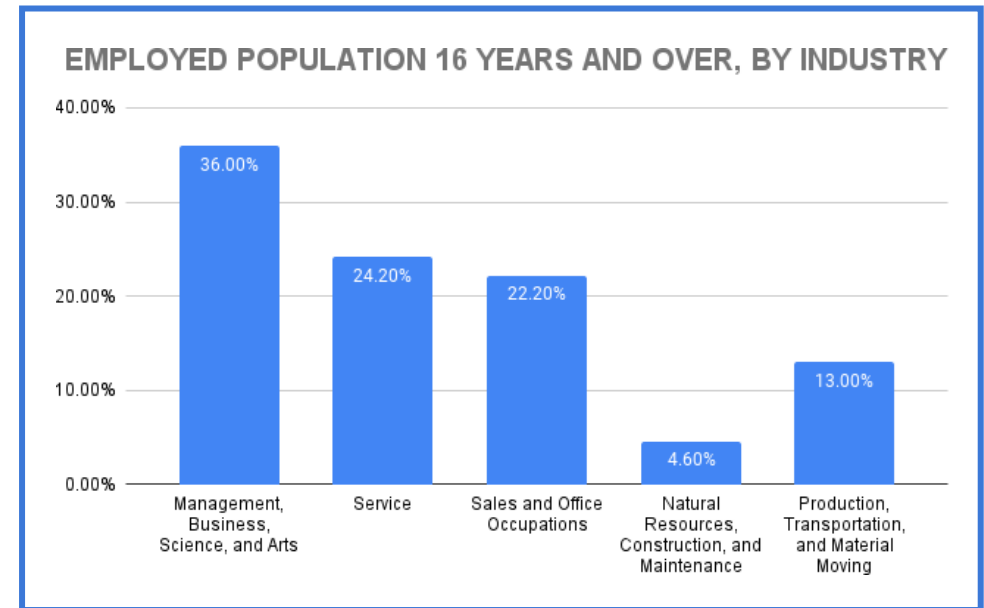
| Jurisdiction | High School or Above, Percent of 25 Years and Above | Bachelors or Above, Percent of 25 Years and Above | Median House Hold Income | Per Capita Income | Percent of Persons in Poverty |
|---------------|---|---|--------------------------|-------------------|-------------------------------|
| Airport Drive | 98.50% | 32.40% | \$57,697.00 | \$37,713.00 | 8.70% |
| Carl Junction | 93.40% | 32.50% | \$61,250.00 | \$30,333.00 | 8.20% |
| Webb City | 89.50% | 23.60% | \$53,727.00 | \$22,895.00 | 16.40% |
| Joplin | 89.10% | 24.70% | \$45,091.00 | \$26,549.00 | 18.30% |
| Jasper County | 87.20% | 22.70% | \$49,155.00 | \$24,508.00 | 15.20% |
| Missouri | 90.60% | 29.90% | \$57,290.00 | \$31,839.00 | 12.70% |

Table 2.3-Source U.S. Census Bureau

Employment

Given Airport Drive's geographical location within the Joplin Metropolitan area, 96.3% of residents work outside their residences and commute to work. These commuters average a drive time of 16.5 minutes. 97.6% of commuters travel to work by vehicle and the remaining 2.4% work from home.

Most Airport Drives residents (36%) work in management, business, science, and the arts. From the highest to lowest rates of employment, the following four sectors are service (24.2%), sales and office occupation (22.2%), production, transportation, and material moving (13%), and natural resources, construction, and maintenance (11.7%).





3: Existing Conditions

3.1 Community Services

The Village of Airport Drive provides 24/7 Fire and EMS Services through a contract with Carl Junction Fire Protection District. These services are funded through a ½ cent sales tax passed on August 4, 2020. The Village of Airport Drive does provide a municipal building that is open to the public and houses the Jasper County Sheriff's Department, which the Village contracts with for police protection. The municipal building was renovated since the last Comprehensive Plan to better accommodate the village clerk's office.

Educational and recreational facilities are adequate for the current and near-future populations of Airport Drive. Library facilities are in Joplin, Webb City, and other surrounding towns. The Webb City and Carl Junction School Districts provide elementary and secondary schools for children in Airport Drive.

Currently, Airport Drive has no parks or recreational facilities, although facilities are available in most neighboring communities. Developing a Park has been discussed and is still being considered by community leaders. Airport Drive owns a vacant lot directly south of the Municipal Building that may provide an opportunity for a park or other improved services.

Police protection is contracted with the Jasper County Sheriff's Office and provides 120 hours of coverage weekly. The Village of Airport Drive currently pays for these services for its residents and businesses, funded by a safety sales tax. METS provides ambulance services. METS Ambulance has stations in both Webb City and Joplin.

The Carl Junction Fire Department currently has an ISO rating of 5 throughout the Village except in Tabor Woods, where it has a 9 rating. Improving fire protection is currently the village's highest priority. The Jasper County Sheriff's Department provides police protection but has few regular patrols and answers police emergencies in Airport Drive.

Liberty Utilities provides electric service to Airport Drive. Spire offers natural gas service to most of Airport Drive. Some residents along Missouri Highway 43, north of Highway 171, utilize gas service provided by individual tanks. Missouri American Water provides drinking water to areas along and near Highway 43. Jasper County PWSD #1 provides water to residents west of Highway 43, Lone Elm Avenue, and Fir Road. Four households are provided water by the City of Carl Junction, and private wells serve twenty-two. Two subdivisions served by Rural Water are not up to industry standards. Their water pressures are low, and the four-inch lines are too small for fire hydrants.

The City of Carl Junction provides most private wastewater treatment for Airport Village except for several septic systems. Since the last Comprehensive Plan, Airport Drive has completed phase III of the village's sewer system upgrade. Currently, few residents are serviced by a stormwater system; ditches service some.

3.2 Current Transportation

Airport Drive is an intersection of multiple modes of transportation, making Airport Drive vital to the flow of people, goods, and services throughout the region. Automotive commuters and freight transporters use STATE Highways 43 and 171, intersecting at the heart of Airport Drive, and have easy access to Missouri HWY 249 and Interstate 44.

Freight also moved along the Kansas City Southern Railroad, a class 1 railroad that bisects Airport Drive from the northwest before entering the core of Joplin to the south. Transportation in and out of the region is also made possible by the Joplin Regional Airport, located adjacent to the northeastern Airport Drive limits and accessed by HWY 43.

3.2.1 JLN Airport

The Joplin Regional Airport is served by United Airlines through SkyWest, with daily non-stop flights arriving and departing from Denver and Chicago. As gas prices continue to increase, flying to Joplin offers travelers cost savings compared to driving to other airports to make connections. Plus, Joplin has no parking fee, and the check-in and security procedures are much more convenient. Joplin's flight schedules allow travelers to leave home in the morning and return to sleep in their beds that day.

Joplin Airport is a commercial service airport with scheduled air carrier service. The Federal Aviation Administration (FAA) classifies this airport as a Primary Airport – meaning it has over 10,000 passenger boardings annually. The airport has two significant runways, 13/31 and 18/36, defined as transport category runways and maintains a C-III Airport Reference Code. This Airport Reference Code accommodates aircraft with the following characteristics: Aircraft approach speeds between 124 and 141 knots and

Aircraft wingspan between 79 and 117 feet. These runways are designed to accommodate routine operations by aircraft as large as the Airbus A320 series, Boeing 737 series, and the Boeing MD80/MD90/717 series. Frequent

Aircraft operations are conducted by aircraft such as the Fairchild/Dornier 328 Jet, Saab 340, and British Aerospace Jetstream 41/Super 31. Runway 5/23 is a general utility category runway and maintains an Airport Reference Code of A-I. This Airport Reference Code accommodates aircraft with approach speeds less than 91 knots and a wingspan up to, but not including 49 feet.

Mizzou Aviation operates a modern facility that allows customers to learn to fly, charter a flight, or stop in for fuel. Some amenities include a conference room, a pilot lounge with Wi-Fi, and phone booths for private calls. Mizzou Aviation Flight School uses the Jeppesen training program; each lesson is one-on-one for personal instruction. They also offer private chartering service in one of their Cessna 414 aircraft. Corporate services include Aircraft Management, Sales, Charter, Avionics, and Maintenance. The two Airport Industrial Parks house many locally owned, regional, and national manufacturing industries. The Village of Airport Drive can offer a great location and opportunity for new businesses and enterprises looking to relocate or have a competitive beginning.

3.2.2 Current Street Conditions

FHWA Functional Roadway Classification System: All roads in the Village are classified by MoDOT as Local except the following:

- MO 171 - Other Principal Arterial
- MO 43 - Other Principal Arterial south of 171 and Minor Arterial north of 171
- Fir Road - Collector/Major Collector
- Lone Elm Avenue - Collector/Major Collector
- Fountain Rd- North Side N Main to Lone Elm

The importance of the Village's Principal Arterials is primarily derived from the service provided to travelers passing through the area and assistance to rural-oriented traffic. Principal arterials are supposed to serve the significant centers of activity in the area, be the highest traffic corridors, and be the route desired for the most extended trips.

Principal Arterial

The principal arterial system should carry many trips entering and leaving the urban area, primarily through movements desiring to bypass the central city. Additionally, it Airport Drive has two state highways to capitalize on for future commercial development. Since the Village highly seeks commercial products, planning guidelines must be established before growth to manage property access while serving through traffic.

North Main Street Road and Highway 171 currently contain most of the Village's retail and most of the planned future commercial growth. All existing establishments operate out of stand-alone buildings or strip developments. As proposed later in Chapter 4, mixed-use activity areas create more of a destination and are more consistent with access management principles than strip development.

Few facilities accompany the Village's roadways that consider multimodal access and safety. This Plan will outline some considerations to keep in mind when building and maintaining the Airport Drives Road network that better accommodates the needs of all users (motorists, pedestrians, cyclists, etc.) should provide substantial intra-area travel, such as between business districts and outlying residential areas. This type of system will frequently carry important intra-urban and intercity bus routes. For Principal Arterials, the concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements. The classification of "other" principal arterial means this system can provide direct access to adjacent land. Still, such a service should be purely incidental to the primary

functional responsibility of the central system. Therefore, it is essential to implement successful access management techniques along this system.



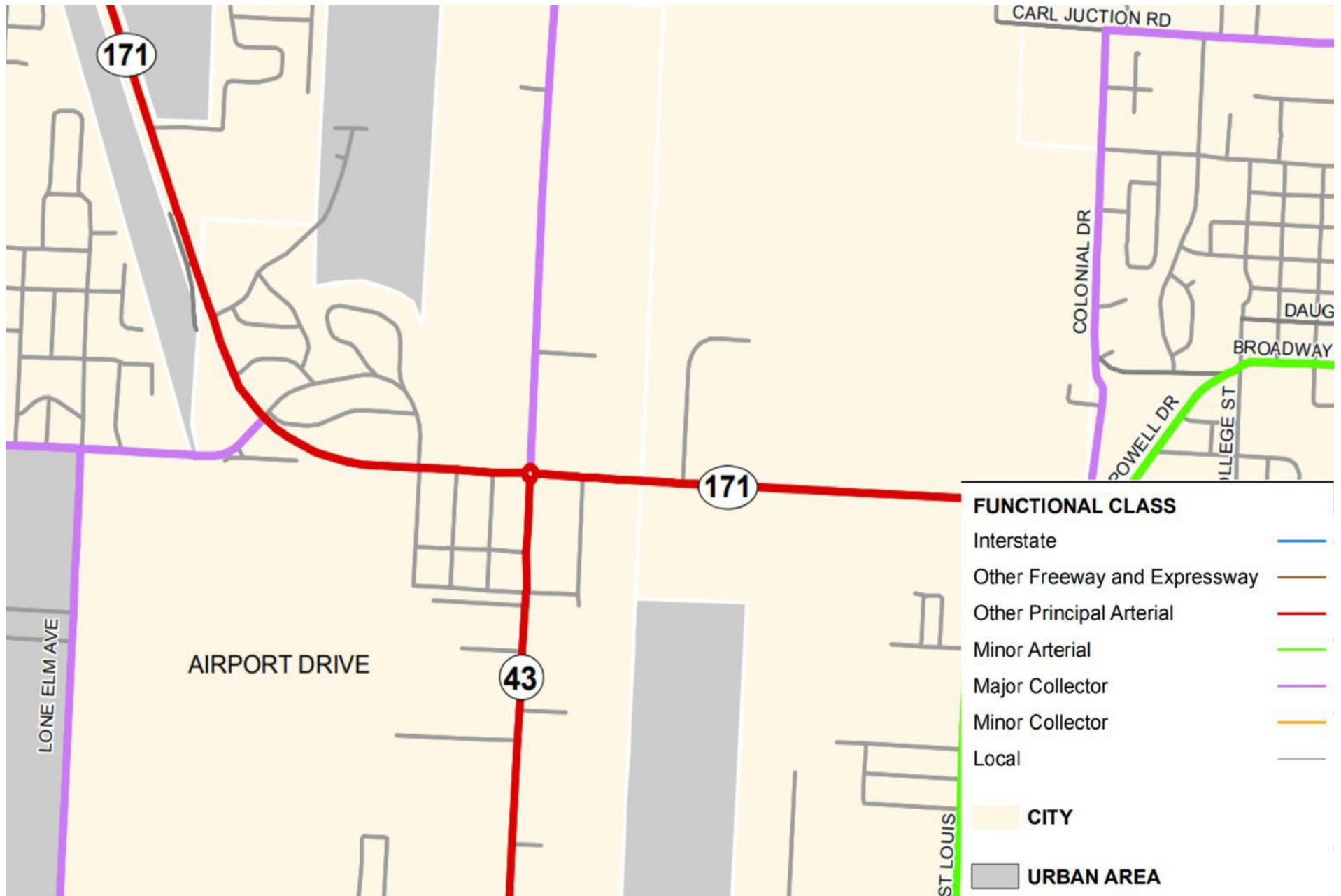
Minor Arterial

Minor arterials interconnect with and augment the principal arterial system, providing service to trips of moderate length at a somewhat lower level of travel mobility. This system places more emphasis on land access than main arterials but ideally should not penetrate identifiable neighborhoods.

Collector Street

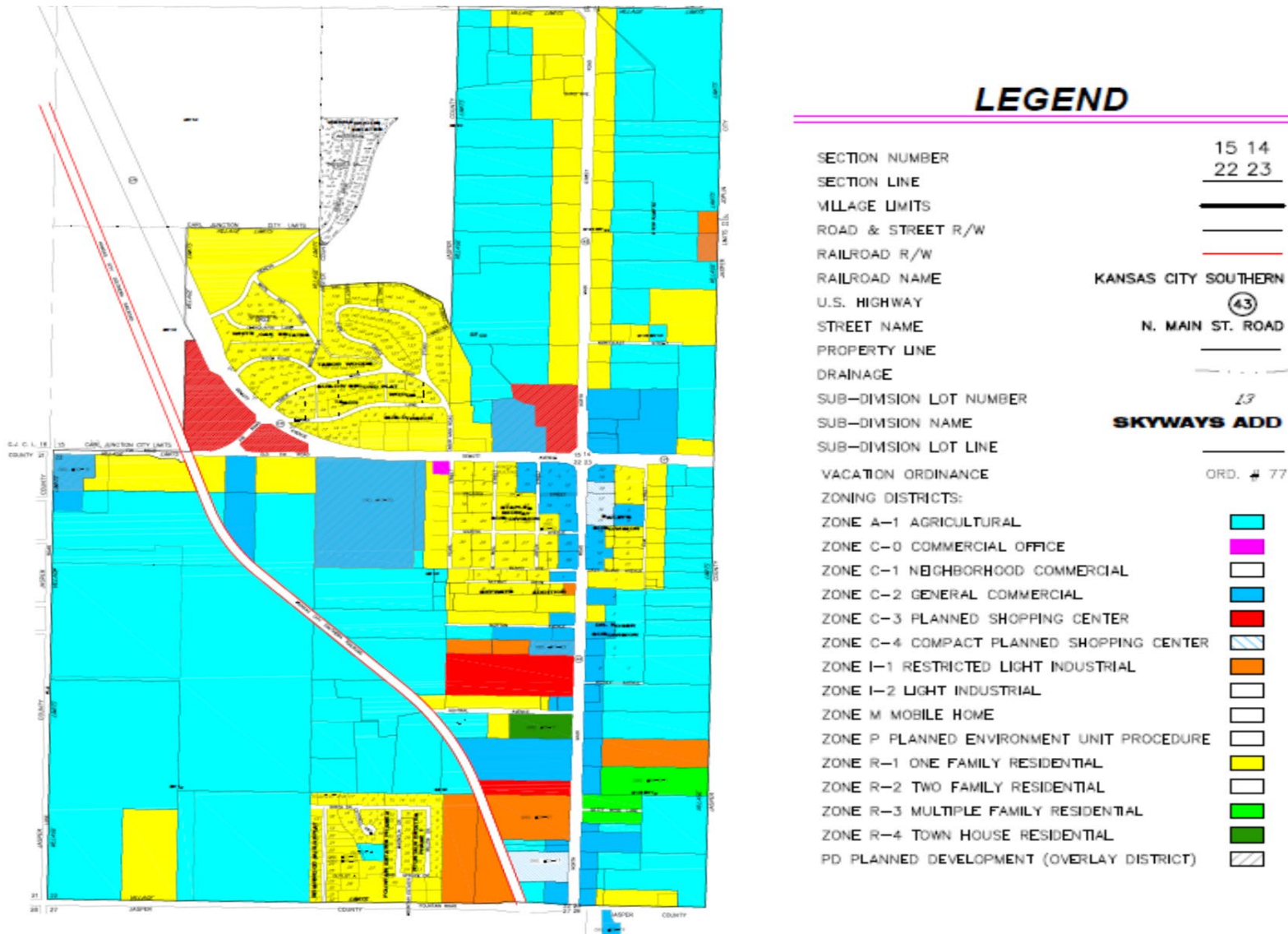
Collector streets provide land access service and traffic circulation within residential, commercial, and industrial areas. This system differs from the arterial systems in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the site to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. Typically, the collector system will include a grid network in business districts and other areas. That forms a logical entity for traffic circulation.

3: Existing Conditions



3.3 Current Land Use

Most of the Village's land is undeveloped or used for single-family residential and agriculture. Most commercial use centers around Stone's Corner and stretches linearly along Main Street south of HWY 171 and along Demott Drive. There are two small pockets of multi-family residential use on Main Street in the southeastern corner of the Village limits.



4: COMMUNITY VISION

4: Community Vision

The Residents of Airport Drive, along with community leaders, wish to enhance the overall quality of life for citizens of the Village, as well as make it a pleasant place to travel through, shop, and work while maintaining the rural character of the area and providing facilities and services to meet the community's needs. The Village's growth is inevitable and desirable, but the destruction of the community's character is not. Change within a community will occur no matter its size or location, so it is not a question of whether the Village will change but how.

The goals and objectives outlined in this chapter reflect the visions and wishes of community members. They target future land use, transportation, open space, public services and facilities, and economic development.

4.1 Future Land Use

Future land use planning is critical to guiding new growth in the village as it plans for change. Effective land use planning and policies will preserve the village's rural feel in essential areas, expand the Village's tax revenue, utilize land more efficiently, and aid in other community issues such as transportation and environmental protection.

Large sections of residential use are planned for the areas west of Hwy 43, north of 171, and south of Demott Avenue and Fir Road. Commercial use is designed to expand along Main Street south of Stone's Corner. Nodal development could incorporate mixed services at or near Fountain Road, Lone Elm Road, Lone Elm, Fir Roads, Main Street, and Central Avenue.

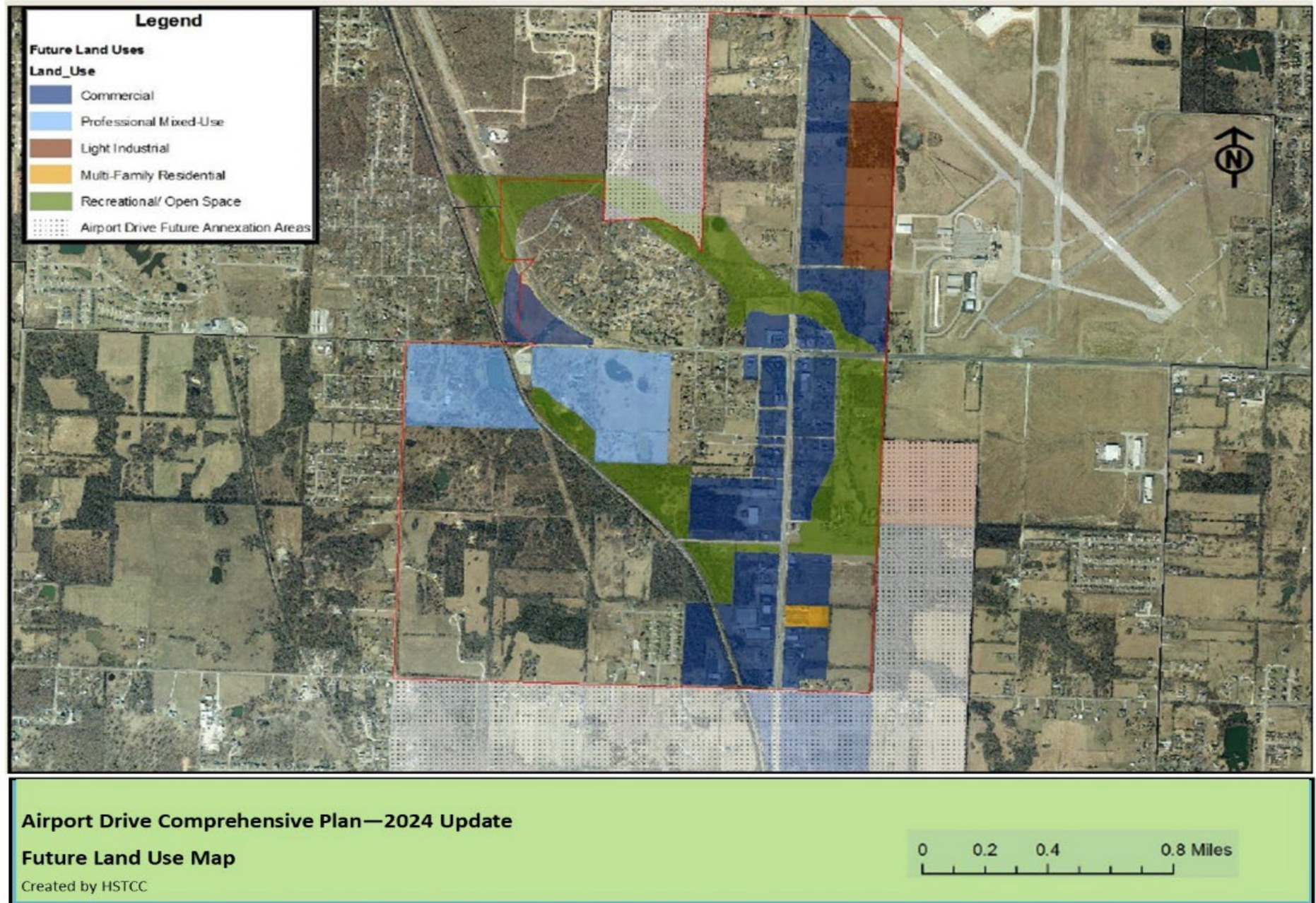
The mixed-use development would incorporate different commercial uses and some residential ones. Ideally, retail would be located on the street level with offices, apartments, or lofts

above. The need for offices in Airport Drive is seen in the number of citizens employed in professional services. At the same time, retail can serve residents and guests and increase the Village's tax revenues. Multi-family use in these nodes would provide a place for small business owners to own an entire building they may live in and operate a business on the ground floor – saving money in living and travel expenses or leasing the additional space for more income. It also encourages a pedestrian-centered community by allowing families to live above or near retail uses and eliminate a few daily vehicular trips to access essential goods and services—thus aiding in reducing traffic and congestion—a growing issue for the Village.

Mixed-use always requires less horizontal infrastructure (roads, water, and sewer lines) than the Village typically pays for. More compact, mixed-use developments would call for vertical infrastructure that the developer generally delivers.

The planning survey given to residents shows strong support for residential and commercial development growth. By mixing residential and commercial use, the Village provides both growth forms in a more compact, walkable form that can charm an old-fashioned downtown. Allowing for more open space than linear development can also reduce suburban sprawl and help maintain the rural feel of the community.

Light industrial use has been discussed near the airport, and some office use may be of interest to certain professionals who travel and need convenient access to the airport. This area may also be suitable for a hotel's essential business service. Hotels generate more revenue for the municipality than many other forms of commercial development. Coordination with the Airport and additional economic development planning would be required to understand better what would be suitable for development.



4.1.1 Housing

Safe, comfortable housing is a critical element of a livable community. However, conventional housing in the Village has one type above others: the suburban, single-family home. Yet changing demographics require the provision of a much broader range of housing types to meet a variety of needs. Since the 1950s, the average house size has doubled in the U.S. while the number of people per household has shrunk. Inevitably, housing has become less affordable.

The emphasis on low-density suburban development has recently priced many young people out of the housing market. Building more affordable housing will continue to be a crucial and challenging activity over the next 20-30 years.

For these reasons, more people are considering or will need to think of more resource-efficient, compact housing. Compact residential development is less expensive and benefits communities by reducing vehicle trips, encouraging bicycle use and walking, and supporting public transit. People who live in compact developments are more likely to walk for travel, shop locally, and get to know their neighbors, fostering a sense of community and creating safer neighborhoods.

Throughout the Ozarks, an increasing number of single individuals and families are beginning to trade in the suburban lifestyle for the benefits of affordable housing, compact urban development, and a lively urban experience.

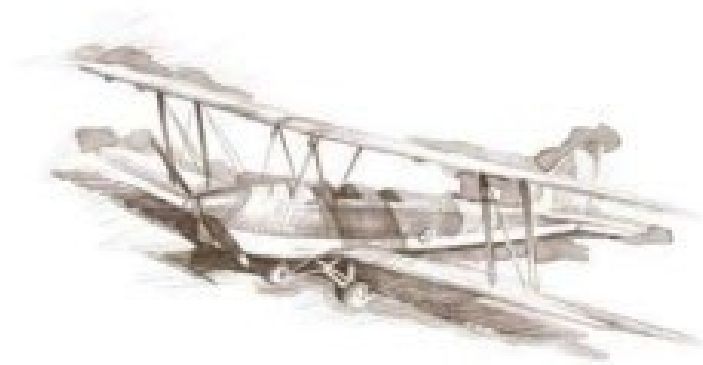
Airport Drive is in a great position to take advantage of these up-and-coming demographics and housing market trends. The Village is in a prime location to offer urban amenities and convenient transportation while providing residents with a touch of nature and recreational opportunities. Compact residential development can offer affordability and a sense of community in certain parts of the Village. The Village can create vibrant mixed-use developments that promote when paired with retail services.

Walkability, safety, land conservation, efficient infrastructure usage, and a more appealing destination for shopping and a place to live.

Compact residential development is recommended for the southern and eastern parts of the Village, typically near existing and future commercial development. To achieve more compact development and provide affordable housing, a traditional neighborhood style is recommended to be maintained throughout the rest of the Village. Second, units can be built in backyards or above garages and rented to students, elderly people, or single individuals. An accessory unit provides additional income to the homeowner and can help pay their mortgage.



A Community Growing Together



4.1.2 Zoning

Traditional zoning separates land use into four categories: Agricultural, Residential, Commercial, and Industrial, and typically restricts one use and set of regulations to each parcel of land. Thus, a grocery store cannot be built in a residential area. While traditional zoning practices aim to protect property values and public safety by separating conflicting uses, it has led to urban sprawl, heavy reliance on automobiles, and disconnected communities.

However, newer zoning practices help balance several issues in combining different uses in one area while maintaining high standards to protect safety and property value.

As mentioned throughout this Plan, mixed-use zoning allows commercial uses such as retail and offices to be mixed with residential uses, which allows for more open space while maintaining the amount of development that occurs. Other land-use implementation tools are cluster development zoning practices and Planned Unit Developments (PUD).

Cluster development permanently protects open space, rural character, and critical environmental resources in new housing developments while still providing homeowners with quality housing and landowners the opportunity to develop their property.

Current zoning practices establish minimum lot sizes, setbacks, and widths that developers must follow when designing subdivisions. This leads to developments that maximize the number of lots based on a parcel's total acreage. For example, if the code requires a minimum lot size of 2.5 acres and the developer has a 40-acre parcel, the site will be developed with 16 residential units unless there are significant site limitations. The parcel is then said to have a gross density of 16 units.

Cluster development protects open space by establishing the number of units allowed for a parcel utterly independent of any minimum lot size. While the gross

density requirement in the example above allows a maximum of 16 units to be developed on the 40-acre site if lot sizes can be less than two acres or of variable size, some clustering of units is possible. The developer is still limited to 16 total units but can place them more responsive to a site's physical characteristics.

Planned Unit Development (PUD) is a type of development and regulatory process that permits a developer to meet overall community density and land use goals without being bound by existing zoning requirements. PUD is a particular type of floating overlay district that generally does not appear on the municipal zoning map until a designation is requested. This is applied when a project is approved and may include provisions to encourage clustering of buildings, designation of common open space, and incorporation of various building types and mixed land use. A PUD is planned and built as a unit, thus fixing the type and location of uses and buildings throughout the project. Potential benefits of a PUD include more efficient site design, preservation of amenities such as open space, lower costs for street construction and utility extension for the developer, and lower maintenance costs for the Village.

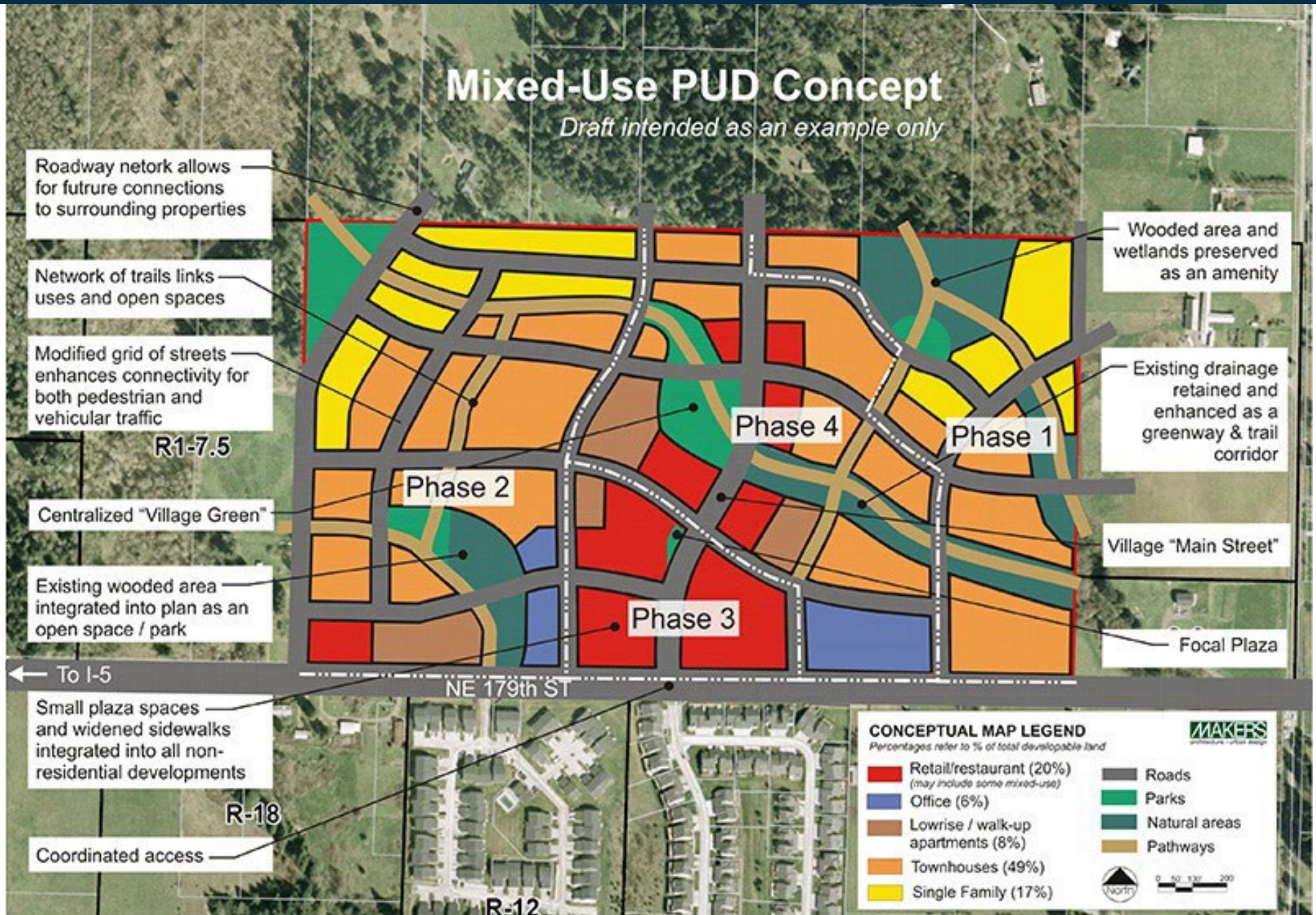
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While a PUD allows for flexible project design, standards are needed to protect public health and safety and to assure design quality and conformance to an overall plan. Some examples of standards or criteria to be included in PUD regulations include:

- Areas where PUDs are allowed.
- Developer provision of land and capital improvements for public uses.
- Dimensions and grading of parcels and a ceiling on the total number of structures permitted in the development. Permissible land use.
- Population density limits.
- Amendment procedures.
- Schedule of development and assurance of completion.
- Preserve the area's architectural, scenic, historic, or natural features.

Note: While the Village of Airport Drive has zoning in place, developers of residential and commercial properties can ask the board to consider rezoning the property.





4.1.2 Future Land Use Goals and Objectives

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|---------------------|--|
| Goal 1: | Protect the rural character of the Village. |
| Objective 1: | Promote open space and land conservation. |
| Objective 2: | Promote and designate areas for commercial growth while protecting the rural characteristics of the Village. |
| Goal 2: | Examine zoning codes and future annexation areas. |
| Objective 1: | Examine and enhance current zoning codes to better direct future growth of the village. |
| Objective 2: | Plan future annexation areas. |
| Goal 3: | Enhance the transportation-land use connection. |
| Objective 1: | Manage growth along transportation corridors and limit development from encroaching on rural areas. |
| Objective 2: | Facilitate effective planning. |

These illustrations show an example of a compact residential development.



4.1.2 Future Land Use Goals and Objectives

| | |
|-----------------------------------|---|
| Goal 1: | Protect the rural character of the Village. |
| Objective 1: | Promote and designate areas for commercial growth while protecting the rural characteristics of the Village. |
| Implementation Strategy A: | Zone critical areas of the Village for mixed land use, retail development, and professional offices. These areas should be strategically placed along transportation corridors and at busy intersections or in a place that is perceived to have future growth or an increase in automobile or pedestrian traffic within the next 10 to 20 years. |
| Implementation Strategy B: | Encourage environmentally friendly site designs and building practices. Developers should be encouraged to protect existing trees and topography, including stormwater management and native landscaping. Permeable construction materials should be promoted in specific areas, such as parking lots and walkways. |
| Goal 2: | Examine zoning codes and future annexation areas. |
| Objective 1: | Examine and enhance current zoning codes to help better direct future growth of the Village. |
| Implementation Strategy A: | Promote compact development with cluster development zoning practices that will help permanently protect open space, rural character, and critical environmental resources in new housing and retail developments while still providing homeowners with reasonable housing and landowners the opportunity to develop their property. One step would be establishing a maximum number of units allowed for a parcel utterly independent of any minimum lot size. |
| Implementation Strategy B: | The Village should consider areas where Planned Units of Development (PUD) overlays should be allowed or could better suit the development needs of the area better than a zoning change. |

4.1.2 Implementation

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|-----------------------------------|---|
| Objective 2: | Plan future annexation areas. |
| Implementation Strategy A: | Consider county land available for annexation. The Village should hold public meetings and involve current and prospective residents in planning to expand the limits. |
| Implementation Strategy B: | Create an Annexation Plan after carefully considering how and where the Village foresees the need to enlarge the current municipal area. |
| Goal 3: | Enhance the transportation-land use connection. |
| Objective 1: | Manage growth along transportation corridors and limit development from encroaching on rural areas. |
| Implementation Strategy A: | Overlay districts are one of the most rigid methods of controlling land use along road corridors. They can regulate development characteristics such as the type and intensity of development, the number and location of driveways allowed, site design, and streetscape design. |
| Implementation Strategy B: | Cluster development is a more efficient and less intrusive way to develop in rural areas, rather than subdividing all the land into private lots. By clustering residences and/or commercial uses into compact areas, the Village can enhance convenient access to services and open space and make more efficient use of infrastructure. Some land use strategies for compact growth include transit-oriented development, traditional neighborhood design, mixed-use development, and infill development. These compact development patterns allow people to live closer to their daily needs or a more efficient way to address multiple daily needs once they arrive by car or transit to a compact, mixed-use area. In addition to increased transportation efficiency, these community focal points can improve the economic and cultural vitality of the village, allowing it to attract new business or visitors or provide a safe and vibrant gathering place for the community. |
| Implementation Strategy C: | Land development regulations or design standards can be used to encourage private developers to develop in a more integrated and efficient pattern to support the transportation goals of the Village. Guidelines can include regulations about the location and design of buildings, streetscape requirements, or developer provision of sidewalks and future bus shelters. Clear design standards tied to the development permitting process are fundamental to successful development. |

4.1.2 Implementation

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| Objective 2: | Facilitate effective planning and community development. |
| Implementation Strategy A: | Regional planning coordinates decision-making to ensure that adjacent communities' objectives are met and allows a chance to pool financial, data, or knowledge resources. Local land use and transportation decisions often affect well beyond a single community's borders, giving regional planning the potential to solve integrated challenges facing multiple communities. Regional planning tasks may include comprehensive planning, project prioritization, development of design guidelines, or corridor planning. |
| Implementation Strategy B: | Corridor planning is one of the most concrete tools available to involve new partners in addressing the use and function of roads that span multiple jurisdictions. Corridor planning includes the design of the roadway (i.e., the number of lanes and the presence of pedestrian and cycling facilities), transit services spanning multiple communities, land use along the corridor, development design, access management, and streetscaping. Corridor planning for Highway 171 should coordinate with Carl Junction and the City of Joplin. In contrast, the Highway 43 corridor should be with Joplin and Jasper County, along with input from the Joplin Regional Airport. |



This is an example of tree usage, pedestrian connections, locating at least a portion of parking to the rear of the development, and access management techniques. Putting lofts or apartments above these stores would create a mixed-use development with shared parking: businesses and customers use the car park during the day, and residents use parking in the evenings. **This is an example of how to maximize land usage and help aid land conservation efforts.**

- Adapted from Arbor Engineering

4: Community Vision - Land Use

These are a few examples of mixed-use development. Mixed-use also allows the Village's infrastructure dollars to go further. Mixed-use requires fewer roads and other utility investments.

Mixed-use can look like old-fashioned downtowns and provide architectural interest to an area while making that area a destination by providing many services and amenities in one location. It is ideal for creating an image for a smaller community, maximizing limited space, and increasing overall revenues and quality of life.



4.2 Facilities & Services

4.1.4 Self Sufficiency

The Village of Airport Drive demonstrates a robust commitment to self-sufficiency through effective management and strategic partnerships. Its comprehensive approach focuses on several key areas:

Emergency Services and Public Safety: Airport Drive ensures the security of its residents by maintaining essential partnerships with the Carl Junction Fire Protection District and the Jasper County Sheriff's Office. These collaborations deliver specialized emergency and law enforcement services, providing peace of mind and safety tailored to the community's needs.

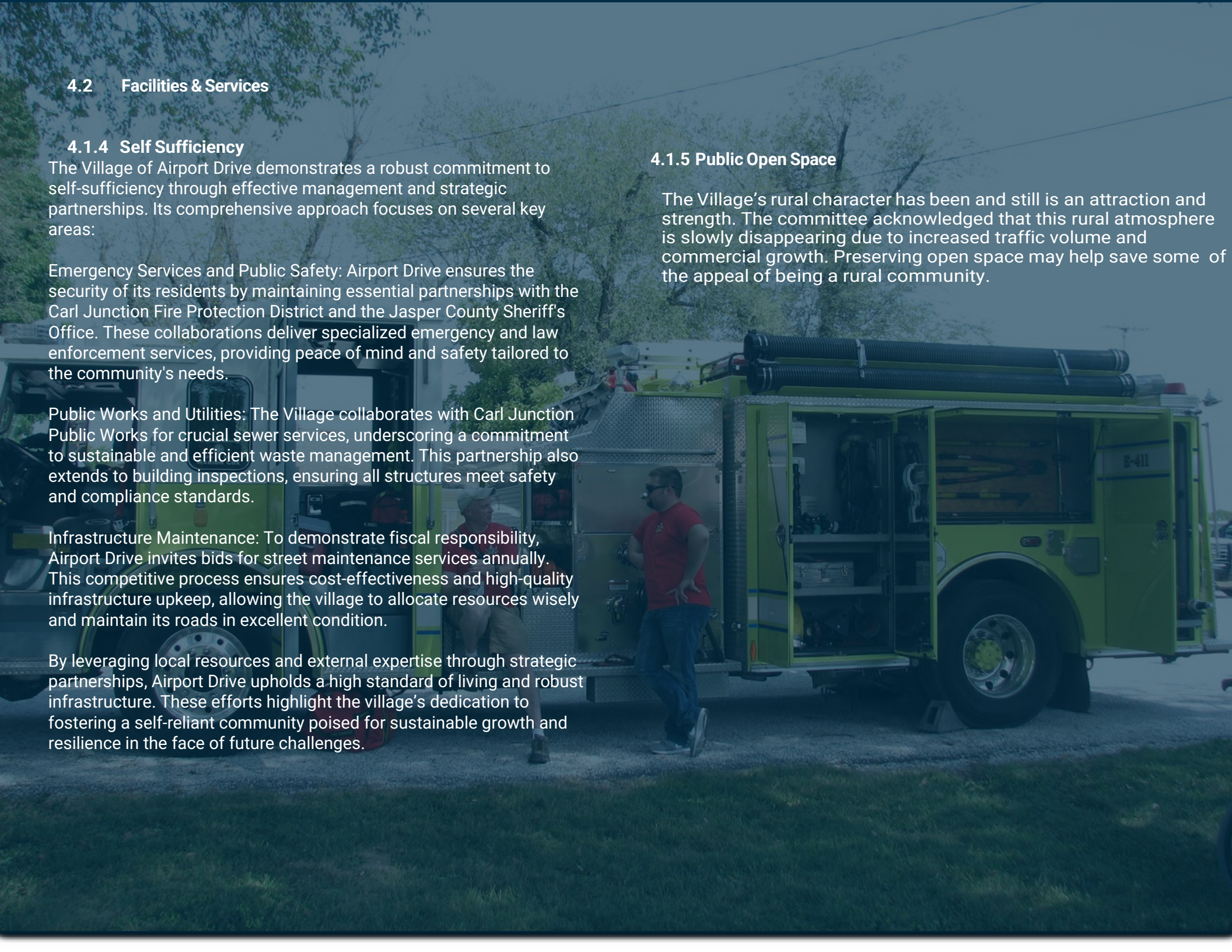
Public Works and Utilities: The Village collaborates with Carl Junction Public Works for crucial sewer services, underscoring a commitment to sustainable and efficient waste management. This partnership also extends to building inspections, ensuring all structures meet safety and compliance standards.

Infrastructure Maintenance: To demonstrate fiscal responsibility, Airport Drive invites bids for street maintenance services annually. This competitive process ensures cost-effectiveness and high-quality infrastructure upkeep, allowing the village to allocate resources wisely and maintain its roads in excellent condition.

By leveraging local resources and external expertise through strategic partnerships, Airport Drive upholds a high standard of living and robust infrastructure. These efforts highlight the village's dedication to fostering a self-reliant community poised for sustainable growth and resilience in the face of future challenges.

4.1.5 Public Open Space

The Village's rural character has been and still is an attraction and strength. The committee acknowledged that this rural atmosphere is slowly disappearing due to increased traffic volume and commercial growth. Preserving open space may help save some of the appeal of being a rural community.



4: Community Vision - Facilities & services

While mixed-use development helps keep growth compacted and pedestrian-friendly, Open space conservation is regarded as one of the most popular ways to manage urban growth in the United States and a great way to manage stormwater runoff.

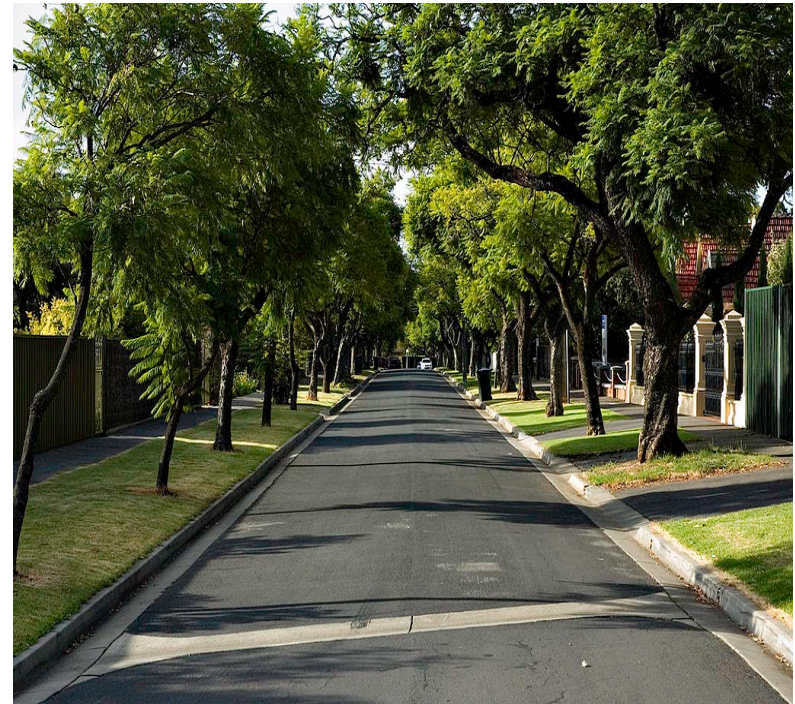
New residential developments need an integrated and connected open space network that meets the needs of residents and surrounding habitats, provides various recreational opportunities, and addresses local catchment and stormwater management needs. Within a development, open space offers opportunities to preserve and enhance the natural elements of a site, facilitate social interactions, and encourage a healthy lifestyle.

While one large area of open space curving through the Village will add significant benefits, additional strategies should be implemented to protect open land and the rural character.

Public involvement will help the success of parks and open space systems. Space is not a luxury and can significantly impact a community; therefore, having a citizen-led organization to promote the system may have a more significant impact and success than a government-driven program.

While the Village would own parks and open space (except where developers build their own), a group of citizens supporting the program can help change perceptions of parks: they're not just for kids and 'outdoorsy' people. It would also build support, help fundraise, and plan community events.

One significant item, often overlooked by developers, is tree coverage. Trees can promote a rural feel, help filter water runoff and improve the overall aesthetics of the community. Trees should be planted near roadways to give motorists a rural sense and act as a buffer between pedestrians on sidewalks and passing vehicles. They can also provide privacy for residents living near busy roadways.

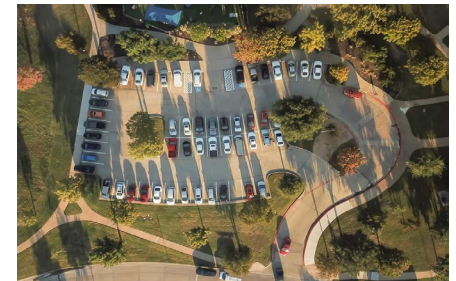


New Development should strive to protect existing mature trees and be encouraged to plant additional native trees that will promote these goals in the future.

Hydrology and stormwater are two significant challenges development presents to the area's ecological health. Developers should preserve a certain amount of open space to serve as landscape depressions that collect water. They should also be encouraged to plant native species that can help remove pollutants from stormwater that runs off parking lots and nearby roadways. Developing permeable concrete or pavers asphalt parking lots may eventually reduce or eliminate the need for landscape-based stormwater management. Still, trees and other landscaping will always add to an area's aesthetics, feel, amenities, and comfort. To plant native species of plants that can help remove pollutants from stormwater that runs off parking lots and nearby roadways. The development of permeable asphalt parking lots may eventually reduce or eliminate the need for landscape-based stormwater management. Still, trees and other landscaping will always add to an area's aesthetics, feel, amenities, and comfort.



Figures 4.2-1&2 Parking lots landscaped with trees. 4.2-2 also incorporates low-impact design elements from open spaces such as rain gardens and bioretention swales to manage stormwater runoff from the pavement and rooftop closer to the source, unlike conventional site development, where 70% of natural drainage leaves the site.



Figures 4.2-1&2 Active and Passive Open Space and Natural Areas

Active and passive are terms used to describe the activities undertaken in open space areas. **Active open spaces** are often recognized as areas providing organized sporting and recreational functions, such as sports fields, tennis courts, showgrounds, and other outdoor sports. **Passive open space** provides for all other recreational needs, including scenic purposes and landscape amenities. It is a place where users can relax and enjoy the space without a specifically organized sporting activity. Passive open space may comprise picnic areas or other areas where infrastructure is maintained for a specific use, such as playgrounds, bird watching, and other passive or informal activities.

The third form of open space is **natural areas**. These areas may hold little or no recreational value. Still, they may serve other purposes, such as protecting sensitive ecosystems and scenic values or as part of stormwater management devices, including retention basins and wetlands. These areas may provide limited walking or similar recreational opportunities but can be restricted or have no access.

Several guiding principles can be used to consider how open spaces can be designed and located within the Village. Generally, open spaces should consider the following:

| | |
|-----------------------|---|
| Balance | Provide a variety of open spaces to serve various active and passive recreational roles to meet the diversity of community needs. |
| Access | Provide safe and convenient access to open spaces within and between communities. Co-locate open spaces with shops, schools, and other community facilities to reduce parking and minimize walking distances |
| Preservation | Use open space to protect and enhance the area's environmental, cultural, and heritage values. |
| Place Making | Locate open spaces to build on the unique attributes of an area for long-term public amenities and a sense of place; for example, an open-space network may include hill tops, water frontage, mature trees, homes with panoramic views, rocky outcrops, and remnant vegetation |
| Integration | Connect open space as part of a municipal network and link into the regional open space system where possible. |
| Safety | Design and maintain open spaces to ensure that public safety is commensurate with the level of use and targeted user groups. |
| Sustainability | Open space design, development, and management should respond to environmental values and conditions, community aspirations, and economic considerations and remain viable in the long term. |
| Equity | Provide equitable access to parks and open spaces to ensure that the type, location, and quality of the infrastructure are evenly spread. |
| Waterwise | Provide areas within the open-space network sufficient to detain and cleanse stormwater runoff and avoid impacting sensitive areas |

4: Community Vision - Facilities & Services

4.2.3 Facilities & Services Goals and Objectives

| | |
|----------------|--|
| Goal 1: | Improve public facilities and services throughout the Village. |
| Objective 1: | Provide improved fire suppression abilities. |
| Objective 2: | Create a more walkable community. |
| Objective 3: | Maintain and improve the accessibility of public facilities to disabled individuals. |
| Goal 2: | Protect the rural character of the Village. |
| Objective 1: | Promote open space/land conservation. |
| Objective 2: | Broaden the impact of infrastructure investments throughout the Village. |
| Goal 3: | Consider the environment and future sustainability of the Village. |
| Objective 1: | Create and promote environmentally friendly programs. |
| Objective 2: | Focus on development site issues and their overall ecological footprint. |



4: Community Vision - Facilities & Services

4.2.4 Facilities & Services Goals and Objectives

| | Improve public facilities and services throughout the Village. |
|----------------------------|--|
| Objective 1: | Provide improved fire suppression abilities. |
| Implementation Strategy A: | Provide fire hydrants in Tabor Woods. Water mains within the development must be upgraded to support a fire hydrant system adequate for fire protection. Completing this strategy would result in a lower ISO rating for the entire Village and reduced insurance rates for homeowners. |
| Implementation Strategy B: | Extend water lines from the east side of N. Main to the west side to provide an adequate supply to businesses and allow for sprinkler systems. |
| Objective 2: | Broaden the impact of infrastructure investments throughout the Village. |
| Implementation Strategy A: | Promote compact, mixed-use developments in which the developer assumes more vertical and interior infrastructure costs and which reduces the maintenance costs of the Village (i.e., compact development typically requires building fewer roadways) |
| Implementation Strategy B: | Create a more walkable community by requiring developers to include sidewalks, mixed-use, diagonal parking instead of large parking lots, and links between neighborhoods and districts with walking/bike paths. |
| Implementation Strategy C: | The Village should ensure that critical areas are accessible to all users—pedestrians, cyclists, persons with disabilities, and transit users. Existing infrastructure, including sidewalks, roads, water lines, stormwater management systems, etc., should be maintained and improved when needed. |
| Objective 3: | Maintain and improve accessibility of public facilities to disabled individuals. |
| Implementation Strategy A: | Identify the location of entrances and emergency exits for all public facilities within the Village and ensure they are accessible as defined by the Americans with Disabilities Act (ADA). The Village should also be able to provide proper and indiscriminate access to any services offered by the Village to all residents. After identifying needs, if the improvements exceed reasonable costs, a plan should be developed to address needs in a timely and economically feasible manner. |
| Implementation Strategy B: | The Village should adhere to ADA guidelines when constructing new facilities and create a plan to maintain and improve accessibility to facilities and services in the future. |

| | |
|-----------------------------------|---|
| Goal 2: | Protect the rural character of the Village. |
| Objective 1: | Promote open space/land conservation. |
| Implementation Strategy A: | Land in the floodplain should be set aside for open space and recreational use. The Village may also pursue developing more recreational services, amenities, facilities, and infrastructure near the floodplain areas and throughout the Village. |
| Implementation Strategy B: | Encourage developers to incorporate neighborhood parks, shared open spaces, and cluster development. Commercial development should mimic traditional old-fashioned downtowns – Instead of linear, strip development. (See the future land use section of this Plan) |
| Objective 2: | Protect and increase tree coverage throughout the Village. |
| Implementation Strategy A: | Improve streetscape by adding trees along roads and building center medians with appropriately scaled trees and landscaping. |
| Implementation Strategy B: | Encourage developers to retain existing trees in development areas, inform landowners about how to care for existing trees, and effectively and safely plant new trees. |
| Goal 3: | Consider the environment and future sustainability of the Village. |
| Objective 1: | Create and promote environmentally friendly programs. |
| Implementation Strategy A: | The Municipal Building can provide information about the area's recycling and waste disposal services. The Region M Solid Waste Management District coordinator at HSTCC can provide more information and assistance. |
| Implementation Strategy B: | The Village may provide a location within its limits for residents to drop off recyclable materials. Underused parking lots are great locations to place a container with different compartments for each type of material, which would be hauled away to a recycling center by the managing company or entity. Placing a Paper-Pal container at the Municipal Building may satisfy residents' desire to recycle everyday items such as newspapers, phonebooks, and office paper. |
| Objective 2: | Focus on development site issues and their overall ecological footprint. |
| Implementation Strategy A: | Implement rules and regulations on air quality and preservation of the natural environment. |
| Implementation Strategy B: | Encourage developers and landowners to use native landscaping and more permeable surfaces throughout their sites. Developers should also be encouraged to use curb and guttering systems to mitigate area flooding caused by stormwater runoff and prevent automobile debris, such as oil, coolant, tire materials, etc., from accumulating in the groundwater. |

4.1 Transportation Overview

4.1.1 Access Management

Access management involves the spacing and location of driveways, placement of median openings, and the interconnectivity of road classifications to maintain the access and mobility function of collectors and arterials while maintaining reasonable property access and traffic flow on the public street system. By managing access to adjacent land uses on these roadways, capacity and function can be preserved, and the number of conflict points may be reduced. Effective access management includes setting access policies for streets and abutting development, linking designs to these policies, and incorporating access policies into legislation. Corridors that use access standards have fewer crashes and maintain the capacity intended for the roadway.

The following principles outline access management techniques:

- Classify the street system by function, context, and thoroughfare type.
- Establish standards or regulations for intersection spacing.
- On streets that serve an access function, minimize curb cuts to reduce conflicts between vehicles, pedestrians, and bicyclists, locate driveways and major entrances away from intersections and away from each other to minimize effects on traffic operations, minimize the potential for crashes, provide for adequate storage lengths for turning vehicles, and reduce conflicts with pedestrians using the streetside.
- Use curbed medians and locate median openings to manage access and minimize conflicts.
- Use cross streets and alleys to access parking and loading areas behind buildings.

Traffic on North Main Street (Highway 43) and DeMott Avenue (Highway 171) makes it difficult to turn left, especially at peak travel times. During these peak times, specific access locations on these two highways are difficult, if not dangerous.

One proposed solution is for businesses to connect their parking lots to create access to each other, allowing motorists to travel through them instead of getting back onto the highway.

This would create an outer road connecting the highway with a traffic signal. In addition, the Village may want to restrict and reduce the current number of curb cuts along these two highways, forcing traffic to follow the outer roads and reducing the number of conflict points.

As the Village grows and new commercial hubs or nodes of mixed uses are established, the Village may investigate contracting with area transportation providers to include transit stops at critical locations within Airport Drive or look into a shuttle service to and from Joplin, the airport, and other surrounding communities to these new areas of development. By providing transit, more guests can shop in the Village, and shoppers and workers may be able to leave their cars at home, thus reducing overall traffic, congestion, and pollution.

Improved transit requires attention to the proximity and mix of land uses, continuity of pedestrian and bicycle ways, and coordination of land use and transit decisions. Mixed-use activity centers, for example, create transit destinations and are more consistent with access management principles than strip development.

Locating buildings near the street, with parking in the rear, provides more direct pedestrian and transit access and helps facilitate shared access in and out of the development and through the space surrounding the location.

Almost all access management designs and operational strategies impact pedestrians and bicyclists. In general, pedestrians and bicyclists need to be well-protected when they cross major roads. The design should accommodate vehicles at low speeds where vehicles cross pedestrian or bicycle facilities.

A caveat is that access management may contribute to urban sprawl through its efforts to lengthen distances between intersections, promote higher travel speeds, and limit connectivity. To counteract this tendency, it is vital to choose an appropriate balance between access management and connectivity and encourage mixed land uses and compact development`.

Efficient site designs can aid the effectiveness of access management. Site design can also improve connectivity by creating pedestrian-scale development that takes advantage of local roads for accessibility and creates a sustainable place.

Medians are a highly effective form of access management that can also add beauty and character to the Village with median landscaping. Median openings designate specific access points for development and allow space for turning vehicles to safely exit the traffic flow without potential head-on conflicts that are presented in a center turn lane. Median openings also encourage development to place driveways at specific locations and can further promote sharing driveways and parking lots.

Adding appropriate trees to the median can help retain the rural feel of the Village while adding other landscaping, such as shrubs, flowers, bricks, etc., can enhance the overall aesthetics of the area. Having a median made of natural materials can also aid in managing stormwater runoff.

Costs associated with constructing landscaped medians are higher than having a center turn lane. However, there may be more long-term and indirect benefits than one would realize. Airport Drive's location positions it as a gateway between significant activity centers – residential communities, the Joplin Airport, the metropolitan and business areas of Joplin, and the rural areas of the county – the Village has an opportunity to make an impression on many people and to create a destination that is unique and high-quality.

Aside from aesthetic value, medians improve safety; landscaping increases property values and desirability, helps control water runoff, and creates a distinct atmosphere that can improve the overall quality of life in the Village.

Traffic Management

Most traffic flowing through Airport Drive is from people traveling through the Village to a destination in another community. However, it is vital to provide safe opportunities for vehicles, pedestrians, and bicyclists to enter and exit the flow of traffic and prevent congestion that will cause users' frustration and spoil the village's rural feel.

A few solutions that may be pursued to help manage traffic flow through the Village are additional traffic lights, pedestrian walkways, relining the turn lanes and straight-aways at Stone's Corner, and additional right turn lanes where needed.

Near Airport Drive, Highway 171 has high traffic counts and needs to be widened to accommodate this heavy traffic, especially near the Village. Highway 43 also has high traffic counts and needs to be widened north of the Village.

Implementing an outer road system, as mentioned in section 4.2.1, would also positively affect traffic management.

Future streets should be planned in a grid pattern while paying attention to topography. A grid pattern opens access within a network of several roads by allowing travelers to choose the best route for their needs. It is also easier for pedestrians and cyclists to travel and navigate around the Village, providing alternative modes of transportation as another form of access for all users.



4.3.2 Connectivity

As communities grow and land is subdivided for development, promoting the continuation and extension of the local street system is essential. Dead-end streets, cul-de-sacs, and gated communities force more traffic to use major roadways, even for short regional trips. Fragmented street systems also impede emergency access and increase the length of automobile trips.

Providing alternative routes for short, local trips helps reduce traffic demand on major roadways. Other benefits may include fewer vehicle miles traveled, improved accessibility of developed areas, fewer access problems on major highways, and more opportunities for walking, bicycling, and transit use.

A caveat relates to the connection of minor local streets to roadways of highly functional classification. In these instances, minimizing the number of street connections is essential to avoid creating too many conflicts on the major roadway.

Access management limits connectivity and vice versa. Therefore, a reasonable planning approach should consider all access and connection points, decide what goals must be achieved, and choose the best option for specific locations. Access management also calls for longer distances between intersections on arterial roadways, allowing vehicular traffic to flow less interrupted but creating an environment that is not pedestrian or cyclist-friendly. Pedestrian and bicycle connectivity can be achieved through mid-block crosswalks with adequate signage, lighting, and other facilities. Automobile connectivity should be achieved with a network of through streets in a grid pattern, where local streets connect to collector streets, which connect to the principal arterials at signalized intersections.

Businesses can help with connectivity and access by locating entrances on side streets or rear entrances to local residential neighborhoods.

Neighborhoods in Airport Drive need more options to access the rest of the village besides using the two main highways. Stone's Corner is a primary concern for residents and would like to be avoided by most travelers.

Future growth of the Village will also require more connectivity to new neighborhoods and developments. Roads located within the new development should connect to existing roads wherever possible, and a grid network should be created to provide complete connectivity from older neighborhoods to newer developments and back to existing developments throughout the Village.

In addition to a connected street network, areas of the Village may be connected by walking/biking paths, particularly in areas where a road may be unfeasible and/or between neighborhoods and adjacent to commercial development.

| Strategies that promote pedestrian and bicycle travel and connectivity: | |
|---|---|
| <i>Driveway Spacing</i> | Larger driveway spacing reduces conflicts and hazards. |
| <i>Sidewalk Location</i> | Locating sidewalks away from the curb offers many operational and safety benefits. If the buffer strip is of adequate width, drivers can pull entirely out of the traffic stream before yielding to a pedestrian. Pedestrians are separated from street traffic and better protected. |
| <i>Medians</i> | Medians offer pedestrians safe refuge. Pedestrian crash rates are lower on roads with raised medians than on undivided highways or those with continuous two-way left turn lanes. Medians with cut-throughs and adequate storage space promote pedestrian and bicycle safety. |
| <i>Mid-Block Crossings</i> | Mid-block pedestrian crossings can reduce crashes, travel distance, and inconvenience. |
| <i>Right Turn Lanes</i> | Right-turn lanes can reduce speeds at sidewalk crossings and reduce conflicts and confusion. They provide a dedicated space for vehicles to decelerate and turn using a minimum turn radius, allowing for slower turning speeds and narrower crossings for pedestrians. |

4.3.4 Transportation Goals and Objectives

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|----------------|---|
| Goal 1: | Improve and manage accessibility to commercial development and residential neighborhoods. |
| Objective 1: | Implement access management and control techniques. |
| Objective 2: | Promote a grid network of through streets. |
| Goal 2: | Improve connectivity within the Village. |
| Objective 1: | Improve internal connectivity for vehicular traffic. |
| Objective 2: | Develop pedestrian connectivity. |
| Goal 3: | Improve the flow of traffic through the Village and improve overall transportation safety. |
| Objective 1: | Mitigate traffic congestion. |
| Objective 2: | Include more safety mechanisms to protect all users. |



4.3.4 Implementation

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| Goal 1: | Improve and manage accessibility to commercial development and residential neighborhoods. |
| Objective 1: | Implement access management and control techniques. |
| Implementation Strategy A | The Village should use center medians as a form of access management and use landscaping to mitigate the effects of storm-water runoff and enhance the rural character and aesthetics of the community. |
| Objective 2: | Promote a grid network of through streets. |
| Implementation Strategy A | The Village should promote building a street network that follows a grid pattern while keeping the natural topography in mind. A grid is less expensive to build utilities along, makes dividing land easier, promotes accessibility and connectivity, and is easily navigable. Access to businesses should be located alongside streets, when possible, reducing curb cuts on busier roadways and providing more options for travel routes to and from the location. When the side streets are connected to a grid network, motorists within the Village can avoid the significant roads altogether. Visitors or newcomers can easily navigate to other parts of the Village. |
| Implementation Strategy A | The Village should strive to limit the number of cul-de-sacs used in any development. While a few cul-de-sacs may be needed in response to physical barriers, most streets should be through roads connecting to the rest of the system on both ends. Non-through streets can disorient drivers and be challenging to navigate, but more importantly, they act as obstacles for emergency response vehicles. |
| Goal | Improve connectivity within the Village. |
| Objective 1: | Improve internal connectivity for vehicular traffic. |
| Implementation Strategy A | Traffic calming mechanisms should be used in residential neighborhoods where cut-through traffic may occur to reduce driving speeds and maintain safety for pedestrians and residents. |

4.3.4 Implementation

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| Objective 2: | Develop pedestrian connectivity. |
| Implementation Strategy A | Developers should be encouraged to provide pedestrian connections to adjacent neighborhoods and businesses where possible. These connections should be included in the overall site plan and constructed as part of the development. |
| Implementation Strategy B | Major intersections, such as Stone's Corner, DeMott, and Fir Rd, need pedestrian crosswalks with adequate signage and facilities. These improvements may come from MoDOT's Transportation Enhancement Grants, creating a Community Improvement District, or other funding sources. |
| Implementation Strategy C | The Village should follow the strategies outlined in this plan to promote pedestrian and bicycle travel, including driveway spacing, sidewalk location, medians, mid-block crossings, and right-turn lanes. |
| Goal: | Improve the flow of traffic through the Village and improve overall transportation safety. |
| Objective 1: | Mitigate traffic congestion |
| Implementation Strategy A | Highways 171 and 43 need widening near the Village. The Joplin Area Transportation Study Organization (JATSO) projected that adding lanes on 171 would cost about \$9,820,800, and MoDOT is currently scoping the project. Widening Highway 43 is estimated to cost \$2 million and is also being scoped by MoDOT. |
| Implementation Strategy B | The Village should promote the creation of pedestrian and bicycle connections between residential neighborhoods and commercial and recreational areas. This would help reduce short vehicular trips within the Village. |
| Objective 2: | Include more safety mechanisms to protect all users. |
| Implementation Strategy A | Crosswalks should be included at all major intersections, especially near residential neighborhoods and recreational areas. Sidewalks should be provided along busy roadways and meet ADA requirements to accommodate disabled users. |

4: Community Vision - Transportation

Implementation
Strategy B

The Village should consistently work with MoDOT and other transportation planning entities to reduce the number of automobile accidents within the Village. The Village may also take advantage of transportation safety programs that may be available and provide residents with information about such programs.

4.1 Economic Development

4.1.1 Business Expansion

It is more costly to recruit new businesses than to grow one or assist existing businesses in expanding. However, it is essential to ensure that new companies are developing in the Village to provide various retail and other services to the community and people passing through.

An essential first step is identifying the specific industries the Village wants to attract instead of having a 'shotgun' approach and shooting at whatever flies. An attraction program is typically used for larger communities. Still, Airport Drive could adopt a similar plan with input from various sources such as economic development professionals, local leadership, existing businesses, residents, and the Missouri Department of Economic Development. The ability to focus on the types of companies the Village is looking for (manufacturing, retail, wholesale, energy, call centers, services, etc.) is critical to the overall success of an attraction program.

The cost of seeking assistance from economic development professionals and conducting surveys and studies to create an attraction plan may be more than the Village is able or willing to commit to at this time, and it should, therefore, be more of a long-term goal.

However, the Village may pursue other short-term avenues, such as creating a local entrepreneurship program. Developing homegrown businesses is an ideal and low-cost way of growing the Village. The Missouri Department of Economic Development also has programs to assist start-up businesses (such as the Small Business Incubator) and support the Village when new or improved infrastructure is required to attract businesses.

Currently, Airport Drive has limited available commercially zoned land that fronts Highway 43. The Village should pay close attention to this area for future development and potential traffic issues that may arise with new growth. Refer to section 4.2 for information on traffic management. It is also

important to continue considering using mixed land use. In commercial development zones, we aim to create walkable and aesthetically appealing growth that also provides more housing options within the Village and office spaces that don't need to be at the street level.

The residents' survey showed that most citizens agreed with promoting Airport Drive's potential as a commercial and retail growth center and expanding the current housing stock. Additionally, some residents in surrounding communities have mentioned a desire to have more specialty retail. The Village may want to pursue options to assist the start-up of such stores.

While retail is the most visible form of commercial growth, Airport Drive has many professionals who may appreciate new office spaces within the Village. Technology and internet companies that do not require direct access to major roads would also pursue office space.

Again, a mixed-use development would help serve all the needs mentioned in this section by providing retail and office spaces, new housing options, and a walkable neighborhood or community.



4: Community Vision - Economic Development



4: Community Vision - Economic Development

4.1.1 Industry Expansion

Due to its proximity to the Joplin Airport, Airport Drive has the potential for industrial growth. New industries could provide many new jobs and attract other businesses. The Planning Committee and the respondents to the planning survey indicate that there is interest in gaining new industrial growth but that it may not be a high priority at this time. If or when the Village adopts an attraction plan for recruiting new businesses, it would be wise to include ideas and standards for new industry recruitment.

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| Goal 1: | Expand Commercial Base. |
| Objective 1: | Promote home-grown and existing businesses in the Village |
| Objective 2: | Recruit new businesses to the Village. |
| Objective 3: | Promote compact development. |
| Goal 2: | Go Beyond Attraction. |
| Objective 1: | Meet the needs of existing businesses. |
| Objective 2: | Create a business atmosphere. |
| Goal 3: | Expand Light Industrial and High-Tech Development. |
| Objective 1: | Include industrial growth with the Commercial Attraction Program. |
| Objective 2: | Focus industrial and other economic growth near the airport and work with the airport to attract development that will benefit each entity. |



4: Community Vision - Economic Development

4.1.1 Economic Development Goals and Objectives

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| Goal 1: | Expand Commercial Base. |
| Objective 1: | Promote home-grown and existing businesses in the Village. |
| Implementation Strategy A: | The Village should always focus on meeting the needs of existing businesses first. Having excellent ‘customer service’ towards business owners will help establish a positive overall business climate and strong relations between the Village and those owners. In meeting business needs, the Village should be prepared to provide information and services such as competitive interest loans from local banks or other funding sources to help expand business operations or to start up new ones; what programs the Missouri Department of Economic Development (DED) may have available, general support services, and more. The Village’s Regional Planning Commission and Community Development Corporation may be able to help find or secure some of this information. |
| Implementation Strategy B: | Airport Drive should encourage entrepreneurship in retail services. While encouraging home-grown businesses (meaning residents starting their own companies), these businesses should be guided towards retail sales to provide the municipality with the most direct economic benefit. The Village should also be prepared to provide educational resources to entrepreneurs and business owners – 90% of all start-ups fail because they do not do their homework. Market analysis/validation is crucial to choosing a business that will succeed. Writing a business plan shows that the founder has done their research, etc. The Village may offer a training course or have contacts to provide further education. However, it is essential to note that not every entrepreneur will do well in retail. People who wish to start a business should be encouraged to use their existing skills if there is market demand, as they possess sufficient knowledge of the area. |
| Objective 2: | Recruit new businesses to the Village. |
| Implementation Strategy A: | The Village should adopt an Attraction Program to attract businesses that will succeed. Instead of ‘shooting at everything that flies,’ an Attraction Program will allow the Village to decide what companies will do well in the given market and location. To do this, the Village must communicate openly with existing businesses and residents and analyze markets for different products and services. An Attraction Program will also outline incentives the Village is willing to offer new businesses. Expected incentives include the availability of commercial sites with adequate infrastructure. <i>(Continued, next page)</i> |

4: Community Vision - Economic Development

4.4.3 Implementation

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| Implementation Strategy A: (Continued from Previous Page) | <i>(continued)</i> Benefits offered upfront would be free or reduced-cost land or buildings, specific training that can be provided, and low-interest loans or grants. The extended incentives that may break the tie between the two communities could be tax increment financing (TIF), tax abatement, or tax credits. Incentives invest in the company and community's future, whether applied to new or existing businesses. It is essential to leverage available resources and be creative. Remember that incentives are not a loss when making an Attraction Program since the Village cannot lose what it did. |
| Implementation Strategy B: | Create local financing entities. Some projects need incentives to move forward. To ensure development happens, the Village should form tax abatements, Community Improvement Districts (CID), Transportation Development Districts (TDD), and Tax Increment Financing (TIF). Airport Drive may be specifically interested in establishing a CID to collect a percentage of sales tax within the district to assist in public improvements and encourage development. |
| Objective 3: | Promote compact development. |
| Implementation Strategy A: | Compact, mixed-use development can offer much more economic potential than conventional linear development. Mixed-use allows for retail on the ground floor of the building, while offices or residential space may be located above. The result would be a place where people can easily walk from an office or apartment to a store located one or two levels beneath them; it would create an enhanced shopping experience by being pedestrian-oriented and become a destination that will attract shoppers, residents, and businesses. When located near open space and future transit, these developments will be highly sought locations that provide many essential services and needs, all within walking distance of residents' homes. |
| Implementation Strategy B: | The Village should adjust its tax and zoning codes to include office developments. The Village should encourage the development of professional offices as a part of the new compact development. A large percentage of professionals live within the Village, and proposed open space areas would be ideal neighbors for professional services. |
| Goal 2: | Go Beyond Attraction. |
| Objective 1: | Provide adequate infrastructure for commercial uses. |
| Implementation Strategy A: | As described in section 4.2: Facilities & Services, fire protection for existing commercial buildings and future development sites needs to be improved by adding water lines and capacity to the current systems to provide fire hydrants and fire suppression systems (FSS), such as overhead sprinklers. |

4: Community Vision - Economic Development

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| Implementation Strategy B: | Referring to Goal 1.2. A – A customer-friendly attitude towards business owners will enhance the business climate at Airport Drive. Therefore, the Village should strive to respond to infrastructure issues as quickly as possible: fill the pothole, clean out the storm drain, trim the tree overhanging power lines – or contact the agency responsible and ensure a timely response within the Village’s means. |
| Implementation Strategy C: | The Village should continue to promote effective delivery of services to businesses such as utilities, roads, emergency protection/response, high-speed internet, and other data connections, and ensure that public facilities are well-equipped and accessible to all users. |
| Goal 3: | Expand Light Industrial and High-Tech Development. |
| Objective 1: | Include industrial growth with the Commercial Attraction Program. |
| Implementation Strategy A: | While developing an Attraction Program, The Village, business owners, residents, and other stakeholders should identify what type of light industrial uses would be successful in the area and benefit from current infrastructure, including the airport. These uses would be able to coexist with the surrounding services and the rural feel of the Village. |
| Implementation Strategy B: | High-tech or ‘Flex/Tech’ development should also be considered in the Attraction Program. Other local communities are looking to expand data transfer capabilities, thus allowing the development of new data centers in the area. The Village may have an opportunity to tap into the technological resources as they are being put in place and could offer an even more competitive advantage given the airport’s location, the quality of life in the Village, and a great business climate. Data centers are typically clean, professional-looking buildings with increased environmental control and security standards. These businesses will produce little pollution, if any, and can provide many well-paying jobs and generous contributions to the community. |

4.4.3 Implementation

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| Objective 2: | Focus on industrial and other economic growth near the airport and work with the airport to attract development that will benefit each entity. |
| Implementation Strategy A: | The Village should capitalize on its proximity to the Joplin Airport. This is a crucial infrastructure maintained by Joplin and other agencies that could provide immediate benefits and economic and geographic advantages for the Village. Airport Drive should build strong relationships with the Airport, actively promote its use, and aid in improving services and revenues. |
| Implementation Strategy A: | If aviation programs cater to their needs, industrial companies may benefit from the airport in reduced transportation or shipping costs. Joplin Airport serves mainly commercial passenger air travel, so a hotel with available conference rooms would be ideal. Hotels can generate much revenue for a community and are usually kept clean and well-maintained. A Hotel would be a great buffer or transitional use between light industrial, commercial, and residential areas. |

5: Community Survey

SURVEY RESULTS: WHAT IS THE REALITY VS VISION FOR AIRPORT DRIVE

A **community survey** was released in the fall of 2021 to gather input to use as a “blueprint” when creating long-term goals for the community. The village received 34 completed surveys. Based on the information from the study and meeting attendance by Harry S Truman, we have identified critical visions for Airport Drive

- Citizen Services and Community Facilities
- Infrastructure
- Transportation
- Land Use
- Housing
- Economic Development
- Community Identity



VISION 2034**Enhanced Community Building and Surrounding Area**

The community building will be fully modernized to contribute to the aesthetic appeal and functionality within the downtown area. The redesign will include an expanded and reconfigured parking lot, increasing capacity by at least 10% to accommodate events at the building and provide overflow for larger downtown gatherings.

In addition to structural improvements, the following services and facilities will be introduced to serve the community better:

1. **Recreational and Health Benefits:** The inclusion of state-of-the-art recreational facilities within the community building, such as an indoor gym and spaces for yoga and fitness classes, will cater to the community's health and wellness needs.
2. **Community Park:** Adjacent to the community building, a new park will be developed. This green space will provide a serene environment for relaxation and feature walking trails, playgrounds for children, and outdoor fitness equipment. The park will be designed to host small community events, further enriching the cultural and social landscape of the downtown area.

These enhancements aim to create a more inviting and supportive environment, encourage community engagement, promote health and wellness, and beautify the downtown district. This holistic approach will help foster a vibrant community spirit and make the downtown area a more attractive destination for both residents and visitors.

Infrastructure

Reality 2024

The issues with inconsistent or low water pressure have been largely eliminated due to additional storage and larger and additional supply lines. The village has prepared for future developments by extending water to the outer edges of village limits. The village is also willing to embrace new technology to improve efficiency and ensure a robust system.

Vision 2034

Our ongoing commitment is to enhance fire protection capabilities and ensure a reliable water supply. In collaboration with Jasper County 1 Water District, we will address critical infrastructure needs by repairing water lines, adding fire hydrants, and installing sprinkler systems, particularly for businesses on the east side of Main Street.

These improvements will not only enhance fire safety but also boost water pressure throughout the village. By doing so, we aim to lower insurance costs for our residents and businesses and increase our capacity to support future development.

Our collaboration with Jasper County 1 Water District is a testament to our commitment to creating a sustainable, safe, and efficiently managed water system. This system is designed to meet the current needs of the Village of Airport Drive and is also prepared for its future growth.



Stormwater Management

VISION 2034

By 2034, all neighborhoods had ditches trenched, and additional curbing had been added to major streets, improving the flow of stormwater. Main culverts had been replaced and expanded to allow better flow, and there was an effective maintenance program to ensure the system stayed at optimum effectiveness.

Transportation

VISION 2034

In 2034, due to the noted increase in funding, the village has made significant improvements to collector streets and has improved a minimum of 5-10 blocks of streets. Where applicable, the curbing has been repaired or replaced.

Additional sidewalks have been added to create a loop around the village along collector streets if feasible.



Land Use

VISION 2034

The Village will be fielding a steady flow of inquiries for investment and development.

The vision of 2034 will reflect the attributes of society as new residents and leaders join the community. Just as others have progressed, the village will progress as well.

Housing

REALITY 2024

The Village has been working steadily to improve the housing inventory in Airport Drive. The primary focus has been to improve the worst portions of the inventory which is primarily made up of abandoned and or dilapidated structures. The Village has also been more assertive in nuisance and weed enforcement.

VISION 2034

By 2034, the village will have at least one subdivision or the addition of at least 30 new residences. This is expected to result in the expansion of village limits through annexations of property outside of the village limits. With the addition of these homes, the village will have new infrastructure and an attractive neighborhood for marketing to new homeowners from the surrounding areas. Additionally, we would see an increase in population of at least 100 residents.

Economic Development

REALITY 2024

Airport Drive is primarily a bedroom community with most local businesses supporting this environment. The village also enjoys additional retail services that market to adjacent communities.

VISION 2034

The Village and Chamber of Commerce partnership has increased in which both entities play major roles in Airport Drive economic development. The village has continued to see economic growth.

VISION 2034

Press releases with quality information are frequently published in many local media outlets. Our social media platforms effectively reach all generations positively and professionally. The Village holds at least one public event per month.

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Winter**

**February
2023**

**VILLAGE
OF
AIRPORT
DRIVE**



Election News

On April 4, 2023, terms will end for Trustees Terry Myers and Ray Bryant. When the filing period closed for the April 4th election on December 27, 2022, Mr. Myers and Mr. Bryant were the only residents to file for candidacy. Therefore, Terry Myers and Ray Bryant will continue to serve as Trustees for two more years. The Municipal Building will still be used as a polling location for the April 4th election for registered voters to cast their ballots for school board

CALENDAR OF EVENTS

Trustees will meet
on the following
dates at 7:00 pm:

March 23, 2023

ACKNOWLEDGEMENTS

Thank you to everyone who assisted in providing input to this plan:

Steve Allgood, Zoning Commission Chairman
Debbie Bryant, Zoning Commission Vice Chair
Debie Heckart, Zoning Commission
Georgianna Krier, Zoning Commission
Sarinda Dudley, Zoning Commission
Tom Short, Zoning Commission
Roy Farley, Zoning Commission
Mark Rains, Chairman Pro Tem
Reed Thompson, Trustee
Ray Bryant, Trustee
Kara Charbonneau, Trustee
James Paul, Trustee
Denise Winans, Trustee
Claren Holmes, Trustee
Sue Hirshey, Village Clerk
Sharon Clark, Deputy Clerk
Airport Drive Citizens