

The City of Carl Junction, Missouri
Growing with pride



City of Carl Junction **Comprehensive Plan** **2011 Update**

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CHAPTER 1: EXECUTIVE SUMMARY



INTRODUCTION

The intent of the Comprehensive Plan is to guide the City in an organized, efficient manner of growth. As with any plan it is dynamic and meant to be periodically reviewed and adapted to meet the current needs of the City and its citizens. By its methods and contents, it meets the standards for comprehensive plans outlined in Missouri statutes. The value of any public policy plan is measured by three criteria: first, to what degree was the process open and accessible; second, the rationality of the document; and, third, its use.

By way of definition, a comprehensive plan is a guide to the physical development of the community. It includes:

- **Goals & Objectives** outlining the overall needs and desires of the community for the next 20 years, based on public outreach efforts and citizen input;
- **Strategies** to guide the City's efficient implementation of each **Objective**;
- An examination of the community's **Development Suitability**, including an examination of the geology and geographic features of the community;
- An examination of appropriate **Growth Management** practices;
- A brief history of the community;
- Population, housing, and economic profiles of the community;
- An inventory of current infrastructure and public facilities; and
- Maps for **Future Land Use** and **Future Annexation** to help guide decisions on how and where the community should grow.

Carl Junction's 2010 Comprehensive Plan Update is the continued effort of the pro-active leadership of the Mayor and Board of Aldermen who have witnessed dramatic increases in population in the community. The plan is evidence of the City's concern for anticipatory public policies. These policies will enable the community to maintain a quality environment in which to live, work, and invest. This plan update was created through an intensive planning process by the Board of Aldermen, the Planning and Zoning Commission, and the Harry S Truman Coordinating Council, who acted as a consultant for the project, and the public as a whole.

The City originally created the plan by contracting with Missouri Southern State College, Department of Social Science, to assist with its development in 1998. The City Planning and Zoning Commission, which was charged by the City Code and the Board of Aldermen to do an annual review, also headed a revision of the plan in 2003.

GENERAL POLICIES

The Carl Junction Comprehensive Plan primarily includes four functional elements. They include **Land Use & Transportation**, **Economic Development**, **Community Facilities & Services**, and **Housing & Neighborhoods**. The City had completed various engineering and planning related documents in the recent past. These documents include:

- The Water System Comprehensive Plan completed in June of 2001;
- The Engineering Report for Wastewater Treatment Facilities completed in December of 2008;
- The Missouri Community Assessment and Planning Process (MoCAPP) Mission Statement and Goal Setting evaluation for Economic Development;
- The Carl Junction Transportation Plan completed in June of 2009;
- The Stormwater Management Criteria completed in December of 2009;
- And the Roundabout Conceptual Plans completed in July of 2010.



The planning process for this update to the Comprehensive Plan relied heavily on these documents to develop the existing plan further. The plan has been expanded to include better defined goals, objectives and strategies for each functional element. Chapter Two will provide the primary content for implementation of this plan.

As most people who are familiar with the community know, Carl Junction has grown at a rapid pace for the last 50 years. Many factors have been involved in influencing this growth, including the development of Briarbrook, one of the most popular housing subdivisions in the region. The R-1 School District's reputation for excellence and expansive buildable land areas for accommodating growth have also been major factors. The community's primary concern with this plan has been to ensure that this growth not only is beneficial for the existing residents, but that necessary and adequate infrastructure and services are provided to all residents in a timely manner at a reasonable cost.

Land use is a critical component of all comprehensive plans. Its impact on, and relationship to, transportation infrastructure is a key component to balancing quality of life and cost of living. Like most development in America over the past 50 years, Carl Junction has mostly grown in a suburban form. The community has decided, based on multiple factors, to also encourage a more urban and therefore, higher density form of development over the next 20 years. Economic and demographic changes, from a local to a national scale, are primary reasons for this preferred form of growth.

Economic development is a key focus area of the plan in order for the community to continue to improve their quality of life while keeping their costs of living low. While housing and schools have played a major role in the development of the community, there has not been a large employment base in town to support its residents. Most of the residents have to commute to surrounding employment centers, primarily in Joplin. It is anticipated that over the life of this planning period that trend will continue. The community does, however, plan to give more of an emphasis on the promotion and support of existing and new small businesses in town.

As the local and global economy continues to strengthen from the current recession, Carl Junction's rapid growth is anticipated to resume. This growth could potentially stress community facilities and services as mentioned previously. The City has made many improvements in its facilities and services over the past few years, in an attempt to keep up with existing growth. They include the creation of a City Administrator position, and the construction of a new police station and multi-use community center. The Center houses City Hall, the Chamber of Commerce, the Senior Center, a gym, and other community assets. Continued infrastructure improvements, such as water and wastewater, are primary necessities to adequately ensure community growth. As the City grows, residents will expect services to expand to mirror those found in comparable sized cities.

Overall, Carl Junction has been an attractive and vibrant small community for many years. It is the intent of this plan to ensure that, as it becomes a larger City, its growth is sustainable. The plan's purpose is to make sure that the community continues to be an attractive place for people, whether they're moving in for the first time or their family has been here for generations and are proud to call Carl Junction "home".

CHAPTER 2: GOALS, OBJECTIVES, AND STRATEGIES



LAND USE & TRANSPORTATION

The location and relationship of one land use type to another type (such as residential, commercial, and industrial) directly affects the land values, the transportation needs, and the public services in each community.

Land Use

The right of a community to guide its development and control the use of land within its jurisdiction has long been upheld by the courts. The courts do find it necessary for a community to determine the use of all land within its jurisdiction and give consideration to conditions in areas contiguous in order to determine properly the appropriate uses and provide a basis for the control of land use prescribed in zoning ordinances. For the courts to have assurances that zoning districts are objectively determined, an up-to-date existing land use map is essential.

Existing Land Use

A land use inventory provides a record of the existing types of land use in the City. A parcel of land may be suitable for a variety of uses; however, it is the relationship between these uses that requires the attention of planning. Some uses are favorable to each other, whereas some uses, if adjacent, become detrimental to each other. Recognizing these land uses, the relationship between them, and the determination of what development controls should be in place to create favorable land use decisions are major components of the planning process. Consequently, a plan must begin with an inventory of the City, as it exists.

A land use inventory of Carl Junction was conducted in May 2001 and slightly modified with this 2010 update. Land use categories were: Residential – including single-family, two-family, multi-family, planned unit residential development and manufactured homes; commercial; industrial; institutional – specifically the public school property; recreational; and vacant – open property either unsuitable for development or awaiting development.

Existing Zoning Controls

When most people hear about City planning, they typically think about zoning first. While planning is much more than zoning, zoning is a critical tool used to implement the plan's strategies for land use changes and controls. The City of Carl Junction has eight zoning classifications including single family residential, multi-family residential, commercial, and light industrial uses. There is also an "undeveloped land" district. Higher intensity uses such as multi-family residential and commercial also allow lower intensity uses to be used in those districts. This method of zoning is effective at preventing certain areas from being "over developed", but as this plan will touch on in the future land use policy section, it is not conducive to ensuring that areas intent for higher levels of development are restricted for that use. This could be problematic for future economic development efforts of the community.

Future Land Use

Property owners request zoning changes when they feel current zoning is no longer appropriate for a parcel's land use, such as when a residential corridor transitions into commercial. A Future Land Use map should be used by community leaders to make proper decisions for approval or denial of those requests. This makes updating the community's existing Future Land Use map another critical part of the planning process.

The new Future Land Use Map created during the update of this plan is different than maps used in the past. Previous maps were primarily based on the City's existing zoning map at the time they were developed. This new map was developed based on community preferences of what general land uses are appropriate for specific areas in the existing City limits. The uses are not tied to specific zones; however it will be an excellent resource for community leaders to determine whether requested land use changes are appropriate or not in specific areas.

Transportation

The City of Carl Junction developed and adopted a "Transportation Plan" (CJTP) in June 2009 that was prepared by TranSystems. The plan addresses "the operational needs and opportunities for the City's roadway system and consider(s) the desire to balance the movement of people through the City to best serve the community." There are four main priorities the plan addresses. They include improvements to Fir Road, improvements to Pennell Street, the development of non-motorized corridors, and the development of a new north-south connector. In July of 2010, the City also decided to create conceptual plans for roundabouts at strategic locations to assist with traffic flow across the community.

The City has 41 miles of streets. Streets are classified based on the American Association of State Highway and Transportation Officials (AASHTO) outlined hierarchy of roadways. They include Principal Arterials, Minor Arterials, Collector Streets, and Minor Streets. For more information on these types of classifications, please refer to the CJTP.

Principal Arterials

Principal arterials are those that carry most trips to and from an urban area and are primary routes for trips to bypass the City. The principal arterials that serve Carl Junction are Missouri Highway 171 and Highway 43. In addition, the City is 13 miles north of Interstate 44. 249 bypass 5 miles east of the City gives an easy access to the Interstate. Kansas Highway 400 is a super 2-lane from Wichita that ends at the state line 12 miles north of the City. This is accessed from 171. Long range state and regional plans are in the early stages of focusing on expansion of Highway 171 and the development of a new "West By-pass" corridor between the City limits of Joplin and the Kansas state line. This route would give great connectivity to the hospitals and medical centers. The alignment of this corridor will inevitably have a tremendous impact on the City of Carl Junction. This would take some of the traffic and ease the load on the 171 and Route Z/Pennell intersection.

Minor Arterials

Minor arterials provide connectivity between areas and the principal arterials. Route JJ, Route Z/Pennell Street, Fir Road, Fountain Road and Joplin Streets are minor arterials in and around Carl Junction. While Pennell Street/Route Z is the only road considered a minor arterial by the JATSO, the others are functioning as such and have been submitted to JATSO for changes on the map. These roads are the backbone of the City and areas best suited to commercial growth along with Route 171.

Another access over the river to tie together the northern and southern parts of the City would be beneficial to the cohesion of the City. Access to Highway 171 from Pennell Street is also a concern as it is often blocked by rail traffic due to its close proximity to the KCS railroad.

Highway 171 physically divides the City. Additional access to the highway should be a priority over the next decade. A long term project should be enacted to include curbing and guttering, installation of sidewalks, resurfacing, and appropriate signage along the entire route of Pennell. This would be a major upgrade but improve the commercial viability of this route.

Collector Streets

Collector Streets in and around Carl Junction include Briarbrook Drive, Lone Elm and Gum Road. These provide circulation within neighborhoods and collect from local streets to arterials. At Briarbrook and Fir a roundabout would assist the flow of traffic. See later in the plan for that discussion. The subdivision of Briarbrook needs a road into Center Creek Park to ease traffic onto Joplin and could be the link that ties the north to the south part of town.

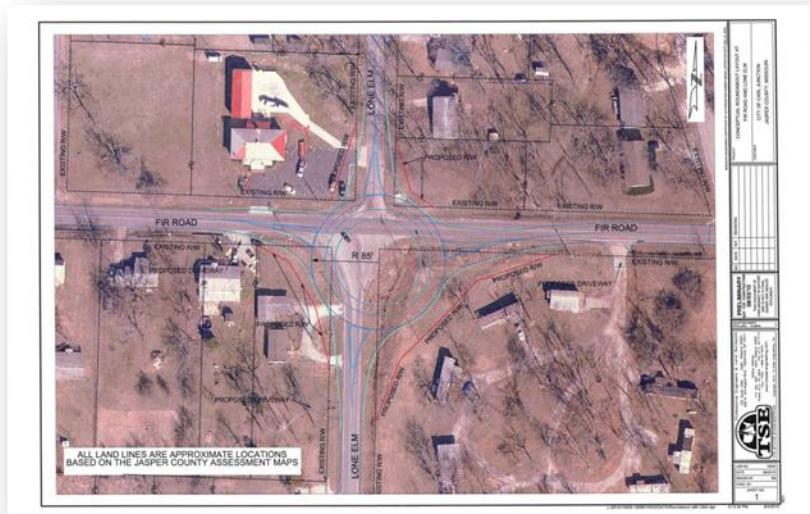
Local Streets

All the rest are local streets. Most of the local City streets are 20" across without a curb. Approximately 18 miles are curbed to aid in drainage control. All curbed streets are 30" across. Many locally maintained streets are considered to be in less than acceptable condition. It was the consensus of the planning committee that a major effort should be made to upgrade the quality of the minor streets in Carl Junction. The improvements should also include curbing and guttering streets where they do not currently exist. This would improve the water drainage as well as improve property values.

Roundabout Conceptual Plans

In July of 2010, Tri-State Engineering completed for the City conceptual plans for roundabouts at key locations in town in order to alleviate anticipated congestion as suggested by the City's Transportation Plan. The intersections included in the study were at Fir Road and Lone Elm, Fir Road and Briarbrook Drive, Fir Road and Joplin Street, Walnut Street and Harley Street, and Pennell Street and North

Roney Street. Each intersection was designed with one, 18 foot, circular lane. They vary in diameter from 150" to 170". The probable construction cost for each intersection varies from \$393,000 to \$500,000. The design and cost estimates do not include utility, right-of-way, drainage, or multi-modal design features such as sidewalks.



NON-MOTORIZED FACILITIES

Carl Junction is a residential community with many families. Improved walking trail structures throughout the City helps pull together the otherwise disconnected subdivisions. Most subdivisions have been built with limited egress and ingress road access. While it may not be possible or feasible to add roads to connect some of these subdivisions, it may be possible to create a system of walking/biking trails. The current distance and road size prohibits older children from riding their bikes from their homes to their schools, parks, and other desirable locations. To help this, the City has actively pursued grants to build Safe Routes to Schools and a walking trail from Briarbrook north across Center Creek to the downtown area. Further expansion of the Thom's Station trail north to the Ruby Jack Trail and an improved sidewalk system to connect to these trails will further

enhance a trail network that is well developed north to south and east to west. Additionally, these 2 trails have multi-City connectivity, giving bicyclists a safe route to Carthage, Oronogo, and Joplin.

As the national and world economies continue to change, energy costs including automobiles will likely continue to climb. As this trend continues, alternate modes of transportation will likely also be more common place across the country. Carl Junction anticipates this global shift in transportation needs will also impact our community within the next 20 years.

GOAL #1: Create Community Cohesion

Objective 1.A: Develop Linkages that Better “Tie” the Community Together

Strategy 1.A.1: The City should develop an additional north-south transportation corridor. Street access to Center Creek Park from Briarbrook Subdivision would help the many families who transport their children to and from activities in the park and ball fields. The Transportation Plan has identified this link as a long-range strategy for solving quality of life issues including safety, community cohesion, and system connectivity.

The new corridor is recommended to be a divided two-lane parkway with traffic controls as described in the Transportation Plan. It should also allow for bicycle and pedestrian uses. This design would best accommodate traffic for the area without overburdening local streets in the adjoining neighborhoods. The corridor would open up additional access to recreational areas that are anticipated to be very valuable to the community and its quality of life in the future.



The logical southern terminus into Briarbrook is located at Tee Lane where a planned, but undeveloped cul-de-sac is located. The anticipated northern terminus into Center Creek Park is an alignment with Hodge Drive. If the parkway were to follow the western side of the proposed 60 acre Briarbrook Lake, its estimated distance would be approximately 3,200 feet long. At \$1.2 million per lane mile, plus the cost of the bridge and bicycle/pedestrian accommodations, the parkway's total cost will be approximately \$2 – 2.5 million.

Given its local ownership and larger scale, the local community development sales tax proposed under the Economic Development Strategy 1.C.1, will likely be the most effective way to implement this long-term project. Other smaller community development projects that will more directly support an increase in sales tax should be strategically built first. Additional tax revenue from the increased sales over time will make this project more viable in the latter years in addition a new half-cent community development sales tax, if implemented would provide adequate funding for this project.

Strategy 1.A.2: The City should encourage and support improvements to the intersection of Highway 171 and Highway Z (Pennell). This auto-oriented primary access into town is awkward at best, and will become more dangerous with time as traffic in and out of town increases with its population. Designs for improving this intersection should begin with the cooperation of the Missouri Department of Transportation (MoDOT) since both roadways are state routes. Increasing the capacity of Highway 171 is already identified as a high priority by the state. Appropriate designs for this intersection should be included in that planning process by the state. Since any access off 171 must cross the railroad tracks, the current location at Pennell seems to be a logical point to begin discussion of an overpass. Not only does rail traffic produce traffic bottlenecks and thus safety hazards, but emergency vehicles are also at the mercy of this busy crossing.

Strategy 1.A.3: The City should promote Oscie-Ora Lake as a local attraction to residents. The acquisition of land and development of walking trails along Center Creek could open up the back side of the lake to recreational use by pedestrians and bicyclist from the other side of Highway 171. City leaders should contact and work with the owners of the privately owned lake to determine what would be an appropriate approach to developing such a project.

Objective 1.B: Coordinate Land Use Pattern to Make Physical Features More Functional

Strategy 1.B.1: The City should make a major effort to preserve the Center Creek area for public use. This area is substantially in the floodplain which should be protected from development for environmental benefits including improved stormwater runoff. The area is also attractive for the expansion of recreational uses. These uses could be active or passive as described further under the Community Facility and Services Objective 2.A.

The land acquisition should be a planned project that is phased in over multiple years. Initial phases should focus on acquiring at least the floodplain area from Center Creek Park to Joplin Street. A large majority of this area is currently owned by a single entity. Part of the Fall Creek Estates development, which is currently undeveloped land, also lies in the floodplain. The City is also strongly encouraged to add all or a portion of this area to their acquisition efforts before it is developed.

Long-range future phases should expand eastward south of Center Creek toward Oscie-Ora Lake and westward north and south of the creek toward Highway JJ and beyond. These areas have experienced very limited development pressure and would be a significant asset to the community as it grows to the west.

Strategy 1.B.2: New neighborhoods should provide access to adjoining developable land. The modern suburban form of designing neighborhoods into numerous single access developments, often with many cul-de-sacs, has created islands of isolation in residential areas. While cul-de-sacs do provide the ability to fully optimize land development in certain cases, it is possible for developers to over extend their use for the intended purpose of providing privacy and the perception of safety. The lack of connectivity in a community, however, has many disadvantages including the potential to force automobile drivers to drive excessive distances to locations that are geographically close to their location. Emergency services may also have a substantial negative affect by limited access. Primary access roads may also become inundated with excessive traffic over time as additional connected land is developed without additional access points.

Objective 1.C: Create More Social Gathering Points to Encourage Face-to-Face Interaction

Strategy 1.C.1: The City should identify and eliminate land use policies that are a barrier to social interaction and create new policies that would encourage/promote social gathering points of interest. Modern segregated land uses typically require people to travel from place to place in cars, limiting their contact with other people. More pedestrian forms of development would allow people to “meet on the street”. The “corner coffee shop” is a good example of how people want to interact face-to-face and are willing to pay a premium for basics, such as coffee, in order to satisfy this human desire.

The existing zoning code already allows a mix of land uses, as lower intensity uses are allowed under higher uses. A good example of this is that single family homes may be built in commercial areas. While this scenario is beneficial to developers in that they have the flexibility to be creative with lower intensity land uses, it limits the City's ability to control what is built at locations identified as highly desirable for more commercialized mixed-use districts. The City should study existing mixed-use codes across the country and amend their zoning code to include one or more new mixed-use districts that would be appropriate for the community.

Strategy 1.C.2: The City and/or Chamber of Commerce should take a pro-active lead in developing a conceptual plan for one or more proposed mixed-use development areas. The plan(s) could be beneficial to the community for aggressively approaching developers and/or economic development site selection professionals with the proposal.

The community should identify appropriate locations for this form of development, based on the future land use map. Once the sample site is selected the City should hire a consulting firm who would be able to create a more complete vision of what level of development would be feasible for that location and vision for its development.

GOAL #2: Expand Transportation Capacity for Automobiles in an Effort to Sustain Community Growth

Objective 2.A: Promote Projects Planned for Principal Arterials

Strategy 2.A.1: Highway 171 – The City should continue to support and promote proposed improvements from the Kansas Stateline to the intersection with Highway 43 as a high priority for State funding. The Joplin Metropolitan Planning Organization (MPO) and the regional Transportation Advisory Council (TAC) have both identified the expansion of this corridor as a high priority for the region. Transportation projects on this scale typically take many years to follow through with to completion.

Strategy 2.A.2: Regional West Bypass project – The City should continue to support and promote the project being planned to connect Highway 171 to Interstate 44 along the west side of the Joplin urban area in Missouri. The anticipated alignment of the new corridor near Highway JJ will have a significant positive effect on the community for access to southern Joplin, especially the regional medical district. Additional auto traffic in the area will also provide new opportunities for economic growth that will have the potential to significantly impact Carl Junction positively.

While an improved regional north-south corridor is a high priority to the community, its need to be designed as a limited access freeway is questionable. Considering the planned effort by the State of Kansas to improve Highway 69 to a 4-lane freeway corridor, it may be in the Carl Junction area's best interest to focus significant financial investments more on developing east-west corridors linking to the future Kansas freeway. The effect of this is anticipated to give Kansas residents better access to our destination locations in Missouri. This should create a greater economic pull from all of Kansas as opposed to just Highway 171 traffic, which will have access to the Kansas freeway likely before the West Bypass is completed.

Objective 2.B: Plan Projects for Expansion of Minor Arterials

Strategy 2.B.1: Pennell Street – The City should pursue the scoping process with MoDOT regarding necessary expansion improvements to Pennell Street. Current traffic justifies its expansion to include curb and gutter, plus a third lane and sidewalks from 171 Hwy and continue along Hwy Z to YY. This has been named a priority by the Regional Transportation Advisory Council (TAC) and was recommended by JATSO with an estimated cost of \$739,200. This would be a great joint project for Carl Junction and MoDOT.

Strategy 2.B.2: Fir Road – Should be expanded to prepare for future commercial growth. This is a long-range transportation project that includes recommended roundabouts at Fir Road and Lone Elm; Fir and Briarbrook Drive; and Fir and Joplin Street as described in the Conceptual Study completed in 2009. Coordination with MoDOT and the Village of Airport Drive should be sought while planning for this expansion.

Strategy 2.B.3: Fountain Road – The City should consider expanding Fountain Road. Due to ever increasing growth and traffic in the area Fountain road has become a nonofficial minor arterial road. It is connecting the south and west sides of Carl Junction to Hwy 43, south of the major intersection of Hwy 171 and Hwy 43. The City should seek widen the streets and change yields and stop signs to stoplights to improve safety on this ever growing arterial way. Carl

Junction would need to work with the village of Airport Drive as a portion of this goes through a portion of it.

Objective 2.C: Make Improvements to Collector and Minor City Streets

Strategy 2.C: Existing collector and minor roads should continue to be maintained and improved for ease of transportation and enhanced walkability, which will ultimately provide a safer City. Joplin St and Main St, in addition to the roads around all of the City parks should be improved to allow easier transit access, whether by walking or vehicle, to the parks.

The City should consider implementing a “City Maintenance Program” to keep up and maintain all of the collector and minor streets that are in the City. The City needs to consider implementing a program or a special revenue source, where it can raise funds to pay for repairs to the road systems in Carl Junction. The City needs to consider what its level of service will be as the City of Carl Junction continues to grow and the roads are being used in an ever increasing manner.

GOAL #3: Develop Non-motorized Modes of Transportation

Objective 3.A: Interconnect Existing Neighborhoods through New Linkages

Strategy 3.A: The City should develop hike and bike trails that will complete linkages between Thom's Station Trail and trails in Joplin. Bike lanes should also be included in designs for expanded roadways such as Pennell and Fir Road. In 2007 Carl Junction implemented a Safe Routes to School Program, worth \$18,000, to generate safer accessibility for students walking to school. The City should also consider creating biking/walking trails throughout the City and especially along Center Creek.

Objective 3.B: Encourage Multi-modal Forms of Development

Strategy 3.B.1: Design of neighborhoods can have a significant impact on what transportation resources are needed to serve its residents. In theory, the minimal increase in development costs for walkable neighborhoods is offset by the savings it provides in gas and other transportation related expense. The City should provide incentives for new developments that incorporate “new urban” elements that are designed primarily for the pedestrian. Those incentives could range from planning for large scale site specific TIF district projects for an entire development, to agreements to cover the costs of minor infrastructure design upgrades where the benefits far exceed the costs. These incentives should be offered to developers on a case by case basis when the opportunity presents itself.

Strategy 3.B.2: The City of Joplin has a fixed route, mass transit “Sunshine Lamp Trolley” system that has shown encouraging signs of success since its implementation in recent years. Carl Junction should promote the inclusion of one or more transit stops in the community in future expansion plans of the system. The corner of Pennell and Main Street would be a suitable location for a single transit stop that would be in walking distance of the Community Center, City Government, Police, Post Office, and downtown businesses, as well as a few key residential neighborhoods and schools. Additional stops may be located closer to the high school and Prairie Hills Neighborhood; Summerfresh Market on Pennell; and possible locations along Fir Road.



ECONOMIC DEVELOPMENT

Several factors are used to assess a community's economic vitality and potential. For the purposes of this plan, education attainment, income, poverty levels, and employment patterns are examined. To relate the data to the overall levels found in the region and state, data are also presented for Jasper County, the Joplin MSA, and the State of Missouri.

Educational Attainment

The US Census provides data on residents who are at least 25 years of age living in Carl Junction regarding their education attainment. The data indicate that 88.7% of Carl Junction residents over the age of 25 have completed high school. In comparison, the high school graduation rate for Jasper County is 78.8%, for the Joplin MSA is 79.6%. Likewise, Carl Junction resident's with a college degree is comparatively higher than the County and MSA.

The significance of the measure is the strong correlation between educational attainment and economic opportunity. Generally accepted studies indicate that high school graduates earn a third to a half more in a lifetime than do non-high school graduates. And, further, that college graduates earn almost double in a lifetime than do high school graduates. Certainly, continued emphasis by the community on its public education carries with it a strong incentive.

Income

Two measures of economic vitality regarding income used are the Per Capita Income and Median Family Income. The former is a result of total community income divided by the number of individuals in the community. Its utility is limited to relative comparison with other jurisdictions as an indicator of economic activity. The Median Family Income figure is the exact middle of the income distributions of all families in Carl Junction. The result means that half of all families in Carl Junction earn more than the median and half earn less than the median. Again, the measure is a comparative measure when viewed with Median Income of other jurisdictions. Table #1 summarizes the data on both of these measures.

| Median Family Income (Table#1) | | |
|--------------------------------|------------------|------------------|
| | Carl Junction | Jasper County |
| Source: US Census Bureau, 2000 | \$45,653 | \$43,710 |
| | Joplin MSA | \$38,677 |

Poverty

The term poverty has a statistical, not sociological, definition. It is determined by total family income and the number of people in the family. Thus, the poverty line varies with circumstance. As a general rule, public assistance programs are available for families with incomes at 60% or less of the median family income of the county. Using Jasper County's median family income (\$43,710 for an average family of 3.2 people) would result in a theoretical poverty line of \$26,226 (for the same size family). Based on these numbers, Carl Junction could be said to be "better off" than the County and the Joplin MSA. Table #2 outlines the data on poverty.

Poverty Rate (Table #2)

| | Carl Junction | Jasper County | Joplin MSA |
|-------------|------------------|------------------|---------------|
| Individuals | 5.1% | 14.5% | 13.5% |
| Families | 3.2% | 10.4% | 9.7% |

Source: US Census Bureau, 2000

Labor Force

Carl Junction is not a wholly contained City, no City is. This is especially true when examining a labor force. Transportation allows workers to live in a different jurisdiction than they work. The average commute time for workers in the Joplin MSA is 15.1 minutes which indicates a high incidence of separation of workplace and residence. For analysis of labor force to be meaningful, it should indicate the types of labor force arrayed within a reasonable commuting area. For this analysis, the labor forces composition is examined in the County and in the Joplin MSA since these are areas that would normally circumscribe a worker's job search.

Table #3 divides the work force into broad categories. By way of indicating relative composition of the work force, comparative statistics have been included for Jasper County and Joplin MSA. Those workers classified in the professional, management, and technical fields are highly trained, many with college degrees. This is the traditional "white collar" job. Over a fifth of Jasper County and Joplin MSA workers fall into this category. Precision production and crafts workers included skilled jobs, especially in the construction trades. The region has a strong manufacturing element with almost a quarter of the work force involved in the manufacture of goods. Finance, insurance, and real estate are a small portion of the work force. Service industry jobs account for about 15% of all jobs in the 2000 Census of the region. This is considerably smaller than the one-fifth of the work force reported in the State. Farming, an ever-decreasing segment of the labor force, comprises approximately 1% of the total work force for Carl Junction. Included in farming are some non-manufacturing elements of agriculture.

Labor Force (Table #3)

| | Carl Junction | Jasper County | Joplin MSA |
|--------------------------|------------------|------------------|---------------|
| Total Labor Force (pop.) | 3,613 | 55,562 | 73,961 |
| Construction/Ag. | 6.6% | 8.0% | 8.6% |
| Manufacturing | 23.7% | 18.0% | 22.6% |
| Wholesale/Retail | 17.7% | 16.4% | 16.1% |
| Transport/Warehouse | 8.0% | 6.0% | 6.8% |
| Information | 2.3% | 2.2% | 1.9% |
| Financial/Insurance | 5.3% | 3.5% | 4.0% |
| Professional Mgmt. | 4.5% | 6.3% | 4.7% |
| Educ/Health/Soc. Svc. | 19.7% | 22.1% | 19.5% |
| Art/Enter/Lodge/Food | 3.1% | 9.6% | 7.5% |
| Other Services | 5.6% | 5.7% | 5.5% |
| Public Administration | 3.4% | 2.1% | 2.7% |

Source: American Fact Finder, Census 2000



Local Economic Base

The number of Carl Junction residents employed within Carl Junction is quite small. Of the 5,294 people in the labor force, only 289 (7%) are employed in the City.

There are 103 businesses in Carl Junction. These can be divided into three main categories: service, retail, and industry. The largest category is service. Carl Junction has 62 service businesses. Predominant among these are construction companies and auto and appliance repair shops. Beauty salons and day care providers are also common.

There are three manufacturing businesses in Carl Junction, as of the 2000 business license year. The three are New-Aire Manufacturing, Precision-Master Made, and Surgi Manufacturing.

Carl Junction is not essentially a retail community. But, it does have a core downtown that offers residents the convenience of local shopping. Added to this convenience is the historic nature of the remaining buildings in the downtown area. Redevelopment of the area along with encouragement to property owners to restore their buildings would be an investment in the community.

Carl Junction has 27 retail businesses. Common among these are collectibles and crafts shops as well as floral and garden shops. As a residential community, Carl Junction has a responsibility to provide retail availability and convenience to its residents. An increase in the advertising and signs of Carl Junction businesses along Route 171 where it borders the City would provide visibility to the traffic that travels between Pittsburg, KS and Joplin.

Joplin Regional Partnership

The Joplin Regional Partnership (JRP), formerly known as the Southwest Missouri Development Alliance, has evolved to expand its regionalism to include Southeast Kansas. This effort should have a significant benefit to the City of Carl Junction, as the region shifts focus to include Pittsburg, Columbus, and other communities located in Kansas near our community. The JRP's mission is to provide the necessary resources to attract businesses, office space or retail to the region. They will work with our community to assist with the promotion of specific locations and buildings on a national scale.

Current Commercial Space Inventory

The following buildings/spaces were for sale or rent as of the writing of this plan:

For Sale

| | | | |
|--------------------------------|----------------|-----------|-------------|
| PMI/Mastermaid Paints Building | 105 N. Cowgill | 20,500 SF | \$149,000* |
| Angela's Twirlers Building | 144 S. Main | 2,200 SF | \$ 44,900* |
| Oven Door Bakery Building | 112 W. Pennell | 1,430 SF | \$ 25,000* |
| Office Building | 702 E. Pennell | 780 SF | \$ 79,900** |

For Rent

| | | | |
|------------------------|-----------------|----------|--------------------|
| Former Gambino's Space | 1304 E. Pennell | 2,050 SF | \$1,000/month** |
| Former Subway Space | 1308 E. Pennell | 1,200 SF | PRICE UNAVAILABLE* |

*Source: www.locationone.com

** Source: www.ibormls.com

Current Economic Synopsis

Due to the relatively higher income of residents of the community, residential land and personal property values are a staple component of the local economy. However, planners across country have determined residential growth is not typically able to sustain its own long-term costs to a community. In addition to increased retail sales, commercial real estate and personal property taxes are an attractive long-term revenue source for the community. Offering incentives to attract more commercial development and business activity in the community will be worth its short-term costs to the City in order to realize this long-term gain.

GOAL #1: Diversify and Enhance Tax Base

Objective 1.A: Promote/Increase Commercial/Retail Development

Strategy 1.A.1: The City should encourage the redevelopment of its core downtown retail area. The preservation and restoration of existing historic buildings will add to the attractiveness and appeal of downtown. The existing buildings that form the core downtown retail district are essentially along the west side of the 100 block of South Main Street. Some of these buildings have coverings and other modifications that detract from their appeal.

Incentives should be used to encourage the removal of inappropriate building materials. This will enable the determination of the potential for this block's designation as a federal historic district through the Missouri DNR's State Historic Preservation Office. If the block is considered by the state to be potentially eligible, then federal and state historic tax credits may be available for their rehabilitation. If it is not considered an historic district, then the creation of other incentives would be worthwhile to ensure their appropriate restoration. One example of how this may be applied would be the creation of a bank consortium with the purpose of offering low interest loans to property owners.

Implementation of this strategy will depend primarily on the property owners' willingness to participate in such a project. Its effectiveness will be limited unless there is a large majority of voluntary effort to see it through to its completion.

Strategy 1.A.2: The City should encourage new, traditionally designed, mixed-use retail development around the existing downtown buildings. An example of appropriate design for this form of development is pictured in the illustration below. This infill development should be two to three stories in height and require street level retail space with upper floor office and/or residential space.

Socially active retail districts are a key component of many popular downtown redevelopment plans across the country in recent years. The existing downtown retail buildings do not create a "critical mass" necessary to attract enough of a market pull to the district to sustain its long-term



growth. New buildings, if appropriately designed, will allow this critical mass to occur and promote downtown as a place of interest that will attract new customers.

The cost of this form of development is often a limiting factor in its effective implementation. Many developers are reluctant to assume the risks involved with this “new urban” form without adequate logistical and financial community support. The City should consider the creation of a new commercial zone that would ensure the proper development of this form of land use in the areas designated by the future land use map. Financial incentives supporting these new retail commercial areas should also be created to assist with the costs of additional infrastructure typical of new urban developments. Such incentives should come from the creation of Community Improvement Districts (CIDs), Tax Increment Financing (TIF) districts, and/or other similar forms of government sponsored financing allowed by state and federal law.

Strategy 1.A.3: The City should create new mixed-use retail developments outside of the downtown district. Much like downtown, properly planned “new urban” areas located in key neighborhoods, such as Briarbrook, would provide an attractive presence unique to the community. The Future Land Use Map should be used as a reference to determine where these preferred sites are located. The same incentive programs mentioned in Strategy 1.A.2 should also be considered for these nodal developments.

Strategy 1.A.4: The City should also support the development of auto oriented, neighborhood service retail districts, where appropriate. These areas are very limited in the community, but primarily exist on Pennell due to existing land use patterns.

Objective 1.B: Create New Streams of Revenue that Will Enhance Existing Revenue Sources

Strategy 1.B.1: The City should establish a local sales tax specifically for community development projects. It is recommended the City consider proposing a ten year, one-half cent community development sales tax to the voters based on a specific list of projects that are identified by this plan as essential to its implementation. The purpose of each project should be to improve the community's ability to attract and expand retail sales, therefore compounding its effectiveness over time.

Initial projects should include land acquisition for public recreational use, and economic development. Latter projects should include larger infrastructure projects which will require larger tax revenue for their financing, such as the proposed parkway linking Briarbrook to Center Creek Park.

Strategy 1.B.2: The City should consider imposing reasonable impact fees for all new developments in the City limits of Carl Junction directly onto the developer. This will change the traditional method of which has been to place these costs of growth onto the existing property owners. Yet if the City were to charge developers then this would give the City a greater ability to use those funds as the City saw fit to expand infrastructure as needed to sustain growth.

GOAL #2: Diversify Employment Sector

Objective 2.A: Encourage Professionals Living in Community to Also Work in Community

Strategy 2.A.1: The City and/or Chamber of Commerce should approach residents in various professional fields about the potential of attracting their industry to the community. Information and technology professionals are the most desired. Other service industry professionals, especially medical and legal, would also be assets to the community. Doing so would create a better tax revenue for the City as well encourage more people to remain here in the City as opposed to commuting to Joplin or another City for work.

Strategy 2.A.2: The City should invest in appropriate market studies to determine what the supply and demand for basic professional services here in the City may in fact be. In doing so this will allow for the study to determine the most needed and desired services in addition factoring in for future population growth and demand.

Objective 2.B: Support Development of Small Business Start Ups

Strategy 2.B.1: The City should create a small business development program that provides financial and professional support to new innovative business entrepreneurs. This program should be created by, and managed through, the Carl Junction Chamber of Commerce.

Strategy 2.B.2: The City should encourage the development of professional office space and buildings. Carl Junction is home to many professionals who work in surrounding communities. There is a strong desire for the community to keep their trades and services local. As the community grows, so will its need for financial, legal, medical, and other professional services. Office space would be an attractive and appropriate use above ground floor retail storefronts in New Urban commercial districts. In addition the City should seek to encourage future business startups by expanding broadband access and adoption in Carl Junction.

Strategy 2.B.3: The City should create a niche market for itself in the agri-business field that could be promoted and marketed by the Joplin Regional Partnership. Its rural character and surrounding amenities could be used as assets of the community to encourage entrepreneurs to locate and establish their new agri-business company in the community.

COMMUNITY FACILITIES & SERVICES



There are a wide variety of community owned facilities and services that range from necessities, such as water systems, to wants, which could be as extravagant as high capacity arenas found in some of the country's largest cities. A community the size of Carl Junction, that is experiencing our kind of growth, may have many levels of expectations of what facilities and services should be provided by the community. While some families still perceive Carl Junction as a small town of around 4,000 people that provides relatively few services, others (who may mostly be new to the area) may desire and expect services typically found in cities closer to 10,000 to 15,000 in population.

Carl Junction has come a long way from its 4,000 population in 1990. New improvements over the past 20 years have included wastewater plant improvements, drinking water expansions and improvements, and the construction of multiple new public buildings. As Carl Junction continues to grow from a population of approximately 7,500, to potentially 15,000 over the next 20 years, it is important to carefully consider in the current planning process what new services will be required and expected to adequately sustain this growth.

Wastewater Treatment

Wastewater treatment is handled by an oxidation ditch system at a class "C" treatment plant. Originally constructed at a cost of \$3.2 million, a \$1million addition was added in 1996 which brings the plant capacity up to 1,680,000gpd. A current daily treatment peak load is approximately 1,200,000gpd, treated by two oxidation ditches, clarifying tanks, and ultraviolet light. This effluent is discharged into Center Creek, south of the plant at the City limits. The existing lagoon system serves as a storm water run-off and holding basis, while the twin cells are utilized for sludge holding with alternate year emptying and cleaning. An \$860,000 upgrade and expansion was completed and went on line in May, 2003.

Along with Carl Junction, the wastewater treatment facility also provides treatment for the Village of Airport Drive. The Village pays costs and fees in compliance with the terms of the bond agreement used to construct the facility. Wastewater is carried to the plant via 75 miles of 8" to 12" pipe. Seven lift stations are required: Southeast Karen Drive; Quail's Nest; Oscie-Ora Acres; Walnut Street, and two to serve Airport Drive.

The wastewater treatment plant currently has two full-time employees, one with a Class "B" license and one a Class "A" license. Testing is conducted in compliance with guidelines set forth by the Missouri Department of Natural Resources.

Drinking Water

Seven wells and six water towers serve the City. All wells currently meet Missouri Department of Natural Resources" (MoDNR) guidelines, with all wells adding chlorine and fluoride. The tower for well #1 and #2 was replaced in May 1997, to increase volume from 50,000 gallons to 200,000 gallons. Wells #5 and #7 serve the Briarbrook and Oscie-Ora subdivisions. Well #5 is in use with well #7 coming on line in 1997. Abandoned well #4 was replaced by well #6, but it is a low-volume well. The cost of bringing well #6 on-line was \$41,000. Well #3 is tested every five years for radon 226 per order of the MoDNR. Levels are currently acceptable. Table #4 provides

details of the depth of each well, storage capacity of the towers, depth of casing, as well as providing data on the linear feet of water pipe within the City. A \$1.76 million dollar expansion was approved by the voters for a bond issuance in August 2002. This would add 2 wells and 2 towers.

Iron, calcium, and hydrogen sulfide are present in local water but not at contamination levels. Additionally, outlook for purification may include implementation of an aeration filter system, and creation of a fresh water reservoir.

Fresh Water System (Table #4)

| Wells and Towers | | | | | | |
|-------------------------|-----------------|----------|-----------|-------|---------|--|
| Well | Location | Depth ft | Casing ft | Tower | Gallons | |
| 1 | Water St. | 890 | 370 | | | |
| 2 | Main St. | 1,355 | 323 | | 200,000 | |
| 3 | Hodge Dr. | 1,503 | 450 | | 100,000 | |
| 4 | Abandoned | | | | | |
| 5 | Lakeview | 1,450 | 450 | | | |
| 6 | Anita Dr. | 1,560 | 500 | | 100,000 | |
| 7 | Copper Oaks | 1,700 | 500 | | 300,000 | |
| 8 | Ivy Road | 1,500 | 500 | | 200,000 | |
| 9 | Oscie-Ora Acres | 1,500 | 500 | | 200,000 | |

| Water Pipe | | | | | | |
|------------------------|--------|-------|--------|--------|--------|--|
| Pipe Diameter (inches) | | | | | | |
| | 2 | 3 | 4 | 6 | 8 | |
| Linear Feet | 15,535 | 2,190 | 85,438 | 47,460 | 10,102 | |

Source: Carl Junction Public Works, 2011



Parks & Recreation

The City of Carl Junction can boast a variety of parks, recreational facilities, schools, and public buildings. These provide services and recreation for the community.

There are five public parks. Facilities within these parks include: baseball and softball fields, basketball courts, sand volleyball, horseshoe pits, tennis courts, playground areas, a swimming pool, a walking trail, barbecue grills, and pavilions. Seasonal soccer and football are also available. All of these facilities are open to the public. The existing parks and their specific features are:

- Memorial Park – (1.5 acres) tee ball field, baseball field, playground area, walking trail;
- Center Creek Park – (2.5 acres) swimming pool, tennis courts, volleyball, barbecue grills, playground area, horseshoe pits, two pavilions;
- Frank Dean Ball Complex – (1.5 acres) two baseball fields, two softball fields, soccer field;
- Country Club Park – (1.5 acres) basketball courts, playground area, baseball field, pavilion; and,
- Four Seasons Park – (.89 acres) playground area.
- Lakeside Park – (80+acres) walking trails, Bulldog Lake fishing. Other improvements and facilities are in the planning stage for implementation.

Privately owned recreational facilities include a roller skating rink.

The Briarbrook Community Improvement District includes an eighteen-hole golf course, practice greens, driving range, a swimming pool, and 2 tennis courts

Carl Junction has an excellent natural feature in Center Creek. This is an opportunity the City should not overlook. Center Creek Park could be extended to follow the creek with hiking trails and wildlife habitat preservation. In order to implement a project of this size, it would be highly recommended a Parks Director position be created to oversee and sustain its development.

Carl Junction R-1 School District

There are six schools within the City limits when the new high school was completed in July 2000. These include a lower primary for kindergarten and first grade; an upper primary for second and third grade; an intermediate school for grades four through six; a junior high for



grades seven and eight; a high school for grades nine through twelve; and, an alternative school for high school aged students that are "at-risk."

Recreational facilities located at the schools include a football field, basketball courts, playground areas, baseball and softball diamonds, soccer fields, and a track. The schools are located on the northwest side of the City. The alternative school is located on Main Street and the rest of the schools are located on a campus bounded by South Broadway, Wells and Highway Z.

The City's understanding is that the school system intends to continue to maintain the campus atmosphere by only expanding in its core geographic area for the foreseeable future. The community supports this strategy for future growth of the school system.

Community Center

In April 2008, voters approved a \$4.4 million bond issue to finance a new community center. The center accommodates City Hall, the Senior Center, the Chamber of Commerce office, a gymnasium, an exercise room and meeting rooms. It is located on Main Street. The Community Center has already proven to be a significant asset to the community since its opening in 2009. Demand for services and accommodations provided by the Center has already spurred discussion of its future expansion. Some of the highest demand amenities that are anticipated to need expansion in the near future are the exercise facilities. A walking track around the gym and more room for exercise equipment, such as aerobic and weight lifting machines, should be well used and worth their investment to the community. The exceptional amenities provided for the Senior Center should also induce more demand for this service. Additional space to accommodate more users may be needed in the near future.

Other Public Buildings

Across the street from the Community Center is the new Police Station and City Court, also recently completed in 2010. Other public buildings include the Alva "Curly" Donham Public Works Complex, housing water, sewer, and street services, on Joplin Street. This facility is in need of renovation to include upgrading heating, air conditioning and office space. The United States Post Office is also located in the 100 block of South Main Street.

Police Protection

The primary mission of the Carl Junction Police Department is to coordinate and lead the efforts with the community to preserve the public peace, protect the rights of persons and property, prevent crime and generally provide assistance to citizens in urgent situations. The department is responsible for the enforcement of all Federal, Missouri State and City Codes within the boundaries of the City of Carl Junction. To fulfill the Police Department mission they employ 12 full time officers plus dispatch and code enforcement and utilize 6 cruisers, 2 four wheel drive SUV's, a code enforcement pick up and an off-road utility vehicle.

Fire Protection

The Carl Junction Fire Protection District covers the City and surrounding areas. Its headquarters is located on Pennell Street. Three substations are located within the City limits. Its service is considered more than adequate for the community's current needs. It is also anticipated to provide sufficient service well into the future, especially for the 20 year period covered by this plan.

Code Enforcement

Coupled with planning and zoning is the City's effort to enforce building codes. The idea of having building codes is to ensure safety. Enacting them but not enforcing them, however is as dangerous as not having them at all. The residential development of the City is sufficient reason to vigorously enforce codes that are designed to protect lives and property.

Cemetery

The city has 2 cemeteries, Howard Cemetery and Carl Junction Cemetery. Howard Cemetery is located on South Grimes. Carl Junction Cemetery is located on North Grimes.

Religious Institutions

There are nine churches in the City limits, which represent a wide range of religious preferences.

Residential Care Facilities

Carl Junction has two adult residential facilities. Carl Junction Residential Care is located at 210 Fir Road; the Carl Junction Housing Authority is located on Karen Drive. The Senior Citizens Center is located on Pennell Street.

Telephone Service

The City of Carl Junction is served by Southwestern Bell with DMS-10, a digital switch located within the City. The integrated service digital network (ISDN) provides high-speed service to 1,765 residences and 312 business lines. This service includes all call-control features such as call-waiting, forwarding, and caller ID. Fiber optic lines connect Carl Junction to the main phone system in Joplin, which will allow any and all future upgrades.

Solid Waste

The City currently contracts with Allied Waste Services for City residents. The residents are billed monthly for the service through the City in conjunction with water and sewer fees. Commercial sites contract separately for direct billing. The City does not have a waste disposal site within the corporate limits.

Recycling is offered for a separate fee that is billed directly to those who choose to participate. The City offers leaf pick-up along City streets during the fall. There is also a City Compost area on South Roney where residents may discard natural yard waste.

Carl Junction is a member of the Region M Solid Waste District. The purpose of the District is to assist local governments in meeting increasingly stringent waste stream reduction goals mandated by the State.

Electricity

Empire District Electric Company provides Carl Junction with electricity via two substations. These facilities are sufficient to handle projected needs and growth for the next ten to fifteen years. Delivery of electrical service is carried out in compliance with Missouri regulations, as interpreted by the Public Service Commission.

Natural Gas

Natural gas is provided to Carl Junction by Missouri Gas Energy.

GOAL #1: Sustain and Encourage Growth

Objective 1.A: Provide Adequate Infrastructure for Anticipated Development

Strategy 1.A1: The City should continue to expand water and sewer systems with enough capacity for long term needs of the community. It is a priority of the community to see that the cost of new residential growth is paid for by the new residents. The most appropriate approach to objectively implement this strategy is to create reasonable impact fees. It's important that these fees are carefully calculated in order to keep development costs at or below that of comparable surrounding communities. The impact fees should be charged as a part of the building permit process and be based on anticipated need for future system expansions.

Carl Junction should also ensure that the needs of its residents are met ahead of serving any outside areas. Appropriate rates should be charged to nonresident users including any premiums above and beyond in-town rates necessary to cover their costs. If and when a system that has nonresident users reaches its maximum limit, those users should be dropped from the system until adequate capacity is available to continue their service.

Strategy 1.A2 : The City should work to bring about broadband access to Carl Junction. Broadband will provide higher-speed of data transmission, provide access to the highest quality internet services such as video, streaming media, VoIP (internet phone), online business applications, and interactive services. The increased capacity, choice, and speed will give way to increased economic development as companies are able to locate in any area because of the ease of communication.

Objective 1.B: Provide Adequate Health and Human Services for Anticipated Development

Strategy 1.B.1: The City should expand into satellite police stations as the community grows. Response times for emergency personnel may be negatively affected as increased population results in increased congestion in town.

Strategy 1.B.2: The City should continue its relationship with, and support of, the Carl Junction Fire Protection District. It was agreed that services of the district will be more than adequate for at least the 20 year period covered by this plan. The City should encourage the District to expand services to include housing an ambulance from the Metro Emergency Transport System.



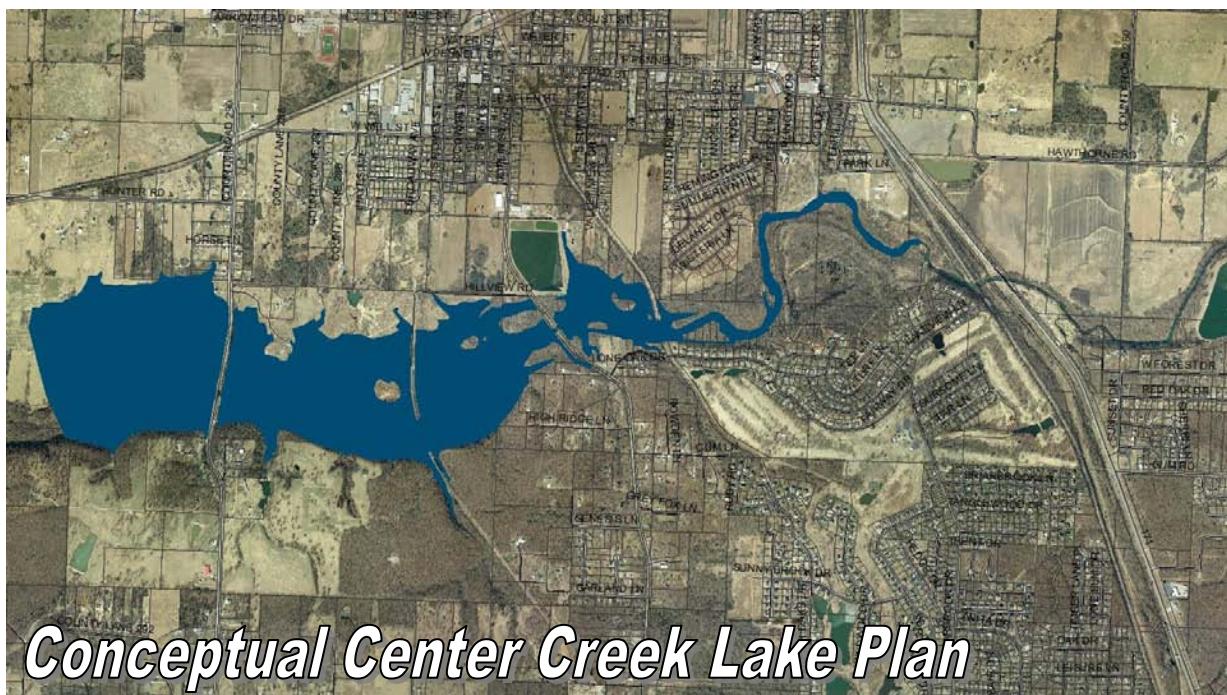
GOAL #2: Expand Community Services

Objective 2.A: Improve and Expand Parks & Recreation Amenities

Strategy 2.A.1: The City should create and hire for a new Parks & Recreation Director position. The improvement of the Parks & Recreation facilities and services is at least one the highest priorities of the City, maybe even the highest priority. A new director will be necessary to oversee the implementation of meeting these needs.



Strategy 2.A.2: Center Creek is the premiere natural feature of the community. Its preservation and new access as a public use nature area is a high priority to the community. The City boundary is anticipated to naturally expand to the west toward Kansas. As it does, and even before it does, the City should acquire as much land as possible to allow for the expansion of these prime recreational areas. A wide range of possibilities exist for the area, from maintaining the natural areas "as is" to exploring the potential of developing a lake on Center Creek.



The Missouri Department of Natural Resources offers grant programs for outdoor recreation. The Land and Water Conservation Fund (LWCF) program is available to Missouri cities for outdoor recreational projects. The program requires that the local community provide 55% of the funding for the project. Eligible costs include land; recreational facilities (ball fields, picnic shelters, amphitheaters, boating or fishing facilities, etc.); support facilities (parking, lighting, walkways, restrooms, etc.); planning/design costs; labor, equipment, supplies and other construction costs (grading, etc.).

The City should use the LWCF program to help acquire land for the expansion of the parks system. Land donations are eligible to be counted toward the 55% required match for each project. It would be wise of the City to offer recognition to willing land donors by naming appropriate new parks and/or facilities in their honor in exchange for their generous donation(s) of land to the City.

Strategy 2.A.3: Recreational amenities, including the services provided within the Community Center and the development of new ball fields should also continue to be a high priority of the community. Investments in these areas will help to further the appeal of the community to new and prospective residents and in turn businesses.

The future land use map indicates that the land to the northeast of the Community Center should be designated and developed as parks and recreation space. The preferred use of this area includes, at a minimum, the construction of new baseball fields. It may be possible for this new ball park to serve as an eventual replacement for the existing fields in the Frank Dean Ball Complex that are often damaged by flooding since they are located in the floodplain. The new location will also provide easier access to the fields. If the new ball park is not developed, limited access to the existing ball fields will worsen congestion problems for the neighborhoods that access them as the community grows.

The City should consider developing plans for the expansion of the Senior Center to accommodate growth. Its expansion should include efforts to obtain Community Development Block Grant (CDBG) funding to at least help finance its construction. A CDBG program project must typically serve at least 51% low-moderate income residents. If the Senior Center were to exclusively serve persons 62 years old and older, it would automatically qualify for the program. The community facility activity for CDBG allows a maximum grant amount of \$300,000 that may be used for the project. Consideration of this funding source should be given while developing its preliminary design.

Due to high demand, new space and equipment for exercise facilities should also be accommodated for within the City. The costs for the City to provide all or part of these expanded facilities should be compared to the costs to residents if an outside organization such as the Family Y or another private gym were to open in the community. It may be most beneficial to continue to provide basic exercise services with minimal expansion at the Community Center, but also encourage another gym to open in the community.

Strategy 2.A.4: A parks and recreation master plan should be developed in the near future in order to further define expansion and improvement projects. The City should hire an independent firm or consider contracting with a college or university landscape architecture program to develop the plan. Students at the University of Arkansas in Fayetteville or Drury University in Springfield should be able to provide a quality product at an economical price for the community.

Objective 2.B: Improve Communication within Community

Strategy 2.B: The City should consider the creation of a periodic email update or newsletter to inform its residents of new activities going on in the community. The publication should be provided as a free service that residents can sign up for through the City's website. The updates should also be posted and available on the website. The Chamber of Commerce may be an appropriate organization to be able to assist the City with this task.





HOUSING & NEIGHBORHOODS

Carl Junction is a highly desirable suburban community. The rapid increase in population demonstrates this assertion. The population numbers are supported by the increase in housing stock, and the age of the units. While the City is not a housing developer nor should it be it does have a civic responsibility to ensure that housing is safe, adequately serviced by infrastructure amenities, constructed in compliance with legally imposed building standards, and contributory to the betterment of the community.

The City should have a coherent housing strategy that encourages rational private development and prevents the following conditions.

1. Improper Land Use Arrangement: Inadequate or poorly enforced regulations permitting a poor intermix of incompatible land uses.
2. Conversion of Structures: Use of structures not originally intended for residential use or current densities. There are no historic structures in Carl Junction such as those that are often found in other cities that are appropriate for converting from commercial/industrial uses to residential uses.
3. Overbuilding: Lack of open space.
4. Absentee Ownership of Rental Property: Non-responsive and non-accountable ownership in property being held for maximum income with minimum investment (both residential and commercial property).
5. Poor Traffic Conditions: Careful attention to the use of existing streets and developing traffic patterns.
6. Abuse of Property: Poor maintenance is a primary cause of deteriorating neighborhoods.
7. Ineffective Code Enforcement: The entire range of building codes, adopted by the City, must be firmly but fairly administered. The City must invest in the necessary training of its code enforcement officials and ensure that the code enforcement effort is adequately staffed.

Carl Junction has experienced a remarkable increasing in its housing inventory. The City has taken on a strong residential quality, proving to be an attractive community to would-be homeowners. The increase in the housing inventory has been brought about by at least three factors: 1) Carl Junction is geographically close to Joplin, the major employment center in the region; 2) the City offers an excellent public school system; and, 3) private developers have aggressively pursued new housing subdivision developments that offer affordable, up-scale single family dwellings.

Data indicate that the City has a high rate of owner-occupied units, 77.6%, and a low vacancy rate, roughly 6.9%. Table #5 details occupancy of Carl Junction's 2,712 housing units. Further supporting the residential quality of the City are the data on types of housing units. This information is presented in Table #6. The data show that the overwhelming majority, 81.3%, of housing units in Carl Junction are family occupied dwellings.

Occupancy (Table #5)

| | <u>Number Of Units</u> | <u>Percent Of Units</u> |
|------------------------|----------------------------|-----------------------------|
| Total Housing Units | 2,769 | 100 |
| Occupied Housing Units | 2,616 | |
| Owner Occupied | 2,002 | 76.5 |
| Renter Occupied | 614 | 23.5 |
| Vacant Housing Units | 153 | 5.5 |

Source: US Census Bureau, 2010

Household Types (Table #6)

| | <u>Owner Units</u> | <u>Percent Of Units</u> |
|-----------------------|------------------------|-----------------------------|
| Family Households | 2,061 | 78.8 |
| Non-Family Households | 555 | 21.2 |
| Total Units | 2,549 | 100 |

Source: American Factfinder, Census 2010

Also of interest is the age of the housing stock in Carl Junction. It is relatively new, meaning that the overwhelming majority of it, almost 75%, has been built since 1970. Table #7 shows the data on age of housing stock. The decade of the 1970s was the period of the most intense building, accounting for over half of the housing stock in the City.

| Age of Housing Stock (Table #7) | <u>Number Of Units</u> | <u>Percent Of Units</u> |
|--|------------------------|-------------------------|
| Built prior to 1939 | 208 | 7.7 |
| Built 1940 - 1959 | 278 | 10.3 |
| Built 1960 - 1969 | 251 | 9.3 |
| Built 1970 - 1979 | 805 | 29.7 |
| Built 1980 - 1989 | 330 | 12.2 |
| Built 1990 - 2000 | 840 | 30.8 |
| Total Units | 2,712 | 100 |

Source: American Factfinder, Census 2000

When viewed in isolation, Carl Junction's housing statistics are informative but not overtly instructive. To put the data into perspective, Table #8 offers comparisons of Carl Junction's housing survey with Jasper County, and the Joplin MSA. Of note in these comparisons are the following:

Housing Compared With Other Jurisdictions (Table #8)

| | <u>Carl Junction</u> | <u>Jasper County</u> | <u>Joplin MSA</u> |
|------------------------------------|----------------------|----------------------|-------------------|
| Owner Occupied (%) | 76.5 | 75.8 | 70.1 |
| Median Household Owners Value (\$) | 75,900 | 67,700 | 69,500 |
| Median Household Gross Rent (\$) | 527 | 441 | 435 |

Source: American Factfinder, Census 2000 & 2010

Carl Junction has a far higher percentage of owner-occupied dwellings than the general population, the median value of housing in Carl Junction is higher than the metropolitan area in addition the price of rent is higher than the general population.

Clearly, Carl Junction is a dynamic residential community. To ward off future concerns regarding housing, however, the City should take specific steps.

- Building Codes: The City, having enacted building and construction codes must continue to vigorously enforce them.
- Planning and Zoning: The City should enact, then vigorously enforce, appropriate planning, zoning, and land use regulations.

BRIARBROOK COMMUNITY IMPROVEMENT DISTRICT

The Briarbrook neighborhood has formed a new community improvement district (CID) in order to obtain ownership of the golf course and its amenities. The CID has a special assessment tax on the neighborhood of approximately 1,100 residences surrounding a newly renovated Briarbrook Golf and Fitness center. A brochure for the CID states that it will feature a variety of

items when fully developed including: family membership packages, a fully renovated public 18-hole championship course with three tee boxes, a fully renovated pool with a sun deck and wading pool, two tennis courts, a pro shop, a new fitness center, event and conference rooms, and new locker rooms.

Affordable Housing Stock

The affordable housing stock has improved over recent years as for-profit developers have built government subsidized housing. (Redwood Development, Zimmerman Properties, etc). The Carl Junction Housing Authority has 20 government subsidized housing units for low income elderly residents. The HSTCDC has also begun adding senior housing units to the community, starting with eight in 2011.



Joplin Consortium

In 2005 the City of Joplin approached communities in Jasper County about creating a local consortium in order to become eligible for housing grant funds through the federal Department of Housing and Urban Development's (HUD) HOME Partnership and Investment Program (HOME). The Consortium was formed, including Carl Junction, in 2006 and funded by HUD in 2007. It receives approximately \$550,000 per year. The programs created by the Consortium include owner-occupied rehabilitation grant assistance, homeownership assistance, and an acquisition and rehabilitation project where the redeveloped homes are sold to low and moderate income (LMI) families.

GOAL #1: Maintain Neighborhoods as they Age

Objective 1.A: Properly Enforce City Maintenance Codes

Strategy 1.A.1: The City should ensure the Code Compliance Officer(s) positions is adequately staffed and trained. Compliance enforcement should be fair yet firm with owners. In addition the City should look to update and make sure that its code is compliant with State regulations.

Strategy 1.A.2: The City should make an effort to assist low-moderate income (LMI) homeowners through available resources, including low-interest loan and grant programs. Local non-profit groups including the Harry S Truman Coordinating Council and the Economic Security Corporation participate in housing rehabilitation programs funded by the state and federal governments.

GOAL #2: Diversify the Housing Stock

Objective 2.A: Increase Rental Housing Stock

Strategy 2.A.1: The City should encourage the development of additional market rate rental housing in the community. A target of 25 – 30% of the housing stock should be available to residents as rentals. This amount was considered in the planning process to be an adequate amount to meet Carl Junction's needs for the foreseeable future. A mix of rental units from single-family homes to garden style apartment complexes are encouraged to be built in the community.

Higher density residential units are critical to active urban centers. National studies have shown that a minimum of seven units per acre in the immediate commercial district is necessary to adequately sustain an active urban environment. As Carl Junction develops its own downtown district, as well as other mixed-use new urban districts, new residential space should occupy a substantial portion (at least 30 – 50%) of the development. These units should range from open loft style urban apartments over retail store fronts to townhouses in close proximity to commercial centers.



Strategy 2.A.2: The City should encourage the development of additional government subsidized rental housing in the community for LMI families. The local non-profit groups mentioned in Strategy 1.A.2 of this section also participate in subsidized rental development programs funded by the state and federal governments. Senior housing will be a priority for the foreseeable future.

Objective 2.B: Increase Availability of Owner-occupied Affordable Housing

Strategy 2.B.1: The City should encourage developers to build housing units with a (2010) market value at or below \$120,000. The City should also consider amending their subdivision regulations to allow for higher density, smaller lot developments as an incentive, if necessary. Developers will need to provide evidence that the cost of land or other community development restrictions are prohibitive to achieve this target price range to determine if it is necessary. Homeownership in the form of mixed-use condominium developments would also be a good way to increase this affordable level of housing stock and should be encouraged by the City.

Strategy 2.B.2: The City should support government grant funded projects that provide homeownership assistance to eligible LMI families. Funding is currently available through the Joplin Consortium for this particular need which is designed to assist families with 50% of the required down payment and 100% of closing costs. The Harry S Truman Coordinating Council currently participates in, and is the primary contact for, this program. Local lenders should be encouraged to contact the organization regarding the assistance and work with potential homebuyers to obtain the funding.

CHAPTER 3: DEVELOPMENT SUITABILITY

INTRODUCTION

An analysis of Development Suitability is especially important for a community with the unique physical features that exist in and around Carl Junction. The determination of where and how to locate appropriate forms of development, including the urban, suburban, and natural environments is key to guiding growth of the community.

The City has three primary areas that are geographically segmented. The primary features that act as barriers are Center Creek, with a significant elevation change, from east to west, and steep topography, the Kansas City Southern Railroad, a floodplain, and Highway 171 that all run parallel from north to south. The first area includes the original portion of town lying north of Center Creek and west of Highway 171. The second predominant area is south of Center Creek and west of Highway 171 and primarily includes the Briarbrook and Country Club Estates subdivisions. The third area lies east of Highway 171 and mostly includes the subdivisions Oscie-Ora Acres and Dogwood Trails. Even with these barriers, Carl Junction has many unique characteristics that, if utilized properly, could be used to pull the community together and considerably add to its physical appeal.

Topography

Topography is an important characteristic when considering development suitability. There are many features within and around the City, primarily Center Creek, which, at least to some people, is perceived to be a barrier or nuisance to its residents. The creek and other topographic features have the potential to be used as attractions that give the community a unified look and feel.

The south side of Center Creek has, at many points, steep slopes with high bluff ridges. North of the creek is primarily a floodplain area that covers many acres through, and outside of, town. If and when these areas are developed, the design and form of development should take into consideration these special features. The floodplain areas of any community, including Carl Junction, are best left in their natural state, which will be discussed more in-depth further in this chapter. The high bluff areas could potentially provide opportunities for more urban forms of development, taking advantage of what could be amazing views.

Soils

Although not often considered by many planning documents today, soils are an important component of development suitability and one that should be considered thoroughly. The future land use map and development suitability map were both created based on an array of factors, including soil types.

Soils that are generally well suited for urban development typically are level to moderately sloping soils on the uplands that are generally well drained. These soils provide slopes of less than ten percent.

Other less suitable soils for development include moderate to well drained soils with a fragipan, i.e., compact or dense subsoil which is resistant to penetration by air, water, and plant roots. The major problem associated with these is the water that is held in the soil above the fragipan could cause cracked foundations.

Another soil that's even less appropriate for development is the mostly level, somewhat poorly drained soils with fragipans. Alluvial soils include stream deposits that occur along streams and

drainage courses. These soils are subject to occasional flooding which make them poorly suited for most urban uses.

Mining areas common around Carl Junction also have their limitations for development. These are waste areas including chat piles, tailing piles, sump ponds, and mill sites, composed mostly of finely broken chert and limestone. These areas have been virtually destroyed by mining and often contain heavy metal contaminants including lead, zinc and cadmium. These areas should be extensive reclaimed prior to their development. Reclamation of these areas to residential standards is generally considered to be cost prohibitive.

THE URBAN ENVIRONMENT

The urban environment is one that has many universal design characteristics. The American urban form of development can typically be found in neighborhoods built prior to the 1940's. The streets form a grid pattern. Commercial buildings are often multi-level and closer to the street. Residential areas are smaller lot, higher density neighborhoods. Industrial buildings were typically found in downtown, core areas that provided the base employment for communities.

The urban form was created prior to the use of automobiles. The neighborhoods were compact and functionally walkable by design out of necessity. All of the land uses connected in ways that easily flowed from one to another. There has been a resurgence of the urban form notably termed as "New Urbanism" that continues to grow in popularity across the United States. Initially this movement met resistance in some communities as the additional infrastructure necessary for its proper implementation was perceived to be cost prohibitive. However in recent years, with the increase in auto oriented transportation costs, these development costs have been considered to be more acceptable. The theory is that investments in housing will be a better value than the rising costs of transportation. Other subjective benefits of walkable neighborhoods include the overall improved health and wellness of its users and its promotion of face-to-face social interaction that's substantially lacking in today's information age.

Carl Junction's urban area is relatively small, but like most communities is still an important part of the community. The corner of Main Street and Pennell Avenue is considered to be the center of the urban area. The Future Land Use map shows the designated area the community would like to preserve and expand as its core downtown and central business district. The implementation of most of the goals and objectives of this plan may well be tied to the proper development of this key area.

THE SUBURBAN FORM

The suburban form of development was born soon after the end of World War II. Suburbs sprung up across the country as a building boom resulted from soldiers coming home from overseas, with expectations to get a stable job, have a family and live the American dream. A large majority of developments in America today continue to be built in the suburban form. The suburbanization of America has led to sprawl and effectively resulted in a large dependence on the automobile.

Carl Junction's growth has primarily happened during the modern, suburban era. Many of the community's neighborhoods were built at a lower density with relatively large lots and segregated land uses. The neighborhoods have few to no sidewalks and have other characteristics emphasizing the use of the automobile such as large garages that are dominant design features of the homes.

THE NATURAL ENVIRONMENT

The natural environment includes those areas least suitable for urban and/or suburban forms of development. These areas include floodplain areas, steep slopes of 15% or greater, and lands of prime agricultural capacity.

Carl Junction has significant unique physical characteristics that could be better used to its advantage for creating additional public recreational areas. Many of these features would be best to preserve as natural areas. These areas have been carefully examined for the purposes of determining their future use and contribution to decisions made during the development of this plan.

DEVEVOPMENT SUITABILITY MAP

The Development Suitability map in the appendix shows where the most suitable areas for each form of development are, in and around the community.

CHAPTER 4: GROWTH MANAGEMENT

INTRODUCTION

Growth management is a fundamental element to the successful implementation of a comprehensive plan, especially for a town with rapid growth like Carl Junction. The following information should be carefully considered when determining what areas are appropriate for development and what forms of development would be in the best interest of the public as a whole.

THE GROWTH PATTERN

The preferred growth pattern for Carl Junction was created for the purposes of unifying the community, and making infrastructure more efficient as the community continues to grow. The transportation system has had the most significant impact on determining where and how the community has historically grown. This influence has led to "suburban sprawl" commonly found across the country in neighborhoods developed since the 1940s. This term is perceived by many people to be negative, however it is what many also picture when they think of „living the American dream".

The City's preferred growth pattern encourages higher density, more walkable neighborhoods. This preference, however, does not intend to restrict suburban forms of growth either. The analysis of development suitability has assisted the community with determining what areas should be maintained and expanded as a more intense use of development.

PRIORITY GROWTH AREAS

Carl Junction's existing developed areas mostly stretch from the northwest near Highways JJ and Z to the southeast near Fir Road and Highway 171. For the purposes of this plan, including allowed future annexations into the City, priority growth areas will focus toward the northeast and southwest of town. The efficient use of infrastructure and support services is a primary reason for emphasizing a more compact geographic development pattern. Other areas that will be encouraged to continue its current growth pattern will be northwest of town from Highway JJ and Z toward Kansas. This area has potential for commercial growth with its access to Highway 96.

CAPITAL IMPROVEMENT PROGRAMMING

Capital improvement programming is one of the most critical components of the proper implementation of this plan. As a result, one of the key first steps the community should take after the adoption of this plan will be the creation of a Capital Improvement Program Committee. This committee will be tasked with the responsibility of developing a capital improvement program document focused on identifying key, high priority projects the community should fund within its resources over a 10 year period. It is critical those projects are selected as a result of this planning effort and are updated on an annual basis, concurrent with the City's fiscal budget.



CHAPTER 5: BACKGROUND INFORMATION

HISTORY

Carl Junction is situated in Western Jasper County, upon land that is rich in history. Native American Indians of many cultures settled this region for hundreds of years. Artifacts and arrowheads found at these ancient campsites near Center Creek and Spring River show evidence of Osage, Omaha, Ponca, Kickapoo and Delaware influence. White settlers began arriving in this area between the 1830s and 40s. Frontier explorer Edmund Jennings called this the "Land of the Six Boils (springs)." Due to his long stay with the Indians, he nearly forgot his English tongue, so that by time he returned to his native Tennessee, his countrymen misunderstood him, thinking that he was calling it the "Land of Six Bulls." Today, both phrases are used in our lexicon.

In 1848, pioneer Daniel Hunt moved from Pipgras, Cooper County, Missouri, to the area just south of Center Creek, presently about three miles southwest of Carl Junction. There, he opened a trading post on the mound. He bartered with the Indians for horses and pelts. From a portion of his 4,000 acre estate he platted the town of Rural in 1858. Two years later, he filed a second plat and renamed the town, "Sherwood." Sherwood became a hog butchering and pork salting industry town of 250 people, of whom 20 to 30 were employed in the preservation and shipping of pork in barrels. Because its people showed allegiance to the Confederate cause during the Civil War, Sherwood was burned to the ground by the Union army in May of 1863. Once the third largest town in the county, it was never rebuilt. At least one massacre occurred in this area, when bushwhackers led by Confederate Major Thomas Livingston ambushed a Union foraging party at Captain Rader's farmhouse, the site now located halfway between Fir Road and Fountain Road, on the west side Lone Elm Road (1 mile S. E. of Carl Junction,) which precipitated in the Yankee burning of the town for revenge. There were 15 African-American infantrymen and three officers killed in the raid. In the late 1880s, Carl Junction had a Grand Army of the Republic (GAR) post with membership only for Union veterans of the Civil War, which they named in honor of Cameron Garrett, one of the officers killed in the ambush. Lead ore was discovered near there in the 1880s, but an attempt at starting New Sherwood failed to lure many settlers.

Lead mining was carried out here before the war, but no large deposits were found until 1870, one of which led to the founding of the City of Joplin, Missouri. A second set of railroad spur lines was built to connect the boom town to pre-established rail lines, and to the Kansas coal mines, which fueled the smelters for separating the metal from the ore. Several towns arose as way stations for the new spurs, including the creation of Carl Junction. In April of 1877, Miami County, Kansas merchant Charles L. Skinner platted Carl Junction with 81 lots, seven streets and four alleys. Skinner chose the name Carl, after his original German first name, which he had changed when he immigrated to America. The town was situated to take advantage of the junction being created by E. R. Moffett and John B. Sergeant's proposed Joplin & Girard Railway where it crossed the Kansas City, Fort Scott & Gulf line nine miles northwest of Joplin. Later, both lines were taken over by the Frisco. The first train ran through Carl Junction on the newly completed line was made July 20, 1879. A railroad section facility, switching yard, coal and water chute, a depot and an office were constructed about a decade later and employed 42.

In 1880, Mr. Skinner's former business partner, James Lillie, found lead ore along Center Creek near the outskirts of town. Keeping the location to himself, he told the curious that he had found his samples in "skeeterville." Mosquitoes notwithstanding, his discovery soon got out, and Skeeterville erupted into a mining boom town. Later, as so much "blende," or zinc ore, was found, the new town became known as Blende City. The mineral discovery there was

determined to be the richest in the district at that time. Blende City was enlarged with a residential addition known as Knight's Addition, which was renamed "Lehigh" when they applied for a post office in 1890. Lehigh was Carl Junction's rival for many years, until the ore ran out and most of the people moved to Carl Junction or elsewhere. By 1912, Lehigh and Blende City were ghost towns.

Carl Junction was given village status on April 8, 1884, and then on May 10, the town was incorporated as a City of the 4th class. The new community grew rapidly between 1890 and 1910, going from 699 to 1,177 in population. Several additions were made to the City limits, but with Sweede's Addition, the town earned the nickname "Dollar Town" because lots there sold for one dollar down, and a dollar a month until they were paid off. A national recession in 1892, followed by extremely wet weather which flooded and kept many of the richest mines closed for as long as two years, cast doubt on the new town's future for a time. Thanks to Carl Junction's diverse economy, they weathered these storms and indeed many growing pains after that, to emerge confident and ready for the future.

Carl Junction got the nation's attention in August of 1892, when the fossilized remains of two adult and two infant elephants were discovered at the 20 foot level of a mine belonging to Silas A. Stuckey, on the south end of town. These bones of the extinct species, *Elephas Americanus*, were purchased by St. Louis businessmen and displayed at the Columbian Exposition of the Chicago World's Fair in 1893, and one of the skeletons was reputed to have been the largest ever found for the species up to that time. Carl Junction was also known through some of its citizens. A former Carl Junction youth, inventor Albert C. Webb possessed a genius with internal combustion engines, and created what was said to be America's first automobile fire truck, which the City of Joplin bought and nicknamed "the goat," pressing it into service in 1906.

Over the years, Carl Junction has been served by numerous newspapers and periodicals, including The Sunbeam (started in 1882), The Carl Junction Standard, the Jasper County World (1900), The Carl Junction Democrat, The Carl Junction Times (1913), The Plaindealer (1914), The Socialist News (1907), The Carl Junction Courier (1995), all weeklies except for a short-lived daily, The Carl Junction Evening Graphic. Of these, only one survived more than a few years, The Carl Junction Standard, which was started by H. C. Routzong in April of 1890 (1890-1982). The Courier changed its name to the Standard in November of 1999 to revive the 92 year old paper.

By 1903, Carl Junction boasted two banks: the Bank of Carl Junction organized in 1891 by T. W. Cunningham, William Carter and later owned by the Chitwood Family; the Citizen's Bank organized in 1902 by a board of directors including Harve Chitwood and Dr. H. L. Isherwood. Both banks merged in 1930. Various hotels were opened, including the Stroud Hotel, the Carl Junction Hotel, the Carlton, the Nilson, the Marr and the Rock Haven, but only one lasted beyond two decades. Boarding houses and apartments proved more lucrative with nearly 100% occupancy.

Carl Junction made numerous improvements during the early 1900s, which kept the town abreast of the times. Electricity was introduced when a franchise was granted to W. G. Sergeant's power company in 1904, which he later sold to Empire District Electric Company. Natural gas was introduced in 1905, with a franchise shared by Oronogo, Missouri. Voters approved a \$9,300 bond for the start of a water works system and water tower. Before 1902, the Home Telephone Company started serving the City, which was joined by rival Bell Telephone to provide phones to more than 300 residences. Telegraph the Frisco R. R. office at their depot

provided service. By 1922, Main Street was curbed and paved, and by 1938 electric lighting replaced the old gas mantles that once illuminated it.

Though the mines began to close down around 1920, other tracts were opened at nearby Smithfield and at Waco around 1915-1925. The need for explosives launched a marketing company in 1908 at Carl Junction, known as the Home Powder Company. Manufacture of dynamite began here in 1916, when General Explosives took over the company. After a series of fatal blasts, the financially embarrassed company sold their operations to E. I. DuPont De Nemours & Company in 1924. They expanded the plant to 600 acres, added safety features and employed several hundred people. DuPont paid the City \$8,500 annually, in school taxes alone. The Carl Junction plant was closed in April 1960 after the company changed from nitroglycerin production to improved pril-nitrate ammonia explosives, and nitro manufacture was turned over to the company's larger plants. Carl Junction businessmen organized the Carl Junction Development Association to purchase on August 1, 1961, the entire 600 acres of land from the company for commercial development. Unable to attract business to such large acreage, the Association turned toward community development and the Briarbrook Country Club with its residential development is the result. The Briarbrook area was annexed into the City on June 27, 1967.

Carl Junction survived numerous boom and bust years, with the loss of mining production following World War I (the town's mining boom was mainly between 1899 and 1922), the Great Depression (throwing 224 Carl Jct. residents out of work), the closing of the railroad yards during the 1940s, World War II and the reopening of abandoned mines for the war effort, a new housing boom begun in 1950, and the rapid growth that came in the 1970s. Carl Junction's most progressive years (barring the present) were between 1950 and 1980, when the population tripled according to the US Census, from a low of 1,005 in 1950, to 3,936 by 1980.

Transportation, arduous at first, over dirt roads, gave way to passenger train service to other cities six times daily by 1902, with 25 freight schedules per day. Electric trolley service began with the Joplin & Girard Electric Railway in July of 1907, but this line discontinued passenger service in January, 1929. In 1924, the Red Bird Bus Company also failed due to poor ridership, but William Cook ran a reliable automobile taxi service out of Carl Junction 16 times a day for many years beginning in 1946.

Some of Carl Junction's most productive industries at one time or another was DuPont Explosives, the Elder Manufacturing Company shirt factory, Surgi Manufacturing (nationally known maker of pony carts), Hinkley's Royal Crown-Nehi Cola Bottling Company, Lee Products Corporation (makers of lawn mowing machines) and Unitech (industrial sanitary products). All have contributed to the stability of the community. However, because most of Carl Junction's citizens lived here and worked outside her limits, Carl Junction was referred to as a "bedroom City." The Carl Junction Lions Club, organized in 1946 with Wilson Gilbert as its first president, was largely responsible for the drives to entice industry to resettle here. They raised the capital to erect a \$30,000 factory building for the Elders Company, which employed 225.

Of all that her people are proud of, Carl Junction's school system is foremost. The first school was a one-room frame house southeast of town. In 1887, a two story, six-room brick building was built west of town on land donated by Augustus Knight. A second school house known as the East Town School was built a few years later, followed by the modern, twelve-room West Town School built in 1914 on the site of the old Knight School. The new school burned in 1928 and was replaced by another that eventually served as the high school until it was razed during



the mid 1980s. School enrollment went from 375 in 1902, to over 3,000 before the century was out. A \$9.5 million high school was built and opened for the Year 2000 - 2001 classes.

Annually, Carl Junctionites hold a unique celebration known as "Bingville" in July. The gala was created by Nellie and Lenore Vance to earn money for their Methodist evangelist league, the Epworth, but soon became a celebration secularly enjoyed by the entire district. Based on a comic strip that once appeared regularly in a Joplin newspaper, the town transforms into the "hick" village of Bingville, where procrastinators celebrate the 4th of July a little late. The event, which includes music, carnival-like booths, food and a parade, has been popular every year since 1910.

Since the 1960s, Carl Junction has experienced its first sensation of what boom town growth is like, and finds itself struggling with the increasing demands on its infrastructure caused by its growing population. At the end of the century Carl Junction took steps for major capital improvements. A waste water study and a water study were completed identifying needs with the voters then passing two significant bond issues; a \$860,000 waste water treatment plant expansion to go online mid 2003, and a \$1.76 million water system expansion including 2 new wells, 2 new towers and main line construction that is scheduled to begin mid 2003. A storm water master plan was adopted and a \$199,000 grant was applied for and received for storm water abatement to the original plat of Carl Junction. To improve the quality of life for residents in the original plat area a \$500,000 housing rehabilitation grant was applied for and received in 2002. An additional \$200,000 was added to that amount the following year due to the devastating May 4th tornado that damaged or destroyed many homes in and around the community.

With an eye to the future, improvements to administration and development have also taken place. Carl Junction has gone from individual departments; streets, water, waste water, to a more inclusive Public Works Department. Land has been annexed and zoned for specific purposes. Over 170 acres were annexed and zoned for an Industrial Park. Several high traffic areas were also targeted for commercial and retail business development. As one of the fastest growing cities in Jasper County, with much to offer in the way of high quality services and amenities, the City completed a comprehensive City evaluation and now holds annual retreats with its citizens to get their input and plans. These activities lead to the City receiving awards from the State's Missouri Community Betterment Program from 2001 – 2003. The late Carl Junction mayor, Frank Dean, may have summed it up best in a 1976 newspaper interview stating "Carl Junction's success is due to „bread and butter" reasons."

GOVERNANCE

Three distinct governing bodies make up the governance of the community of Carl Junction. They are the City of Carl Junction, the Carl Junction Special Fire District, and the Carl Junction R-1 School District. The City is split between the 126th and 127th State Legislative Districts, the 32nd State Senatorial District, and the 7th Missouri Congressional District. The City is part of the Eastern District of Jasper County.

City of Carl Junction

Carl Junction is a fourth-class municipality incorporated under Missouri law. The City government is organized under a Mayor, City Administrator and eight-member Board of Aldermen. The Board is elected from four wards on an alternating basis. The Mayor is elected at-large for a two-year term. Other municipal officials include the City Administrator, City

Attorney, City Judge, City Prosecutor, City Collector, City Treasurer, and City Clerk in addition to the administrative heads of the City departments.

Recommendations for planning and zoning issues are made by the City Planning and Zoning Commission to the Board of Aldermen. The Board of Adjustment deals with code variances and zoning appeals. Both of these groups are made up of volunteers appointed by the Mayor with the consent of the Board of Aldermen.

Carl Junction is divided geographically into four neighborhoods: central Carl Junction, Briarbrook, Country Club Estates, and the area east of Highway 171 commonly known as Oscie-Ora Acres. Generally speaking, the four wards are divided similarly. The central part of the City is split north and south into two wards along Pennell Street. Briarbrook makes up a third ward, and Country Club Estates and the area east of Highway 171 is the fourth ward.

The City receives funding from a levy at a rate of \$.7545 per \$100 assessed valuation, and a 1.5 cent City sales tax. The City's fiscal year 2002-2003 budget expects income of approximately \$741,215.00.

Carl Junction Fire Protection District

The Carl Junction Fire Protection District provides fire protection for the entire City and a significant portion of the surrounding area as well. The boundaries, as shown in the below map, are south to Newton County line, west to State line, north to Nutmeg Rd. (one mile north of Waco), and east to Highway 43 to Joplin City limits excluding Airport Drive. The volunteer based firefighters serve as emergency response personnel. Most are cross-trained as first responders, with some being certified Emergency Medical Technicians. They also employ one full time secretary.

The Fire District Board is composed of three members elected at large. Board members serve six-year, staggered terms. The annual budget of the Fire District is \$225,000. It is funded by a levy at the rate of \$0.30 per \$100 assessed valuation.

Carl Junction R-1 School District

The Carl Junction R-1 School District educates approximately 2,700 students annually, from grades Kindergarten through 12. In the 2001-02 school year the high school (grades 9-12) has 750 students, while the elementary level (grades K-8) has 1,950 students.

The District is governed by the Carl Junction R-1 School Board, consisting of seven members. Members are elected at large and staggered on three-year terms.

The District estimates its fiscal year 2002-03 spending at \$17,990,704. This total reflects a 5.2% increase in salaries for all district employees during this budget year. The District derives its local funding from a levy at the rate of \$2.75 per \$100 assessed valuation for operations, and another \$0.61 levy for debt service.

PHYSICAL FEATURES

Location

Carl Junction is located in southwestern Jasper County, Missouri. The City is located north and west of Joplin and The Village of Airport Drive. It is approximately 140 miles south of Kansas City, 295 miles southwest of St. Louis, 85 miles west of Springfield, 12 miles west of Carthage,



and 5 miles east of the Kansas state line. Carl Junction is 27 miles Southeast of Pittsburg Kansas and Columbus, Kansas is straight west approximately 22 miles.

Climate

Carl Junction is located in a humid continental climate characterized by warm summers, cold winters, and maximum rainfall in early summer. The climate is affected by cold air masses moving southward from Canada, by warm, moist air masses moving northward from the Gulf of Mexico, and by dry air masses moving eastward.

Temperatures range widely. Winters are often cold; summers are very hot. Prolonged periods of either extreme however are rare. On an average, the temperature reaches 90 degrees (F) fifty days per year, and fall below 0 degrees (F) only two to three days per year. Normally, the last freeze each spring is in mid-April and the first freeze each fall is in late September or early October.

The mean annual rainfall is about 41 inches. The winter months are comparatively dry, with most precipitation occurring during the spring and summer months. Summer rains generally come as thunder showers of high intensity and of short duration, while winter precipitation is in the form of gentle rain, mist, snow and sleet. May is usually the single wettest month. Forty percent of the total annual precipitation occurs in April, May, and June. Only fourteen percent of the total annual precipitation is received during December, January, and February.

The winds in the area vary from gentle breezes to high velocity tornado-like winds. The high velocity winds have been estimated at ninety to one hundred miles per hour. The prevailing winds are from the south and southwest at approximately twelve miles per hour. Wind velocities are slightly higher in March and April and slightly lower in July and August. Tornado strength winds are fairly common in the area and have been observed in every month of the year. The overwhelming majority, seventy percent of the storms, has occurred during the period from March through June. August has proven to be the month with the least tornado activity.

Geology and Mining

The discovery of lead ores in the Joplin area during 1848 marked the beginning of mining in the Tri-State District. The associated zinc ores were originally discarded for lack of an efficient, economical technology for recovery of the zinc. About 1870, however, the extension of railway lines into southwest Missouri and the development of new milling and smelting techniques led to profitable production of zinc in the area. By 1875, Missouri had become the leading zinc producer in the nation. Early mining tracts were small, some leases measuring as little as 200 feet square or about one-acre. Mining was confined to the upper-ground ore zone within the first 100 feet or so of the surface. Due to the "broken" nature of this ore zone, drifting operations were limited; therefore, many shafts were sunk at close intervals. In fact, Missouri laws required two shafts for each property. As a result, thousands of production and prospect shafts were sunk in the district. In Carl Junction there were 1,163 prospects and 229 shafts.

The major ore minerals of the Tri-State District are sphalerite (zinc sulfide) and Galena (lead sulfide). Marcasite pyrite (iron sulfide) and chalcopyrite (copper-iron sulfide) are of minor importance. Small amounts of greenockite (cadmium sulfide) are also present.

Near surface oxidation of these sulfides has produced commercially important amounts of smithsonite (zinc carbonate), cerussite (lead carbonate) and hemimorphite (zinc silicate). Gangue minerals include quartz, calcite, and dolomite. Quartz occurs as chert and secondary jasperoid.

A coloring agent in the jasperoid is a dark, opaque material, bitumen, and a residual organic matter that appears throughout the mining district, usually in tar-like or hardened masses coating rock surfaces. It is believed to have been instrumental in the chemical reduction of some of the sulfide ores.

The zinc-lead ore deposits of the Tri-State region are in cherty Mississippian limestone, the chert occurs as nodular in limestone and as interbedded layer. From oldest to youngest, the Peirson (Fern Glen), Reeds Spring, Elsey (Grand Falls), Burlington, Keokuk, Warsaw, and Carterville Formations were the host rocks for most of the zinc-lead mineralization. Their total thickness in the area exceeds 400 feet.

Small outlays of the Pennsylvanian Cherokee Formation (shale and sandstone) uniformly overlay the Mississippian rock in some localities. Rich ore bodies are associated with these Pennsylvanian sediments where they have filled dissolution structures such as sinkholes and collapses in the Mississippian strata.

Throughout the Tri-State District, extensive chemical dissolution of carbonite rock produced horizontal and vertical channels, porous breccia zones of insoluble cherts and other surface cavities. These voids proved excellent repositories for ore precipitation and concentration from mineralized fluids.

Structure in the area is limited to gentle folding, the axis generally plunging northwest. The regional one-degree dip of the sedimentary formations is also northwestward, away from the Ozark uplift.

Open mine shafts, subsided areas having steep unstable slopes and open pits containing deep pools of water exist throughout the region. Damage to buildings and roads above shaft areas and underground mine workings have been reported throughout the Tri-State region. Accidents to people and livestock frequenting or wandering into abandoned mining sites in rural areas have also occurred. In addition, in some areas water quality problems result from artesian flow of mine waters from open shafts and rainwater runoff and seepage from tailings piles and settling ponds.

DEMOGRAPHICS

An understanding of population characteristics and trends provide a basis for preparing future population projections. It is also an essential factor in the establishment of the future requirements for expansion of public utilities and community facilities.

The existing and future population within an urban area naturally influences the physical size of the community and aids in determining requirements for housing, business, industry, and transportation services as well as for community facilities and public utilities. The population projection forecasts provide a guide for the scheduling of services to be extended to meet the requirements of increased numbers of people.

At the time of the 2010 Census, Carl Junction was a City of 7,175. The City was contained within 4.5 square miles and had a per square mile density of 1,594 people. The population density is anticipated, and encouraged, to increase with time. The population was essentially equally male and female (3,592 males, 3,853 females), and is overwhelmingly Caucasian. Table #9 details the gender and ethnicity of the City.

Gender and Ethnicity of Carl Junction (Table #9)

| | <u>Number</u> | <u>Percent</u> |
|--------------------------|---------------|----------------|
| Females | 3,853 | 51.8 |
| Males | 3,592 | 48.2 |
| Caucasian | 6,947 | 93.3 |
| Black | 75 | 1.0 |
| Asian & Pacific Islander | 73 | 1.0 |
| American Indian | 97 | 1.3 |
| Hispanic | 217 | 2.9 |

Source: US Census Bureau, 2010

The age distribution for Carl Junction, drawn from the 2010 Census as reported by the US Census Bureau, is detailed on Table #10. The City's median age is 33.6 years.

Age Distribution (Table #10)

| | <u>Number</u> | <u>Percent</u> |
|-------------------|---------------|----------------|
| Under 5 years | 554 | 7.4 |
| 5 to 9 years | 694 | 9.3 |
| 10 to 14 years | 685 | 9.2 |
| 15 to 19 years | 577 | 7.7 |
| 20 to 24 years | 310 | 4.1 |
| 25 to 34 years | 945 | 12.7 |
| 35 to 44 years | 1,111 | 15.0 |
| 45 to 54 years | 979 | 13.1 |
| 55 to 59 years | 397 | 5.3 |
| 60 to 64 years | 514 | 4.4 |
| 65 to 74 years | 390 | 7.0 |
| 75 to 84 years | 245 | 3.3 |
| 85 years and over | 108 | 1.5 |

Source: US Census Bureau, 2010

While the information on age distribution is interesting, the data are more meaningful if they are arrayed in a manner that speaks to life phases. The community is attractive to a mixture of age ranges from young families seeking the quality schools system to retirees seeking recreational opportunities, such as Briarbrook Country Club and Golf Course. It's important to recognize

each broad age category since they have characteristic needs and demands which impact the City.

The data indicates that over a third of Carl Junction's population is essentially dependent. That is, of school age, the overwhelming majority living within a family. The younger categories are normally not income producers and, therefore, not taxpayers. They are, however, service consumers, especially schools, recreation programs, and protective services.

Slightly more than a third of the City's population is young couples and singles who are buying houses and planning their careers. They bridge the generations and bring to the City a mix of service demands.

The mature families and retirees, taken together, also account for almost a third of the population. Mature families are typically settled into their careers, more frequently looking at retirement and their children leaving home. They also are the wealthiest of all the groups. An increase in the retiree population is reflective of national trends and indicative of the community's ability to retain its residents. Their demands for service center on protective services, utility service delivery, and recreational desires.

Population Projections

Carl Junction was one of the fastest growing cities in Jasper County at the end of the 20th Century and through 2010. The growth rate of the 1990's and 2000's will perhaps not be sustained, but it will be at a pace that will place significant pressures on infrastructure and services. Table #11 details the population trends for Carl Junction and several other communities in Jasper County according to the latest 2010 figures. The community should be prepared for a continued high growth rate despite the slow start for new development at the beginning of the decade due to the weakened national economy.

Population Trends of Cities in Jasper County (Table #11)

| | <u>1990</u> | <u>2000</u> | <u>2010</u> | <u>Percentage of Growth</u> |
|---------------|-------------|-------------|-------------|-----------------------------|
| Carl Junction | 4,125 | 5,294 | 7,445 | 41 |
| Carterville | 2,013 | 1,850 | 1,891 | 2.2 |
| Carthage | 10,747 | 12,668 | 14,378 | 13.5 |
| Jasper | 994 | 1,011 | 931 | -8 |
| Joplin | 37,032 | 45,504 | 50,150 | 12.4 |
| Oronogo | 595 | 976 | 2,381 | 144 |
| Neck City | 132 | 119 | 186 | 56.3 |
| Sarcoxie | 1,330 | 1,354 | 1,330 | -2 |
| Webb City | 7,449 | 9,812 | 10,996 | 12.1 |
| Jasper County | 90,465 | 104,686 | 117,404 | 12.1 |

Source: US Census, 1990, 2000, 2010



While the county as a whole has grown by approximately twelve percent (12%), the northern "suburban fringe" has seen a significantly higher growth rate from 2000 to 2010. Oronogo has experienced growth of 1,405 persons which equates to a rate of 144%. Neck City has had an increase of 67 persons, which equals 56% growth. The City of Carl Junction has also had a growth of 41% or 2,151 people. Of all of the incorporated cities in Jasper County, Carl Junction's total population growth was second only to that of the City of Joplin's.

There may be many reasons these areas are growing faster than the rest of the county, however it can easily be assumed that the availability of affordable land is a major factor. While many other communities, including Joplin and Webb City, are mostly restricted by other jurisdiction's boundaries, Carl Junction has a great deal of room to grow. When this factor is compounded with other positive attributes of the community, it may be safely assumed the growth of the past will continue into the future. Table #12 shows an estimate of 40% growth for the foreseeable future resulting in an anticipated population of just under 15,000 persons by 2030.

FUTURE HOUSING & POPULATION PROJECTIONS (Table #12)

| YEAR | HOUSING | POPULATION | %GROWTH | SQ MI | POP/SQ MI |
|-------------------------|--------------|-------------------------------|--------------|------------------|-----------|
| 2029 | 5,410 | 14,592 | 40% | 7.9 | 1,856 |
| 2020 | 3,864 | 10,423 | 40% | 6.6 | 1,575 |
| 2010 | 2,769 | 7,445 | 41% | 5.7 | 1,300 |
| 2000 | 2,011 | 5,294 | 28% | 4.9 | 1,085 |
| 1990 | 1,495 | 4,123 | 5% | 4.5 | 916 |
| 1980 | 1,311 | 3,937 | 137% | | |
| 1970 | 591 | 1,661 | | | |
| AVERAGE %+ | | | 53% | | |
| <u>ASSUMPTIONS</u> | | | | | |
| AVERAGE LOT SIZE | | | 10,000 | SQ FT | |
| UTIL & OPEN SPACE/ UNIT | | | 33,560 | SQ FT | |
| UNITS/ ACRE | | | 1 | | |
| | | | 640 | UNITS/ SQ MI | |
| Source: | HSTCC | UNITS/ SQ MI x HH SIZE | 1,856 | POP/SQ MI | |



APPENDIX:

Carl Junction

Prioritization Exercise Results
May 22, 2010



Top-rated goals/objectives:

1) Recreation

- a. Expand recreational activities; expand green space; pursue water-recreation opportunities along Center Creek, Spikes Lake, etc; create/add walking and bike paths (leading to schools); and more City-wide events in the park.

2) Revitalization

- a. Reclaim old areas; offer benefits to rehabilitate buildings; Revitalize downtown

3) Commerce

- a. Support existing businesses; promote new commercial development (i.e. Dairy Queen on Fir Rd, Neighborhood Wal-Mart on Joplin Rd, etc.)

4) Safety

- a. A new satellite police station shared with the Fire Protection District

Additional goals/objectives:

Many people discussed needs for **transportation** and **infrastructure** improvements along Briarbrook Drive and Pennell, as well as adding more street lights. Multi-nodal (as opposed to automobile-only) and walkable planning were noted, which would coincide with increased **recreational** activity.

It was stressed that **communication** throughout Carl Junction needs to be improved and that a regularly updated online community calendar and email newsletter would be helpful. Communication improvement could help increase and expand **volunteer programs** in the community, and offer opportunities to residents to serve on an “Event Committee” to help facilitate more **recreational** activities and events in the park, or perhaps a “Welcome Committee” to greet new residents and offer assistance as they get settled in their new neighborhood.

The **annexation** of 43-171-Fir was also mentioned and may be worth pursuing as an opportunity for growth.

Interestingly, **growth management** was not listed as a priority, but was brought up in general conversation at the meeting. This may indicate that growth management is an implied high priority for the community, and that the mindset of this exercise was more specific than broad, or more physical than policy-oriented. Priorities in **Revitalization** and **Commerce** would impact growth management initiatives the most.

Recommendations based on this exercise:

Recreation and transportation:

Mixed-use and nodal development were noted as goals and can be tied to transportation improvements as well as increased recreational activity as these types of development are typically more pedestrian-oriented than conventional practices.

The *Complete Streets* Initiative could be implemented in Carl Junction as a way to add more bike paths (in the form of on-street bike lanes) which supports the need for improved transportation and recreation as well. Plans to widen Pennell and enhance Briarbrook Drive are great opportunities to incorporate the ideas of *Complete Streets* in the new designs.

Revitalization and Commerce:

In order to help existing businesses and promote the development of new businesses, the City should look at attracting financial institutions that specialize in small business financing (i.e. the number one SBA lender for Southwest Missouri is Liberty Bank, with two locations in Joplin and other surrounding communities).

Adding bike and walking paths in rehab areas and commercial zones can attract more people to these areas while increasing recreational activities.

Safety:

Safety is always a great concern to citizens and business owners. With rapid growth and more connectivity throughout any City, safety issues and concerns can rise. The addition of a satellite police station can be a great help in preventing and resolving these new issues.

With the addition of bike lanes/trails and walking trails, the City may consider providing additional bicycle police officers to their force – particularly during events at the park or schools.

Communication:

The idea for an online community calendar is great and can be utilized by all organizations, churches, schools, and programs in Carl Junction. These are relatively inexpensive to operate, and can be managed by a volunteer or City employee. This would be one step to improve communication and market events and organizations in the community – uniting Carl Junction, and could perhaps help mitigate the impacts of physical barriers that divide the City.

Visual Preference Survey:

In the prioritization exercise, some participants commented about landscaping. The visual preference survey also conducted at this meeting showed that landscaping, architecture, and the position of garages (for single family houses) are the deciding factors in whether or not a building or community are visually pleasing.

When attracting new residents and businesses, aesthetics are important in making a great first impression, and can improve the overall quality of life for residents. Carl Junction may consider some sort of design standards for portions of the community that are most traveled and most visible to future and current residents.

When Carl Junction grows to a size that will begin attracting franchises and corporate-owned businesses (Walgreens, Wal-Mart, etc), the City must decide if they want the plain, basic, „every-town-has-one“ design, or if they will opt for a more desirable and unique design (most companies already have several blueprints based on the degree of design standards that communities may have).

Having landscaping requirements or City-sponsored plant containers can help visually revitalize old areas and encourage other improvements to rehabilitate these zones. And by requiring a certain number of trees or shade percentages for new development, the aesthetics and quality of life are improved, costs of utilities may be reduced, and air quality may be preserved or improved.

Thank You!

Both exercises were enlightening and we value everyone's input. It is always difficult to decide what issues and goals need to be addressed first and what is in the best interest of the entire community. Thank you for your participation in these exercises! The results will greatly help in molding the roadmap to get to the Carl Junction that our citizens envision!

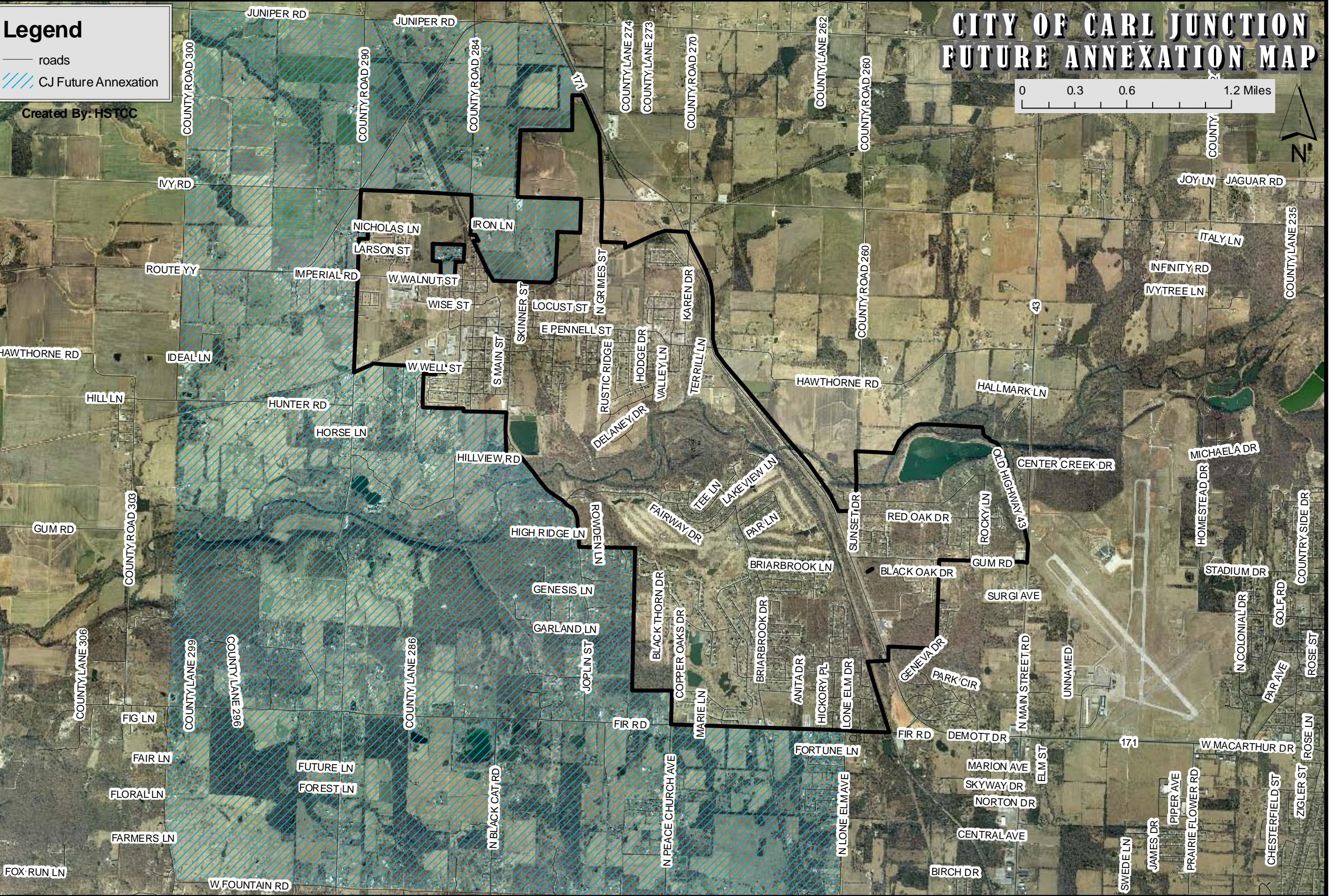


CITY OF CARL JUNCTION FUTURE ANNEXATION MAP

Legend

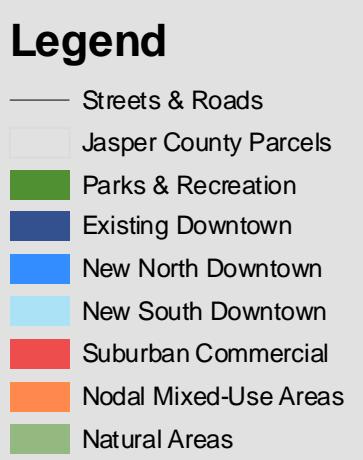
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- / CJ Future Annexation

Created By: HSTCC

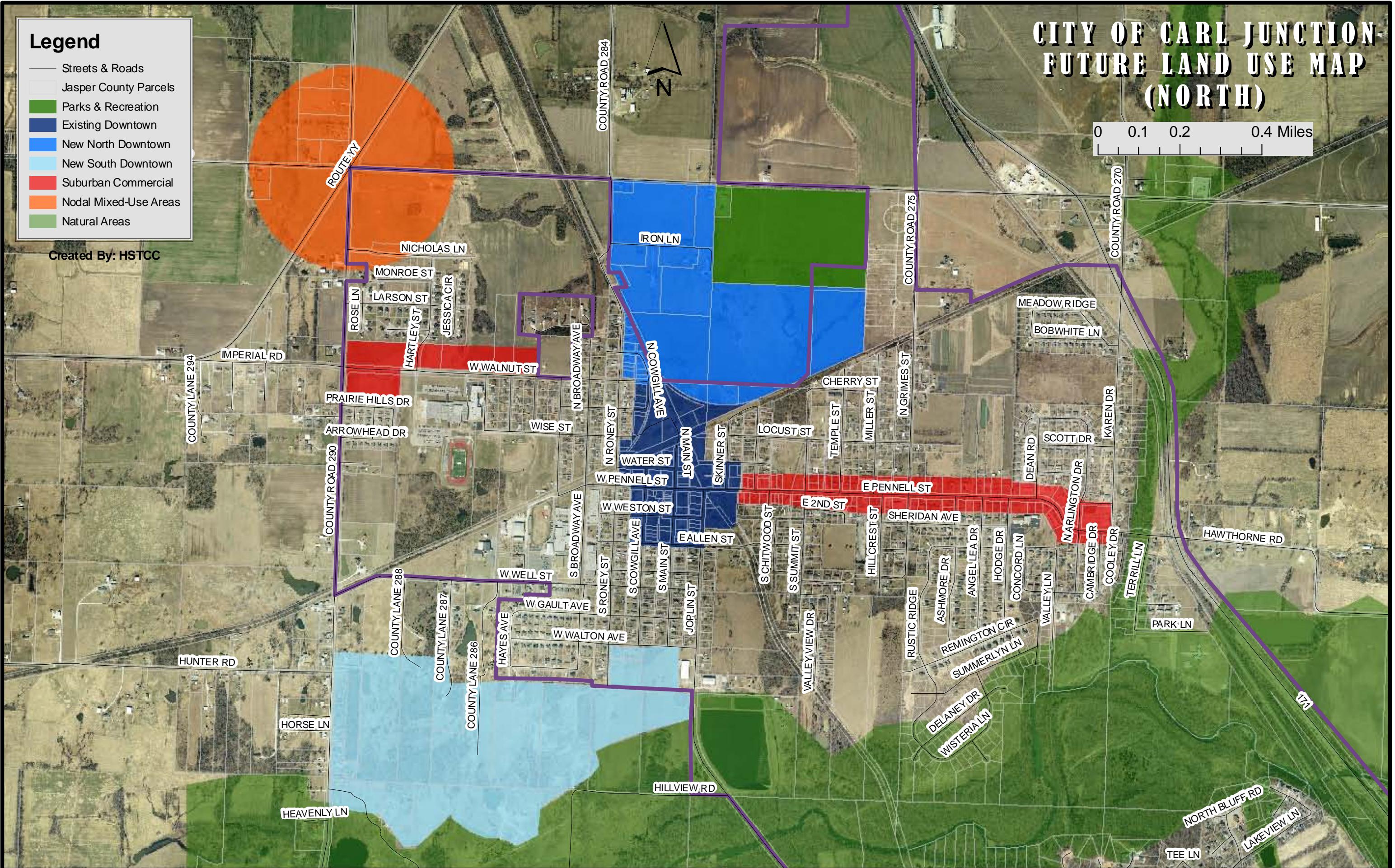


CITY OF CARL JUNCTION FUTURE LAND USE MAP (NORTH)

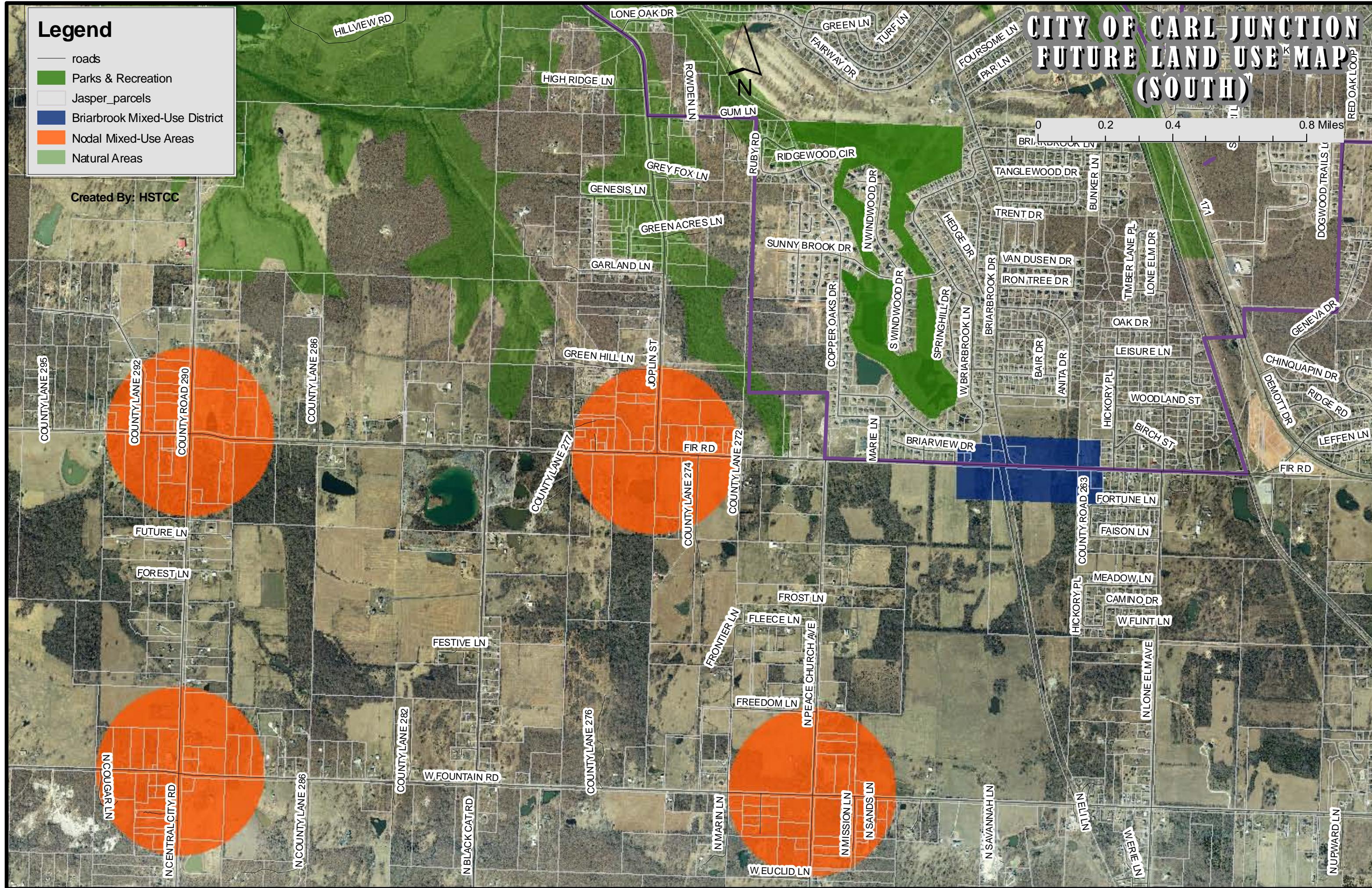
0 0.1 0.2 0.4 Miles



Created By: HSTCC



CITY OF CARL JUNCTION FUTURE LAND USE MAP (SOUTH)



CITY OF CARL JUNCTION DEVELOPMENT SUITABILITY MAP

Legend

- roads
 - Urban Areas
 - Suburban Areas
 - Natural Areas

Created By: HSTCC

