

# *Village of Airport Drive*

## 2010 Comprehensive FLITE Plan

*A Passport to Success...*

Facilities & Services  
Land-use  
Implementation  
Transportation  
Economic Development

Harry S Truman Coordinating Council



## *Welcome to Airport Drive, Missouri!*



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# 1: Introduction

## 1.1 Principles of Planning

Planning refers to the process of deciding what to do and how to do it. Planners are the professionals who facilitate decision-making. Planners do not make decisions themselves; rather, they support decision-makers (managers, public officials, citizens) by coordinating information and activities. Their role is to create a logical, systematic decision-making process that results in the best actions.

Planners translate theoretical goals into specific actions. Planning is an art and a science. It requires judgment, sensitivity, and creativity.

A principle of good planning is that individual, short-term decisions should support strategic, long-term goals. This requires comprehensive evaluation and negotiation to help people accept solutions that may seem difficult and costly in the short-term

Effective planning requires correctly defining problems and asking critical questions. A planning process should not be limited to the first solution proposed or the concerns of only people who attend meetings.

A Planner's role is to help a community determine its own preferences and develop appropriate responses. For example, planners might point out that smart growth can help achieve a community's economic, social, and environmental objectives; it is up to the community to decide whether these benefits justify smart growth policies. (VTPI, 2010)

## 1.2 Planning Methodology

Good planning requires a methodical process that clearly defines the steps that lead to optimal solutions. This process should reflect the following principles:

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

For the Village of Airport Drive, a Comprehensive Planning Committee was established which met monthly. There was a presentation by the Missouri Municipal League, as well as several activities and round table discussions.



Image 1.3.1

## 1.3 Purpose of the Plan

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

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

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

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

# 2: Community Analysis

## 2.1 Location

The Village of Airport Drive is located in southwestern Jasper County and is within the Joplin metropolitan area. The Village is approximately 160 miles south of Kansas City, MO; 290 miles southwest of St. Louis, MO; 80 miles west of Springfield, MO; and 8 miles east of the Kansas state line.

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

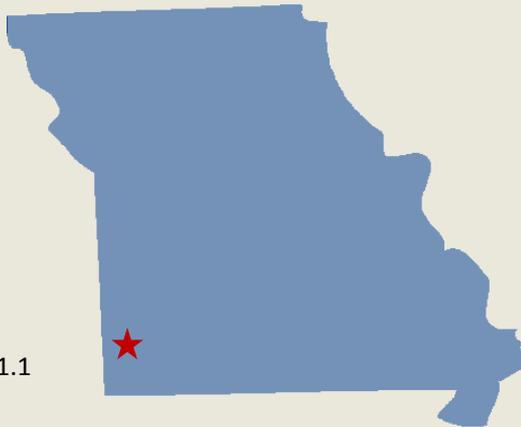


Image 2.1.1

## 2.2 Village History

Development by white settlers of the area to become the Village of Airport Drive first began in the early 1800s. The area was included in a large portion of southwest Missouri initially organized as Crawford County. It was then split off as Greene County, again as Barry County, then finally subdivided into the

present counties. Jasper County was organized on March 8, 1841. Those who settled in the vicinity were largely natives of Kentucky and Tennessee.

John C. Webb, founder of neighboring Webb City, discovered lead while plowing in 1873. This discovery led to the development of one of the nation's greatest lead and zinc fields. With the phenomenal growth of the mining industry, the area's population grew as well. Remnants of the lead rush, abandoned mine shafts and chat piles can still be seen in the Village today. The mining industry reached its peak in 1916, and many of the area's residents left in search of other mining fields.

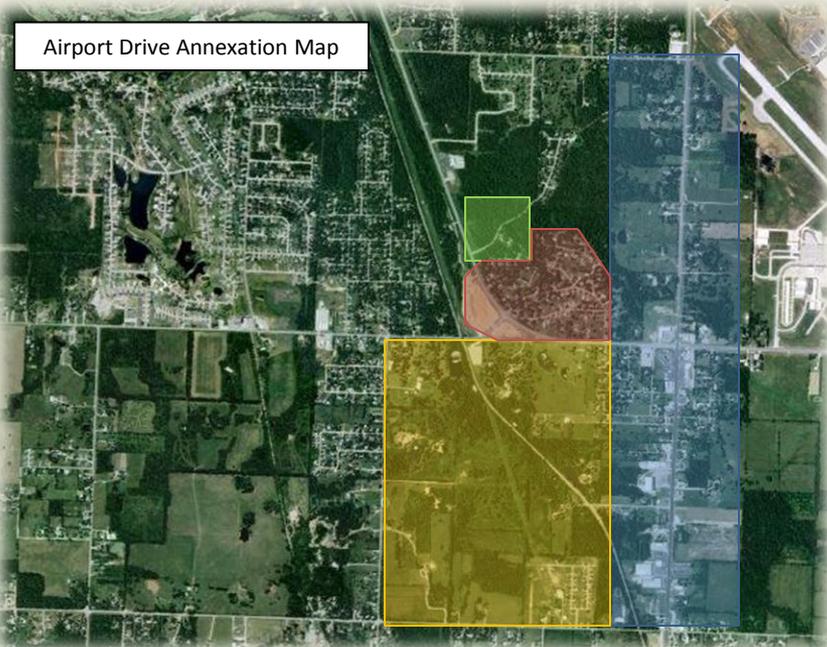
New businesses and industries were developed to employ the laborers that stayed behind. Dozens of national and international corporations exist in Jasper County which serve as a solid base for employment in the area. The sustained economic well-being of the area continues to draw new residents to the region.

The first residents of the area now known as the Village of Airport Drive came during the mining era of the 19<sup>th</sup> century. The most recognized landmark in the Village, Stones Corner, was named for former resident Dr. Wilfred J. Stone. Dr. Stone, an English veterinarian who immigrated to Missouri, set up his practice at the intersection of Highways 43 and 171 in 1920. The official designation of the Village would not be granted until 1947, when residents were granted incorporation by the State of Missouri. The Village of Airport Drive was incorporated on November 27, 1947. At that time, the Village included land one-quarter mile east and west and one mile north and south of Stones Corner. The name of the Village was taken from the close proximity of the Joplin Municipal Airport.

In 1958, the Village annexed another three-quarters of a mile west on Fir and Fountain Roads to Lone Elm Road. 480 acres were included in this expansion. The Tabor Woods annexation was approved by The Jasper County Court in April, 1972, after a petition, reportedly bearing the signatures of all but one of the areas residents was presented to the Court. An additional area of Tabor Woods the White Oak addition, was annexed in the later years. This latest area is approximately 40 acres, bringing the total area of the Village to 1,472 acres, or 2.3 square miles.

The Village is now bordered by the City of Joplin on the East, the City of Carl Junction on the Northwest, and Jasper County on the south, west, and north.

Image 2.2.1



## 2.3 Village Government

The Village’s history is similar to an urban suburb. As the surrounding communities grew in number and congestion, people moved to the Village of Airport Drive to live in a “country atmosphere” and avoid the typical city headaches. Today, the Village is mostly residential but offers a variety of commercial activities.

The Village has a Board of Trustees, which serves as the primary decision making body, along with a Zoning Board and Board of Adjustment. The Trustees serve two-year terms with a chairman elected within the membership.

## 2.4 Population and Demographics

In traditional comprehensive planning, an understanding of past population trends provides a basis for preparing future population projections, establishes the future requirements for expansion of public services and community facilities and provides insight into the future economic needs of the community. When one is working with a community that has a more recent history, such as the Village of Airport Drive, population trends are not only unavailable, but also not essential for the establishment of population projections and development of future needs and plans. Because the Village has only been incorporated since 1947, population figures are only available for 1950, 1960, 1970, 1980, 1990, and 2000. Also, the United States Census Bureau mistakenly considered an area to be within the Village limits that is actually in Jasper County. This led to a population report in 1990 that showed more persons in the Village than actually lived there. **According to the 2010 Census, Airport Drive is home to 698 residents.**



# 2: Community Analysis

## 2.4 Population and Demographics

(Continued)

Table 2-1 shows large population growth between 1970 and 1980 and 1990. This growth is the result of the annexation of the Tabor Woods subdivision. At the time of this writing, the 2010 Census is in its final stages. Therefore, this section should be updated to reflect current data when census counts are revealed.

The needs and demands of a community are highly influenced by the age structure of the community. A high percentage of persons in the younger age groups are typical of the average growing community. On the other hand, a predominance of older residents may indicate a retirement age population with a corresponding decline in population.

It is important to note that the year 2010 Census data may show a significant change in the age-sex distribution of the Village.

Figure 2-2 displays the age-sex pyramid of the Village. The pyramid displays the percentage of the population in each age group by male and female. Bulges in the pyramid represent large numbers of persons in the respective age group and, inversely, narrow sections represent fewer persons in that age group. The pyramid for the Village of Airport Drive is unique in that there is no consistent pattern to the pyramid. The pattern of the age-sex pyramid shows that there are three unique groups of persons residing in the Village. Youth ages are narrow in the pyramid, but here is a bulge in the young adults age group, followed by a sharp decrease in 25-29 year-olds. There is then a sharp rise again at 40 only to decrease again at 55, then rise at 65. The large percentage of productive workers in the Village is indicative of a healthy and prosperous community.

Table 2-1

|      | Airport Drive | % Increase | Jasper County | % Increase | Missouri  | % Increase |
|------|---------------|------------|---------------|------------|-----------|------------|
| 1950 | 225           | --         | 79,106        | 0.5        | 3,955,000 | 4.5        |
| 1960 | 292           | 23         | 78,863        | 1.3        | 4,320,000 | 9.2        |
| 1970 | 300           | 2          | 79,852        | 1.3        | 4,677,399 | 7.6        |
| 1980 | 520           | 73         | 86,879        | 8.8        | 4,916,686 | 5.1        |
| 1990 | 818           | 57         | 90,465        | 4.1        | 5,117,073 | 4.1        |
| 2000 | 622           | -31.5      | 104,686       | 15.7       | 5,595,211 | 9.3        |
| 2010 | 698           | 12.2       | 117,404       | 12.9       | 5,988,927 | 7          |



Image 2.4.1

*Airport Drive has been known as a great community to retire in, but it also appeals to current professionals, and as a place for new families to plant roots and let their new lives take flight!*



Image 2.4.2

| Table 2-3 | Industry Type                                   | % of Total Employed Workers |
|-----------|---|-----------------------------|
|           | Management, and Professional                    | 36.4                        |
|           | Services  | 12.5                        |
|           | Personal Care                                   | 6.6                         |
|           | Sales   | 13.1                        |
|           | Office and Administrative Support               | 13.4                        |
|           | Fishing, Farming, and Forestry                  | 0                           |
|           | Construction, Extraction, and Maintenance       | 9.8                         |
|           | Production, Transportation, and Material Moving | 14.8                        |

The employment composition by industry groups of the Village, is shown in Table 2-3.

As mentioned earlier, the workers in Airport Drive commute to jobs in nearby communities. It is interesting to note the large percentage of workers in professional and management occupations, and none in agricultural occupations.

This distribution shows that there is a potential for economic development in the Village. Currently, the Village is not home to any manufacturing plants or many professional offices. The indication is that qualified labor is available for expansion of these industries, because residents are traveling to other places to work their jobs.



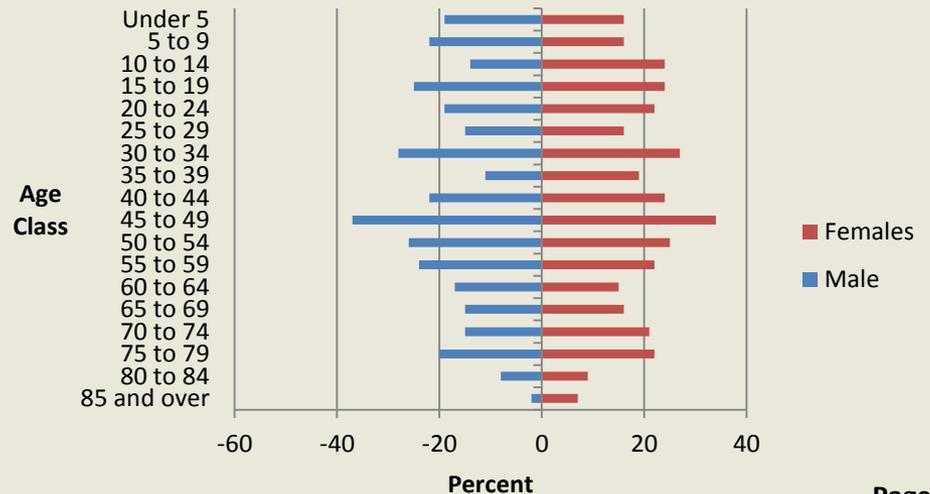
Image 2.4.3



Southwest Missouri Bank, located on the SW corner of Stone's Corner at Hwy 43 and 171.

Image 2.4.4

Figure 2-2 Population Pyramid 2010



# 3: Existing Conditions

## 3.1 Community Services

The Village of Airport Drive does not currently provide many of the community services, such as police, fire, and parks usually associated with a municipality with the exception of a municipal building, which is a former house that was converted into the Village office that serves various functions including city records storage, to host Board of Trustees meetings, and as an election site. The municipal building was renovated since the last Plan to better accommodate the village clerk's office.

Educational and recreational facilities are adequate for the current and near future populations of the Village. As with emergency services, these are provided by the larger, surrounding cities. Library facilities are located in Joplin, Webb City, and other surrounding towns. Elementary and secondary schools for children in the Village are provided by Webb City and Carl Junction School Districts.

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

Residents of the Village are in the postal jurisdiction of Webb City and Joplin.

For emergency services, the Village has contracted with the Carl Junction Fire Department and the Webb City Ambulance Service. The Carl Junction Fire Department currently has an ISO rating of 5 throughout the Village except in Tabor Woods where it there is a 9

rating. Improving fire protection is the highest priority for the Village at this time.

Police protection is provided by the Jasper County Sheriff Department, which provides few regular patrols. Police emergencies in the Village can be answered by Joplin, Webb City, and Carl Junction Police Departments.

Electric service to the Village is provided by Empire District Electric Company. Natural gas is provided by Missouri Gas Energy. Some residents along Missouri Highway 43, north of Highway 171 utilize gas service provided by individual tanks.

Water service in Airport Drive is provided by Missouri American Water south of Highway 171, and Jasper County Rural Water north of Highway 171. Municipal water in western areas of the Village. Many residents also use private wells. The area served by Rural Water is not up to industry standards; water pressure is low and the four-inch lines are too small for fire hydrants.

Waste water collection in the Village is also handled in a number of ways. Village officials decided 20 years ago to develop a sewer system and connect with the City of Carl Junction's system. Today, most of the Village is served by that system. Phase III of the Village's sewer system was completed since the last Comprehensive Plan, and currently Phase IV is planned for the South Main and Fountain road area, as well as Phase V at Lone Elm and Fir Road. Completion of the sewer system is a high priority for the Village. There is no storm water drainage system, with the exception of ditches.

## 3.2 Current Transportation

Airport Drive is an intersection of multiple modes of transportation, making the Village vital to the flow of people, goods, and services throughout the region.

Automotive commuters and freight transporters use STATE Highways 43 and 171 which intersect in the heart of Airport Drive and have easy access to Missouri HWY 249 and Interstate 44. Freight is also moved along the Kansas City Southern Railroad, a class 1 railroad, which bisects the Village from the northwest before entering the core of Joplin to the south.

Transportation in and out of the region is also made possible by the Joplin Regional Airport located adjacent to the northeastern Village limits and accessed by HWY 171.

### 3.2.1 JLN Airport

The Joplin Airport provides all of the services of a large airport with daily non-stop service to Dallas Forth-Worth Intl. Airport, yet with many conveniences travelers are seeking. As gas prices continue to increase, flying Joplin offers travelers a cost savings in comparison to driving to other airports to make connections. Plus, in Joplin there is no fee for parking and the check in and security procedures are much more convenient.

Joplin's flight schedules allow travelers to leave home in the morning and return to sleep in their own bed that same day.

JLN Airport is a commercial service airport with scheduled air carrier service. The Federal Aviation Administration (FAA) classifies this airport as a Primary Airport – meaning it has more than 10,000 passenger boardings each year. The airport has 2 major runways: 13/31 and 18/36 and are defined as transport category runways and maintain a C-III Airport Reference Code. This Airport Reference Code accommodates aircraft with the following characteristics: Aircraft approach speeds between 124 and 141

knots Aircraft wingspan between 79 and 117 feet. These runways are designed to accommodate routine operations by aircraft as large as the Airbus A320 series, Boeing 737 series, and the Boeing MD80/MD90/717 series. Frequent aircraft operations are conducted by aircraft such as the Fairchild/Dornier 328Jet, Saab 340, and British Aerospace Jetstream 41/Super 31.

Runway 5/23 is defined as a general utility category runway and maintains an Airport Reference Code of A-I. This Airport Reference Code accommodates aircraft with approach speeds less than 91 knots, and a wingspan up to, but not including 49 feet.

Mizzou Aviation operates a modern facility that allows customers to learn to fly, charter a flight, or stop in for fuel. Some amenities include a conference room, a pilot lounge with Wi-Fi, and phone booths for private calls.

Mizzou Aviation's flight school uses the Jeppesen training program and each lesson is one-on-one for personal instruction.

They also offer private chartering service in one of their Cessna 414 aircraft. Corporate services include: Aircraft Management, Sales, Charter, Avionics, and Maintenance.

The two Airport Industrial Parks house many locally-owned, regional and national manufacturing industries. The Village of Airport Drive can offer great location and opportunity for new businesses and industries looking to relocate or have a competitive beginning.

Image 3.2.1: The new state-of-the-art terminal constructed in 2008.



# 3: Existing Conditions

## 3.2.2 Current Street System

FHWA Functional Roadway Classification System:

All roads in the Village are classified by MoDOT as Local except the following:

- MO 171 - Other Principal Arterial
- MO 43 - Other Principal Arterial south of 171 and Minor Arterial north of 171
- Fir Road - Collector/Major Collector
- Lone Elm Avenue - Collector/Major Collector

The importance of the Village's **Principal Arterials** are primarily derived from the service provided to travel passing through the area and service to rural oriented traffic. Principal arterials are supposed to serve the major centers of activity in the area, be the highest traffic corridors, and be the route desired for longest trips.

The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. Additionally, it should provide significant intra-area travel, such as between business districts and outlying residential areas. Frequently, this type of system will carry important intra-urban and intercity bus routes.

For Principal Arterials, the concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements. The classification of "other" principal arterial, means this system is capable of providing direct access to adjacent land, but such service should be purely incidental to the primary functional responsibility of the principal system. Therefore, it is important to implement successful access management techniques along this system (see section 4.3.1).

**Minor arterials** interconnect with and augment the principal arterial system and provide service to trips of moderate length at a

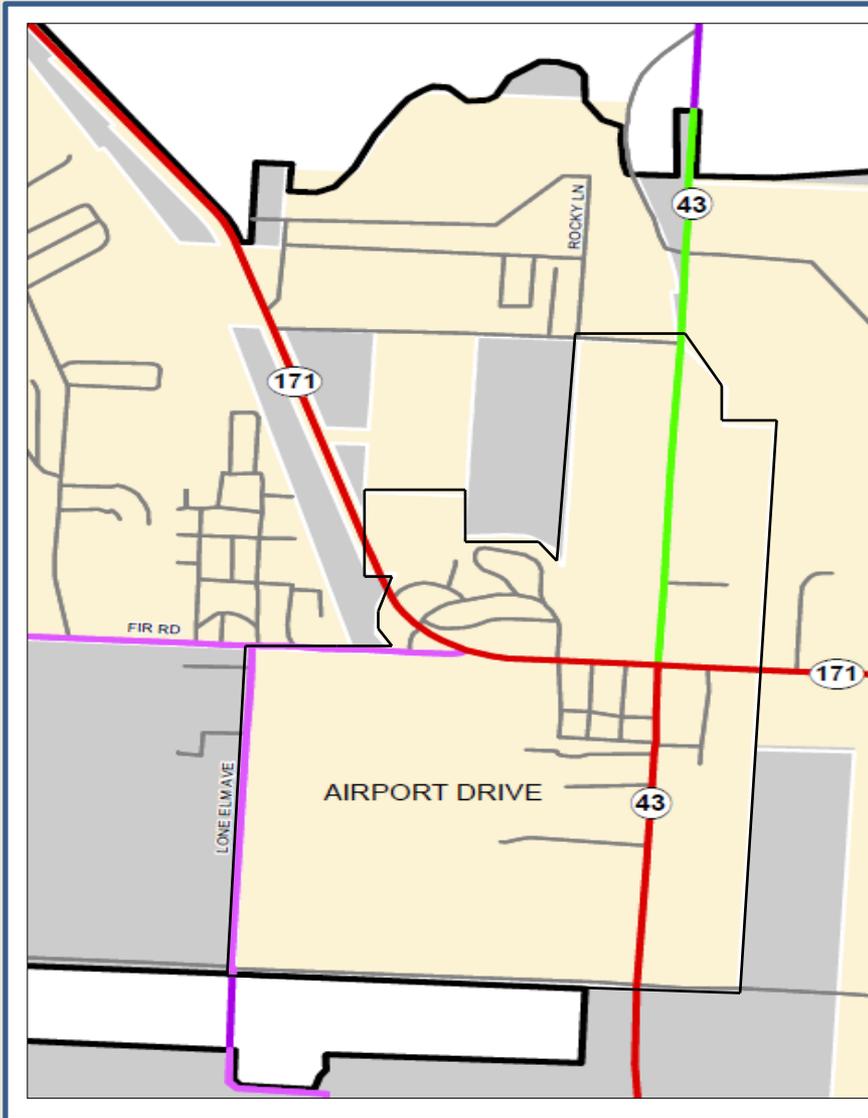
somewhat lower level of travel mobility. This system places more emphasis on land access than principal arterials but ideally should not penetrate identifiable neighborhoods.

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

Airport Drive has two state highways to capitalize on for future commercial development. Since commercial development is highly sought after by the Village, there must be planning guidelines in place prior to growth in order to manage access to property while serving through traffic.

Currently, N. Main contains most of the retail in the Village, as well as most of the planned future commercial growth. All existing establishments operate out of a stand-alone building or a strip development. As proposed later in chapter 4, mixed use activity areas create more of a destination, and are more consistent with access management principles than strip development.

Currently, not many facilities accompany the Village's roadways that consider multimodal access and safety. This Plan will outline some considerations to keep in mind when building and maintaining the Village's road network that better accommodate the needs of all users (motorists, pedestrians, cyclists, etc.). Please see section 4.3 on Transportation for more information and implementation strategies.



\*Upon completion of this Plan, MoDOT has programmed the Stone's Corner intersection (Hwy 171 & 43) to be improved during fiscal year 2014.

| FUNCTIONAL CLASS                    |  |
|-------------------------------------|--|
| <b>Principal Arterial</b>           |  |
| Interstate                          |  |
| Other Freeway and Expressway        |  |
| Other Principal Arterial            |  |
| <i>Principal Arterial Sub-Total</i> |  |
| <b>Minor Arterial</b>               |  |
| <i>All Arterial Sub-Total</i>       |  |
| Collector                           |  |
| Local                               |  |



# 3: Existing Conditions

## 3.3 Current Land Use

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



Upon completion of this Plan, the Village approved development of a new grocery store at Hwy 171 and Fir Road. The Harps brand will be the first phase of a new commercial development at this site.

BASE DRAWING SUPPLIED BY:  
**AM**  
 ALLGEIER, MARTIN & ASSOCIATES, INC.  
 CONSULTING ENGINEERS & SURVEYORS  
 JOPLIN, MISSOURI

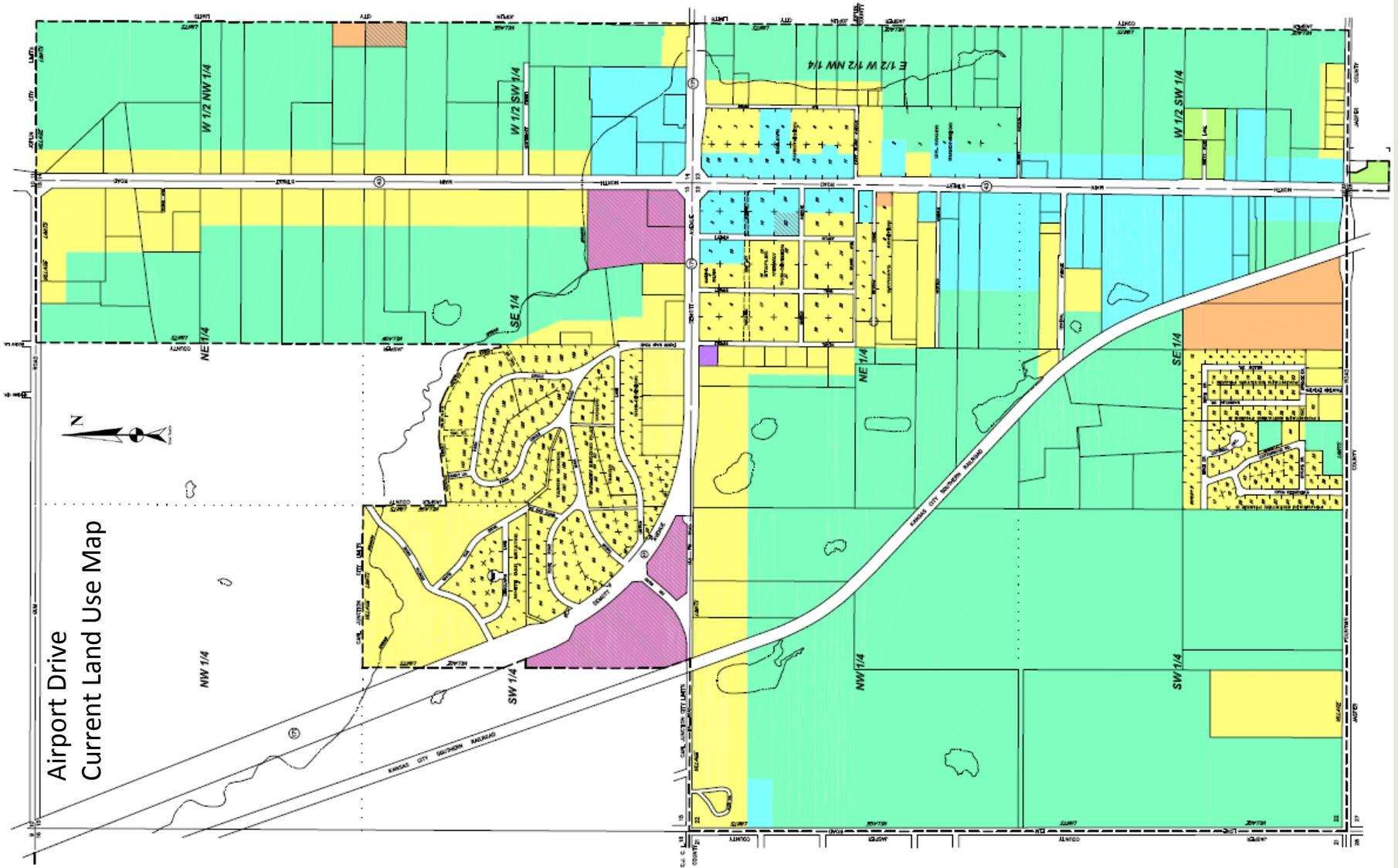
**TSE**  
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### LEGEND

|                         |                      |
|-------------------------|----------------------|
| SECTION NUMBER          | 15 14                |
| SECTION LINE            | 22 23                |
| VILLAGE LIMITS          | ---                  |
| ROAD & STREET R/W       | —                    |
| RAILROAD R/W            | —                    |
| RAILROAD NAME           | KANSAS CITY SOUTHERN |
| U.S. HIGHWAY            | 49                   |
| STREET NAME             | N. MAIN ST. ROAD     |
| PROPERTY LINE           | —                    |
| DRAINAGE                | ---                  |
| SUB-DIVISION LOT NUMBER | 23                   |
| SUB-DIVISION NAME       | SKYWAYS ADDITION     |
| SUB-DIVISION LOT LINE   | —                    |
| SUB-DIVISION CORNERS    | ┌┐┌                  |

|   |                   |
|---|-------------------|
| VACATION ORDINANCE                        | ORD. # 77         |
| ZONE A-1 AGRICULTURAL                     | [Green Box]       |
| ZONE C-0 NEIGHBORHOOD OFFICE              | [Purple Box]      |
| ZONE C-1 NEIGHBORHOOD COMMERCIAL          | [White Box]       |
| ZONE C-2 GENERAL COMMERCIAL               | [Cyan Box]        |
| ZONE C-3 PLANNED SHOPPING CENTER          | [Pink Box]        |
| ZONE I-1 RESTRICTED LIGHT INDUSTRIAL      | [Orange Box]      |
| ZONE I-2 LIGHT INDUSTRIAL                 | [White Box]       |
| ZONE M MOBILE HOME                        | [White Box]       |
| ZONE P PLANNED ENVIRONMENT UNIT PROCEDURE | [White Box]       |
| ZONE R-1 ONE FAMILY                       | [Yellow Box]      |
| ZONE R-2 TWO FAMILY                       | [White Box]       |
| ZONE R-3 MULTIPLE FAMILY                  | [Light Green Box] |
| ZONE R-4 TOWN HOUSES                      | [White Box]       |
| PD PLANNED DEVELOPMENT (OVERLAY DISTRICT) | [Hatched Box]     |

# Airport Drive Current Land Use Map



# 4: Community Vision

## 4: Community Vision

The People of Airport Drive along with community leaders wish to enhance the overall quality of life for citizens of the Village, as well as make it a pleasant place to travel through, shop, and work, while maintaining the rural character of the area and providing facilities and services to meet the community's needs.

Growth of the Village is both inevitable and desirable, but destruction of community character is not. Change within a community will occur no matter its size or location, so it is not a question of whether the Village will change, but how.

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

### 4.1 Future Land Use

In planning for how change will occur in the Village, future land use planning is a critical step to guide new growth. Effective land use planning and policies will preserve the rural feel of the Village in important areas, expand the Village's tax revenue, utilize land more efficiently, and aid in other community issues such as transportation and environmental protection.

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

Mixed use development would incorporate different commercial uses and some residential. Ideally, retail would be located on the street level with offices, apartments, or lofts above. The need for offices in Airport Drive is seen in the number of citizens employed in professional services, while retail can serve residents and guests and provide increased tax revenues for the Village. Multi-family use in these nodes would provide a place for

small business owners to own an entire building, one that he or she may live in and operate a business on the ground floor – saving money in living and travel expenses, or leasing the additional space for more income. It also encourages a pedestrian-centered community by allowing families to live above or near retail uses and eliminate a few daily vehicular trips to access basic goods and services—thus aiding in reducing traffic and congestion—a growing issue for the Village.

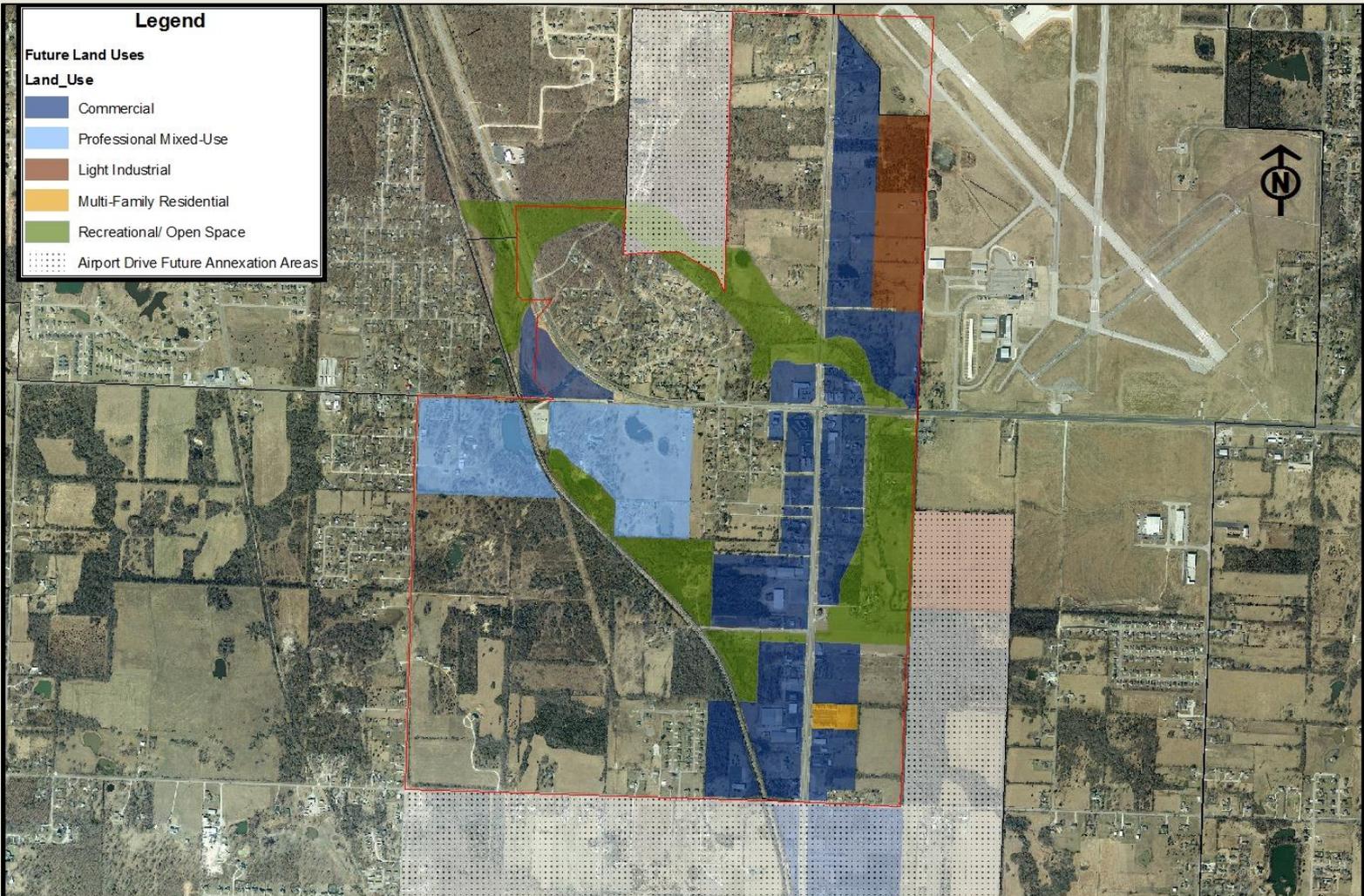
Mixed use always requires less horizontal infrastructure (roads, water, and sewer lines) that the Village typically pays for. More compact, mixed use developments would call for vertical infrastructure that the developer typically pays for.

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

Light industrial use has been discussed near the airport, and some office use may be of interest for certain professionals that travel, and need convenient access to the airport. This area may also be suitable for a hotel with basic business services. Hotels are known to generate more revenue for the municipality than many other forms of commercial development. Coordination with the Airport and additional economic development planning would be required to have a better idea of what would be suitable and successful development near the airport.

Another important change in the Village's land use would be open space as discussed in depth in section 4.2.2. Designating land as open space or recreational use will help ensure the protection of existing open areas, the rural character of the Village, and many natural elements in the area.

**Note:** Uncolored/unshaded areas on the map indicate single-family residential use.



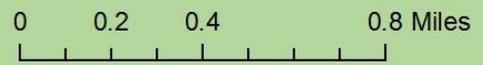
**Legend**

**Future Land Uses**

**Land\_Use**

- Commercial
- Professional Mixed-Use
- Light Industrial
- Multi-Family Residential
- Recreational/ Open Space
- Airport Drive Future Annexation Areas

**Airport Drive Comprehensive Plan - 2010 Update**  
**Future Land Use Map**  
 Created by: HSTCC



# 4: Community Vision

## Land Use

### 4.1.1 Housing

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

The emphasis on low-density suburban development has priced many young people out of the housing market in recent years. The construction of housing that is more affordable will continue to be a crucial activity, and a great challenge, over the next 20-30 years.

For these reasons, more people are considering or will need to consider more resource-efficient, compact housing. Compact residential development is not only less expensive, but also benefits communities by reducing vehicle trips, encouraging bicycle use and walking, and supporting public transit. People who live in compact developments are more likely to walk for travel, shop locally, and get to know their neighbors, fostering a sense of community and creating safer neighborhoods.

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

Airport Drive is in a great position to take advantage of these up-and-coming trends in demographics and the housing market. The Village is at a prime location to offer urban amenities,

convenient transportation, and still provide a touch of nature and recreational opportunities to residents. Compact residential development can offer affordability and sense of community in certain parts of the Village. When paired with retail services, the Village can create vibrant mixed-use developments that promote walkability, safety, land conservation, efficient infrastructure usage, and a more appealing destination for shopping and a place to live.

Compact residential development is recommended for the southern and eastern parts of the Village, typically near existing and future commercial development.

While a traditional neighborhood style is recommended to be maintained throughout the rest of the Village, second units (also known as “granny flats”) are another means of achieving more compact development and providing affordable housing. Second units can be built in backyards or above garages and can be rented to students, elderly people, or single individuals. An accessory unit provides additional income to the homeowner and can help pay their mortgage.

Image 4.1.1



Image 4.1.2



Above: Compact affordable housing can be built with design standards.

Right: A secondary unit in a mature neighborhood.

## 4.1.2 Zoning

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

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

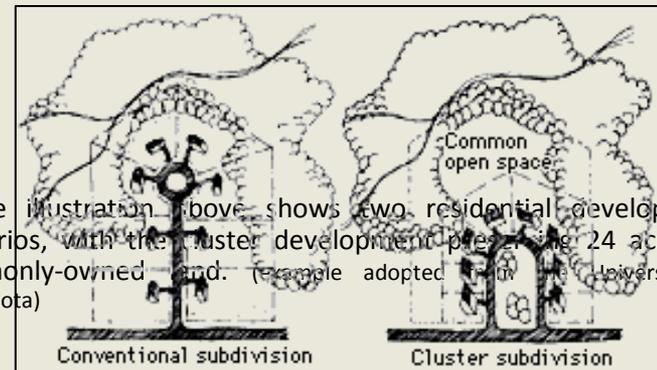
As mentioned throughout this Plan, mixed-use zoning allows commercial uses such as retail and offices to be mixed with residential uses which allows for more open space while maintaining the amount of development that occurs. Other land-use implementation tools are cluster development zoning practices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

**Cluster development** is a means of permanently protecting open space, rural character, and important environmental resources in new housing developments, while still providing homeowners with quality housing and landowners with the opportunity to develop their property.

Current zoning practices establish minimum lot sizes, setbacks, and widths that developers must follow when they design subdivisions. This leads to developments that maximize the number of lots based on the total acreage of a parcel. For example: if the code requires a minimum lot size

of 2.5 acres and the developer has a 40-acre parcel, the site will be developed with 16 residential units unless there are major site limitations. The parcel is then said to have a gross density of 16 units.

Cluster development protects open space by establishing the number of units allowed for a parcel completely independent of any minimum lot size. While the gross density requirement in the example above allows a maximum of 16 units to be developed on the 40-acre site, if lot sizes can be less than 2 acres, or of variable size, some clustering of units is possible. The developer is still limited to 16 total units, but has the flexibility to place them in a way that is more responsive to a site's physical characteristics.



The illustration above shows two residential development scenarios, with the cluster development preserving 24 acres of commonly-owned land. (example adopted from the University of Minnesota)

# 4: Community Vision

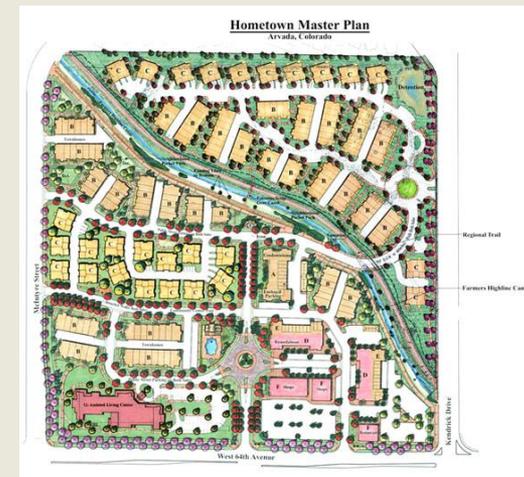
## Land Use

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

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

- Areas where PUDs are allowed
- Developer provision of land and capital improvements for public uses.
- Dimensions and grading of parcels and a ceiling on the total number of structures permitted in the development.
- Permissible land uses.

- Population density limits.
- Amendment procedures.
- Schedule of development and assurance of completion.
- Preservation of architectural, scenic, historic, or natural features of the area.



Example of a PUD: This entire project is planned together then typically developed in phases within the overlay district.

## 4.1.2 Future Land Use Goals and Objectives

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



These illustrations show examples of compact residential development that keeps the feel of traditional neighborhoods.

# 4: Community Vision

## Land Use

### 4.1.2 Future Land Use Goals and Objectives

|                            |   |
|----------------------------|---|
| <b>Goal 1:</b>             | <b>Protect the rural character of the Village.</b>  |
| Objective 1:               | Promote open space/land conservation.   |
| Implementation Strategy A: | The use of land located in or near the floodplain within the Village should be designated as open space or recreational use. This will mitigate damages caused by future flooding as well as protect the rural feel of the area.  |
| Implementation Strategy B: | The Village may consider offering incentives to developers for leaving a portion of their site as open space, or providing small parks within the development and creating pedestrian connections between sites and other uses.   |
| Objective 2:               | Promote and designate areas for commercial growth while protecting the rural characteristics of the Village.  |
| Implementation Strategy A: | Zone key areas of the Village for mixed land use, retail development, and professional offices. These areas should be strategically placed along transportation corridors and at busy intersections or in a place that is perceived to have future growth or an increase in automobile or pedestrian traffic within the next 10 to 20 years.  |
| Implementation Strategy B: | Encourage environmentally-friendly site designs and building practices. Developers should be encouraged to protect existing trees and topography where possible and include stormwater management and native landscaping. Permeable construction materials should be promoted in certain areas such as parking lots and walkways.   |
| <b>Goal 2:</b>             | <b>Examine zoning codes and future annexation areas.</b>  |
| Objective 1:               | Examine and enhance current zoning codes to better direct future growth of the Village.   |
| Implementation Strategy A: | Promote compact development with cluster development zoning practices which will help permanently protect open space, rural character, and important environmental resources in new housing and retail developments, while still providing homeowners with good housing and landowners with the opportunity to develop their property. One step would be to establish a maximum number of unites allowed for a parcel completely independent of any minimum lot size. |
| Implementation Strategy B: | The Village should consider areas where Planned Unit Development (PUD) overlays would be allowed, or could better suit the development needs of the area better than a zoning change.   |

## 4.1.2 Implementation

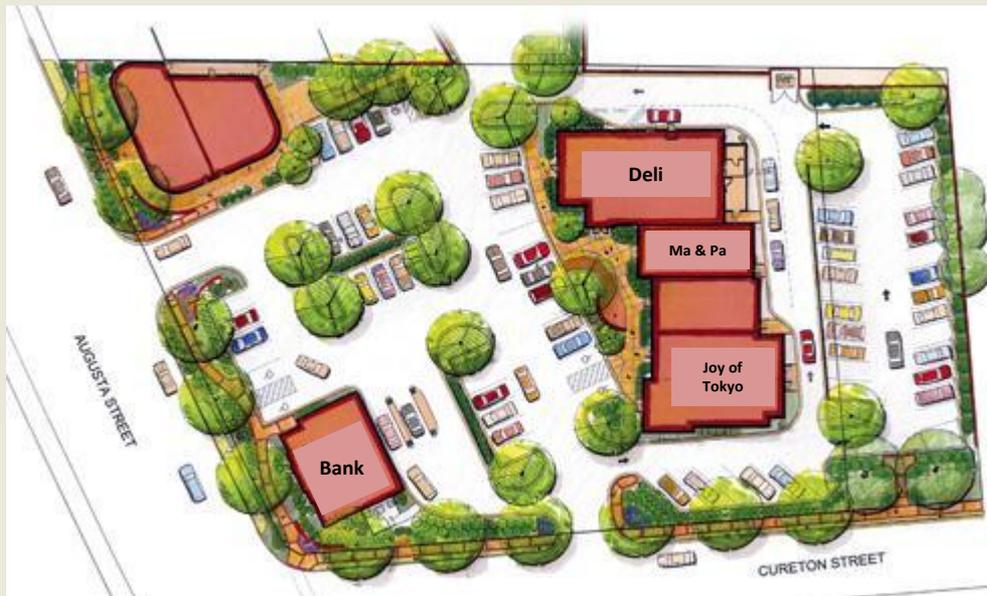
|                            |   |
|----------------------------|---|
| Objective 2:               | Plan future annexation areas.   |
| Implementation Strategy A: | Consider county land available for annexation. The Village should hold public meetings and involve current and prospective residents in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

# 4: Community Vision

## Land Use

### 4.1.2 Implementation

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



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

- Adapted from Arbor Engineering

\*While writing this Plan, the Village has worked with developers on a new Grocery store and shopping area at Hwy 171 and Fir Rd which uses many of design and building elements outlined in this Plan.



These are a few examples of mixed-use development. Mixed-use is proven to provide more property tax than single use developments, and may provide more sales tax opportunity while offering additional use of the space. Mixed-use also allows the Village's infrastructure dollars go further. Mixed-use requires less roads, piping, and other utility investments.

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



# 4: Community Vision

## Facilities & Services

### 4.2 Facilities & Services

#### 4.2.1 Self Sufficiency

The Comprehensive Planning Committee discussed whether the Village is ready to take on providing its own services such as police, fire, building inspections, water, and sewer. A better knowledge of costs and benefits of providing and enhancing these services is needed in order for community leaders to make an informed decision on whether or not the Village should provide them to its residents, or if they should continue to be supplied by other providers.

The survey given to Village residents indicates little desire to have a Village police or fire department and there was no strong agreement or disagreement to whether the Village should provide water and/or sewer services. Therefore, this may be a long-term goal of the Village since the current supply of most services are adequate for the foreseeable future.

However, the Village's highest priority, currently, is to improve water service to Tabor woods, existing businesses, and areas of future development. Improvements are crucial for adequate fire protection, but it is not the Village's desire to take control of water lines, and is working with local water entities to find solutions. Limitations also include the two state highways, under which lines need to be laid to connect existing supplies to businesses that are unable to have adequate sprinkler systems. There are also jurisdictional boundaries that converge within the Village that must be respected or negotiated.

The main benefit of improved water service would be better fire protection through fire hydrants in Tabor Woods, and hydrants plus sprinkler systems for businesses on the west side of Main Street. Additional benefits are reduced insurance rates, and more capacity for future development.

#### 4.2.2 Public Open Space

The rural character of the Village has in the past been, and currently still is, an attraction and strength of the community. The committee acknowledged that this rural atmosphere is slowly disappearing due to increased traffic volume and commercial growth.

Preservation of open space may help save some of the appeal of being a rural community.

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

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

As mentioned earlier in the Future Land Use section, there is a natural flood plain that creates a partial ribbon through much of the Village that should be preserved as open space not only to prevent building in the flood plain, but to also protect the local environment, and preserve the rural feel of the community. This ribbon of land could potentially provide recreational activities for the region with walking/biking trails or a nature conservation center in the distant future.

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

Public involvement will help the success of a parks and open space system. It is important to remember that open space is not a luxury and that it can have big impacts on a community-therefore: having a citizen-led organization to promote the system may have greater impact and success than a government-driven program.



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

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

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

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

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



Figure 4.2.1



Figure 4.2.2



Figure 4.2.3

The act of preserving open space is also known as *land conservation*, which may appear in many different forms as illustrated in figures 4.2-3 through 6.



Figure 4.2.4



Figure 4.2.5



Figure 4.2.6

# 4: Community Vision

## Facilities & Services

### 4.2.3 Active and Passive Open Space and Natural Areas

Active and passive are terms used to describe the types of activities that are undertaken in open space areas. **Active open space** is often recognized as areas that provide for organized sporting and recreational functions such as sports fields, tennis courts, show grounds, and other outdoor sports.

**Passive open space** provides for all other recreational needs, including scenic purposes, landscape amenities and where users can relax and enjoy the space without a specifically organized sporting activity. Passive open space may be comprised of picnic areas or other areas where infrastructure is maintained for a specific use, such as playgrounds, bird watching, fishing, and other such passive or informal activities.

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

There are a number of guiding principles that can be used to assist in considering how open spaces can be designed and located within the Village. Generally, open spaces should consider the following:

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

## 4.2.3 Facilities & Services Goals and Objectives

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

Image sources:  
 Dave Davis, Local  
 Government  
 Commission Center  
 for Livable  
 Communities



### ▶ Poorly defined open space

Open space that isn't defined as "private" or "semi-private" does not get used and feels unsafe.



### ▶ Well-defined open space

Central courtyards, gardens and parks that windows look out on delineate safe, semi-private spaces.



### ▶ Peripheral amenities

Amenities that are located on the periphery seem like an after-thought.



### ▶ Central amenities

Well-designed projects make amenities the heart of the community.

# 4: Community Vision

## Facilities & Services

### 4.2.4 Facilities & Services Goals and Objectives

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

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

# 4: Community Vision

## Transportation

### 4.3 Transportation Overview

#### 4.3.1 Access Management

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

Corridors that use access standards have fewer crashes and maintain the capacity that was intended for the roadway.

The following principles outline access management techniques:

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

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

One proposed solution is for businesses to connect their parking lots to create access to each other, allowing motorists to travel through them instead of having to get back onto the highway. This would essentially create an outer road, which can connect to the highway with a traffic

signal. In addition, the Village may want to restrict and reduce the current number of curb cuts along these two highways, forcing traffic to follow the outer roads, reducing the number of conflict points.

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

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

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

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

A caveat would be that access management may contribute to urban sprawl through its efforts to lengthen distances between intersections, promote higher travel speeds, and limit connectivity. It is important to choose an appropriate balance between access management and connectivity, as well as encourage mixed land uses and compact development to counteract the tendency towards sprawl.

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

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

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

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

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

### 4.3.3 Traffic Management

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

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

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

The implementation of an outer road system mentioned in section 4.2.1 would also have a positive effect on traffic management

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



Image 4.3.1: Westbound Hwy 171 at Stone's Corner illustrates the lack of a right turning lane onto north Hwy 43.



Image 4.3.2: South on 43, turning west on 171. This image shows no pedestrian crossing available at this busy intersection, and the lack of streetscape.

# 4: Community Vision

## Transportation

### 4.3.2 Connectivity

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

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

A caveat relates to the connection of minor local streets to roadways of a high functional classification. In these instances, it is important to minimize the number of street connections to avoid creating too many conflicts on the major roadway.

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

Businesses can assist in connectivity and access by locating entrances on side streets, or rear entrances for local residential neighborhoods.

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

Future growth of the Village will also require more connectivity to new

neighborhoods and developments. Roads located within new development should connect to existing roads wherever possible and create a grid network to provide complete connectivity from older neighborhoods, to newer development, and back to existing development throughout the Village.

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

#### Strategies that promote pedestrian and bicycle travel and connectivity:

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

## 4.3.4 Transportation Goals and Objectives

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



Image 4.3.3: Traffic calming speed hump in the Tabor Woods neighborhood. Techniques like this may be used in other parts of the Village to reduce cut-through traffic in residential areas off of busy roads.



Image 4.3.4: A house in Airport Drive with garages tucked on the side, allowing the more interesting details of the house to face the road instead of blank, white garage doors. This helps create an inviting environment for pedestrian use deemphasizes the automobile.



Image 4.3.5: An example of bike lanes, pedestrian crosswalk with a pedestrian island, a speed hump, and a nice streetscape.



Image 4.3.6: The general aviation entrance to the Joplin Airport located just outside the Village's eastern limits on Hwy 171.



Image 4.3.7: Landscaped area in Airport Drive restricting access in and out of a commercial parking lot.

# 4: Community Vision

## Transportation

### 4.3.4 Implementation

|                            |  |
|----------------------------|--|
| <b>Goal 1:</b>             | <b>Improve and manage accessibility to commercial development and residential neighborhoods.</b>   |
| Objective 1:               | Implement access management and control techniques.  |
| Implementation Strategy A: | Businesses should be encouraged to share an entrance or driveway with a neighboring business and connect parking lots to each other to allow motorists to travel between businesses without entering and re-exiting the flow of traffic. The restriction of curb cuts along N Main and Demott is the number one way to manage access to land uses. Where possible, such as on corner lots, access to should be placed on side streets rather than on the Highway with heavier traffic.   |
| Implementation Strategy B: | The Village should use center medians as a form of access management and use landscaping to mitigate the effects of storm-water runoff and enhance the rural character and aesthetics of the community.  |
| Objective 2:               | Promote a grid network of through streets.   |
| Implementation Strategy A: | The Village should promote building a network of streets that follow a grid pattern while keeping the natural topography in mind. A grid is less expensive to build utilities along, makes dividing land easier, promotes accessibility and connectivity, and is easily navigable. Access to businesses should be located along side streets when possible, which would reduce curb cuts on busier roadways, and provide more options for travel routes to and from the location. When the side streets are connected to a grid network, motorists within the Village could avoid the major roads altogether, and visitors or newcomers can easily navigate to other parts of the Village as well. |
| Implementation Strategy B: | The Village should strive to limit the number of cul-de-sacs used in any form of development. While a few cul-de-sacs may be needed in response to physical barriers, the vast majority of streets should be through streets that connect to the rest of the system on both ends. Non-through streets can disorient drivers and be difficult to navigate, but more importantly act as obstacles for emergency response vehicles  |
| <b>Goal 2:</b>             | <b>Improve connectivity within the Village.</b>  |
| Objective 1:               | Improve internal connectivity for vehicular traffic.   |
| Implementation Strategy A: | Plan a road from Central Avenue, to Norton Drive, up to Skyway Drive and connect to Fir Road or Demott Drive to provide more internal connectivity.  |
| Implementation Strategy B: | Traffic calming mechanisms should be used in residential neighborhoods where cut-through traffic may occur to reduce driving speeds and maintain safety for pedestrians and residents.   |

### 4.3.4 Implementation

|                            |   |
|----------------------------|---|
| Objective 2:               | Develop pedestrian connectivity.  |
| Implementation Strategy A: | Developers should be encouraged to provide pedestrian connections to adjacent neighborhoods and businesses where possible. These connections should be included in the overall site plan, and should be constructed as part of the overall development.   |
| Implementation Strategy B: | Major intersections such as Stone’s Corner and Demott and Fir Rd. need pedestrian crosswalks with adequate signage and facilities. These improvements may come from MoDOT’s Transportation Enhancement Grants, creating a Community Improvement District, or other funding sources.   |
| Implementation Strategy C: | The Village should follow the strategies to promote pedestrian and bicycle travel outlined in this Plan, including driveway spacing, sidewalk location, medians, mid-block crossings, and right-turn lanes.   |
| <b>Goal 3:</b>             | <b>Improve the flow of traffic through the Village and improve overall transportation safety.</b>   |
| Objective 1:               | Mitigate traffic congestion.  |
| Implementation Strategy A: | Highways 171 and 43 need widening near the Village. The addition of lanes on 171 was projected by the Joplin Area Transportation Study Organization (JATSO) to cost about \$9,820,800 and is currently being scoped by MoDOT. Widening Highway 43 is estimated to cost \$2 million, and is also being scoped by MoDOT at this time. |
| Implementation Strategy B: | The Village should promote the creation of pedestrian and bicycle connections between residential neighborhoods and commercial and recreational areas. This would help reduce short vehicular trips within the Village.   |
| Objective 2:               | Include more safety mechanisms to protect all users.  |
| Implementation Strategy A: | Crosswalks should be included at all major intersections, especially near residential neighborhoods and recreational areas. Sidewalks should be provided along busy roadways and should meet ADA requirements to accommodate disabled users.  |
| Implementation Strategy B: | The Village should consistently work with MoDOT and other transportation planning entities to reduce the number of automobile accidents within the Village. The Village may also take advantage of transportation safety programs that may be available and provide information to residents about such programs.                   |

# 4: Community Vision

## Economic Development

### 4.4 Economic Development

#### 4.4.1 Business Expansion

It is more costly to recruit new businesses vs. growing your own, or assisting your existing businesses to expand. However, it is important to ensure that new businesses are developing in the Village to provide a variety of retail and other services to the community and people passing through.

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

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

There are, however, other short-term avenues that the Village may pursue, such as creating a local entrepreneurship program. Developing home grown businesses is an ideal, and low cost way of growing the Village. The Missouri Department of Economic Development also has several programs in place to assist start-up businesses (such as the Small Business Incubator), as well as provide support for the Village when new or improved infrastructure is required to attract businesses.

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

It is also important to continue considering using mixed land use in commercial development zones to create walkable and aesthetically appealing growth that also caters to providing more housing options within the Village as well as office spaces that don't need to be at the street level.

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

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

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

#### 4.4.2 Industry Expansion

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



Figure 4.4-1: New mixed-use development that resembles a traditional Main Street design and feel which is pedestrian friendly, and offers more growth potential in a more compact space.

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



Figure 4.4-2: A Hotel with basic business services could be a buffer between airport development and residential areas, as well as provide increased tax revenue for the Village.

# 4: Community Vision

## Economic Development

### 4.4.3 Economic Development Goals and Objectives

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

### 4.4.3 Implementation

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

# 4: Community Vision

## Economic Development

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



Image 4.4.1: Airport Drive’s position as an intersection from Kansas to the Joplin area creates a market for transportation services and products. Woody’s Restaurant, Gas, and General Store has flourished because of the Village’s location!



Image 4.4.2: Kum & Go Gas and Convenience Store also cashes in on the Village’s unique location and transportation demands.

### 4.4.3 Implementation

|                            |  |
|----------------------------|--|
| Objective 2:               | Focus industrial and other economic growth near the airport and work with the airport to attract development that will benefit each entity.  |
| Implementation Strategy A: | The Village should capitalize on its proximity to the Joplin Airport. This is a crucial piece of infrastructure, that is maintained by Joplin and other agencies that could provide immediate benefits, and economic and geographic advantages for the Village. Airport Drive should build strong relationships with the Airport, and actively participate in promoting its use, and aide in ways to improve services and revenues.  |
| Implementation Strategy B: | Industrial companies may be able to benefit from the airport in reduced transportation or shipping costs if aviation programs exist that cater to their needs.<br>With the Joplin Airport serving mainly commercial passenger air travel, a hotel with available conference rooms would be ideal. Hotels can generate a lot of revenue for a community, and are normally kept clean and well maintained. A Hotel would be a great buffer or transitional use between light industrial or commercial and residential areas. |



Image 4.4.3



Image 4.4.4



Image 4.4.5

Airport Drive has many features and thriving businesses to promote increased economic growth of the Village and the region.

# 5: Community Survey

At the beginning of the planning process, a Comprehensive Planning survey was distributed to residents in the Village. 112 responses were received. Here are the number of responses to each survey statement:

| Statement  | Agree | Disagree | Neutral |
|--|-------|----------|---------|
| 1. Airport Drive should promote its potential as a commercial and retail growth center.                              | 65    | 33       | 14      |
| 2. Airport Drive should promote the Village's location as ideal for more residential development.                    | 83    | 18       | 11      |
| 3. Airport Drive should promote more industrial growth for job creation within the Village.                          | 46    | 47       | 19      |
| 4. The Village should expand by annexation toward the City of Joplin on the south and east to promote future growth. | 44    | 44       | 24      |
| 5. The Village should encourage developers to preserve areas for parks and other open space for public use.          | 80    | 10       | 22      |
| 6. It is becoming more difficult to access businesses and side streets off Hwy. 43 and Hwy. 171.                     | 70    | 25       | 17      |
| 7. I think most residential streets in the Village should be widened and have curb and gutters added.                | 26    | 42       | 44      |
| 8. It would be worth the cost of drainage improvements to reduce the potential of flooding in the Village.           | 48    | 32       | 32      |

| Statement   | Agree | Disagree | Neutral |
|---|-------|----------|---------|
| 9. The cost of upgrading waterlines and fire hydrants would be worth the added benefits and lower premiums.       | 72    | 18       | 22      |
| 10. We should have our own sewer and/or water system, rather than rely on surrounding providers for that service. | 34    | 48       | 30      |
| 11. We should have our own fire department, rather than rely on surrounding providers for the service.            | 16    | 66       | 30      |
| 12. We should have our own police department, rather than rely on surrounding providers for that service.         | 20    | 73       | 19      |
| 13. Annexation by Carl Junction or Joplin would be in the best interest of Airport Drive residents.               | 10    | 90       | 12      |



Image 5.1



Image 5.2



Image 5.3

# 6: References

Village boards and staff during the completion of this FLITE Plan:

| <b>Board of Trustees (2-year terms)</b> |
|---|
| Mark Rains, Chairman                    |
| James Paul                              |
| Larry Allison                           |
| Jeff Howe                               |
| Paul Surgi                              |

| <b>Zoning Commission (4-year terms)</b> |
|---|
| Keith Stammer, Chairman                 |
| Kevin Lane                              |
| Pam Artman, Secretary                   |
| Steve Allgood                           |
| Mike Thomure                            |
| Debie Heckart                           |
| Richard Salzer, Chairman Pro Tem        |
| Larry Allison                           |
| Jeff Howe                               |

| <b>Board of Adjustment (5-year terms)</b> |
|---|
| Mike Warman                               |
| Richard Norton, Chairman                  |
| Robert Schreurer, Chairman Pro Tem        |
| Edwina Rains                              |
| Shannon Woolridge, Secretary              |

| <b>Board of Adjustment (Alternates)</b> |
|---|
| Bill Ward                               |
| Frank Stine                             |
| Chuck Altman                            |
| Jack Huffman                            |

| <b>Village Attorney</b>                   |
|---|
| Law Office of Warten, Ficher, Lee & Brown |
| Chuck Brown                               |

| <b>Street Commission</b>    |
|-----------------------------|
| Steve Allgood, Commissioner |
| Raph Replogle               |
| Mark Rains                  |

| <b>Village Clerk</b> |
|----------------------|
| Frances Haverly      |

| <b>Village Deputy Clerk</b> |
|-----------------------------|
| Janie Liles                 |

| <b>Village Engineer</b> |
|-------------------------|
| Tri-State Engineering   |
| Jerald Norton           |

Resources used in writing the 2010 FLITE Plan:

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City of Madison Comprehensive Plan, January 2006.

Victoria Transportation Policy Institute, Planning Principles and Practices

**Facilities & Services:**

Local Government Commission, Center for Livable Communities

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Federal Highway Administration, HEP Chapter 8: Pedestrian Crossing

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**Economic Development:**

Joplin Regional Prosperity Initiative

**Additional Resources:**

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Airport Drive Community Survey, 2010

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Campbell, Scott, and Susan S. Fainstein. *Readings in Planning Theory*. Malden, MA: Blackwell, 2003. Print.

| Image                   | Description  | Source                  |
|-------------------------|--|-------------------------|
| All inside cover images | Photos taken throughout Airport Drive.   | HSTCC*                  |
| 1.3.1                   | Comprehensive Planning Committee Meeting, Fall 2010 inside the Village Municipal Building.   | HSTCC*                  |
| 2.4.1                   | Home located in Tabor Woods neighborhood, summer, 2010.  | HSTCC*                  |
| 2.4.2                   | New house under construction located in the central part of the Village, fall, 2010.   | HSTCC*                  |
| 2.4.3 & 2.4.4           | Southwest Missouri Bank located on the SW corner of Stone's Corner (Hwy 43 & Hwy 171). Taken with permission from SMB . Fall, 2010.                              | HSTCC*                  |
| 3.2.1                   | The new terminal at the Joplin Regional Airport, 2009.   | Joplin Regional Airport |
| 4.3.1                   | Westbound Hwy 171 at Stone's Corner, Spring, 2011.   | HSTCC*                  |
| 4.3.2                   | Facing South on 43, turning west on 171. This image shows no pedestrian crossing available at this busy intersection, and the lack of streetscape. Spring, 2011. | HSTCC*                  |
| 4.3.3                   | Speed hump in the Tabor Woods neighborhood. Spring 2011.   | HSTCC*                  |
| 4.3.4                   | A house in Tabor Woods that demonstrates a New Urbanism idea to place garages on the side or in the rear of the home. Fall, 2010.                                | HSTCC*                  |
| 4.3.6                   | General Aviation entrance to the Joplin Regional Airport.  | HSTCC*                  |
| 4.3.7                   | Woody's parking lot with trees restricting access. Fall, 2010.   | HSTCC*                  |
| 4.4.1                   | Woody's General Store and Restaurant, Summer, 2010.  | HSTCC*                  |
| 4.4.2                   | Kum & Go, Southeast corner of Stone's Corner, Summer, 2010.  | HSTCC*                  |
| 4.4.3                   | Main entrance to the Joplin Airport at the North end of the Village on Hwy 43, Fall, 2010.   | HSTCC*                  |
| 4.4.4                   | Community Bank and Trust on North Main (Hwy 43), Summer, 2010.   | HSTCC*                  |
| 4.4.5                   | Shopping center at the Northwest corner of Stone's Corner, Summer, 2010.   | HSTCC*                  |
| 5.1                     | Molly, a "resident" of Airport Drive. Summer, 2010.  | HSTCC*                  |
| 5.2                     | Residential landscaping across from the Village Municipal Building. Summer, 2010.  | HSTCC*                  |
| 5.3                     | The "Glass House" located in Tabor Woods is an attraction for architectural enthusiasts. Fall, 2010.   | HSTCC*                  |

This Plan was paid for in part by the Missouri Department of Transportation, and the Federal Economic Development Administration.



The Plan was written by staff of the Harry S Truman Coordinating Council, a non-profit Regional Planning Commission that serves the counties of Barton, Newton, Jasper, and McDonald in Southwest Missouri.



The Plan would not have been possible without the input from the citizens of Airport Drive and Village leaders that envisioned a community as outlined in this Plan. Implementation of the Plan is the responsibility of the municipality and its residents, business owners, and stakeholders.

*"Where there is no vision, the people perish."*  
-Proverbs 29:18

COUNCIL BILL NO. 10-11

ORDINANCE NO. 09-11

AN ORDINANCE APPROVING AND ADOPTING THE 2010 COMPREHENSIVE PLAN FOR THE VILLAGE OF AIRPORT DRIVE, MISSOURI.

**WHEREAS**, pursuant to RSMo. §89.320, the Board of Trustees of the Village of Airport Drive has appointed a Comprehensive Planning Committee; and

**WHEREAS**, said Comprehensive Planning Committee, with the assistance of the Harry S. Truman Coordinating Council and Governments has held public meetings, assembled statistical information, and compiled such information into the Village's 2010 Comprehensive Plan (FLITE Plan); and

**WHEREAS**, pursuant to Notice published in the Joplin Globe, a public hearing before the Comprehensive Planning Committee of the Village of Airport Drive was held on June 30, 2011, and after hearing, it is recommended that the Village Board of Trustees adopt the Comprehensive Plan; and

**WHEREAS**, after publication in the Joplin Globe, a public hearing was held before the Zoning Commission of the Village of Airport Drive on June 30, 2011, at which recommended the adoption of the Comprehensive Plan; and

**WHEREAS**, the Board of Trustees has held a public hearing on this date, after due notice of the same being published in the Joplin Globe.

**NOW, THEREFORE, BE IT ORDAINED** by the Board of Trustees of the Village of Airport Drive, Missouri, as follows:

Section 1. That the 2010 Comprehensive Plan (FLITE Plan); a true and accurate copy of the same being attached hereto and incorporated herein, be and the same is hereby adopted as the Comprehensive Plan of the Village of Airport Drive, Missouri.

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

FIRST READING: July 28 June 30, 2011

SECOND READING: July 28 June 30, 2011

Passed by the Board of Trustees this 28<sup>th</sup> day of July 2011.

By: [Signature]  
Chairman of the Board of Trustees

ATTEST:

[Signature]  
Frances Sebee, Village Clerk