



City of Ozark, Missouri



**Comprehensive Plan 2008
Zoning Regulations
Subdivision Regulations**

ACKNOWLEDGEMENTS
COMPREHENSIVE PLAN UPDATE 2008

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We would like to give a special thanks to the citizens of Ozark for taking the time out of their busy lives to give their opinions and ideas for the future of the City of Ozark.



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Chapter 1. Comprehensive Plan Overview

Introduction

The Ozark Comprehensive Plan is an official public document adopted by the City's Planning and Zoning Commission for the physical development of Ozark, Missouri. The Comprehensive Plan (also referred to as "the Plan") indicates, in general, how citizens want the city to improve and grow in both the near-term as well as the next 20 years and beyond. The current Ozark Comprehensive Plan was adopted in 1993, and has served as the city's main guide for planning and zoning matters since that time. The City Ozark Comprehensive Plan, 2007 is an official update to that Plan. Long range in nature, the Plan is intended to be a source of direction and guidance toward a desired end, rather than a static blueprint of future development of the City. A comprehensive plan for a city and its planning area is comprehensive by virtue of four key principles.

- The plan applies to all land use and circulation systems.
- Second, the plan covers the entire geographic area affected by common challenges of development—including an "Urban Service Area" outside the City (**Ref. Chapter 4**).
- Further, the plan is designed to meet long-range planning needs and opportunities, which will show up in 10-20 years; and in some issues, 50 years.
- Finally, the plan is part of a continuing process, in which all the essential steps are taken of studying facts, making plans, and executing them.



The comprehensive plan process included public workshops, starting with a Focus Session on critical issues.

The 2007-2008 Comprehensive Plan update process came at a critical juncture in Ozark's history. The Plan continues a process whereby Ozark—as a rapidly urbanizing area—is poised for continued growth and development, and renewed partnerships with residents, businesses, and the various incorporated communities located throughout the county. The Plan's underlying purpose is to preserve and enhance investment by all citizens while providing the foundation for quality economic growth and stability. Such actions will result in a safe and healthful environment for future generations; a city that is sustainable.

Sustainability can be defined as choices that meet the needs of the present generation without compromising the ability of future generations to meet their needs: choice that work well for our economy, for the Ozark people and fabric of life, and for the natural environment of the Ozark region.



The Participation Process

In order to engage the public, a planning participation process was facilitated by the project consultant and staff: stakeholder groups, landowners, community leaders, developers, appointed and elected officials, municipal representatives, and members of the public at-large provided input and built agreement on principles and specific recommendations for the plan. **Appendix A** contains a detailed summary of the public workshops held as part of the process for preparing this Plan. The public participation process included the following.

- An interactive public Focus Session workshop was conducted early spring 2007 for community stakeholders to identify and prioritize critical planning issues facing Ozark both now and in the future. The meeting allowed participants to begin building consensus on the key community planning issues.
- An interactive public Charrette workshop was conducted on late spring 2007 in which small groups discussed the key planning issues identified at the Focus Session and provided planning policy recommendations to address those issues.
- Individual stakeholder meetings were conducted with key community individuals to provide the project consultants and City staff with additional input and supporting documentation about how to best plan for the county's future.
- Work sessions open to the public were conducted with the Planning and Zoning Commission during fall 2007 to discuss and refine recommendations for the Comprehensive Plan.
- The Ozark Citizen Survey, conducted in 2006 of Ozark residents to address public opinions about local services, was consulted throughout the plan update process.



The Focus Session was followed by a “Planning Charrette” which was an interactive workshop to draft public response to the issues identified in the first workshop—building public policy for future growth and development.

Plan Contents

The Missouri State Statutes indicate the Plan may include a variety of elements, among them a land use plan, studies and recommendations relative to the locations, character and extent of highways ... and other transportation routes, ... sewers, parks and recreation facilities, ... and projects affecting

conservation of natural resources. The Comprehensive Plan for the City of Ozark includes multiple sections, all of which must be considered to interpret the Plan intent:

- Planning Purpose and Land Use Issues;
- Existing Conditions, including Economic and Demographic Trends;
- Major Transportation Plan;
- Environmental Plan Element;
- Infrastructure Plan;
- Future Land Use Plan;
- Issues and Policies;
- Implementation Recommendations; and
- Appendices



The City of Ozark Comprehensive Plan is the official planning document of the city for planning and zoning purposes; but, serves other functions, including statements about the city and its “sense of place” and history—exemplified by its setting on the Finley River and local landmarks, such as the “old red barn” that greets you.

enacted and amended by the City Council upon recommendation from the City Planning Commission. These regulatory ordinances shape the location, type, quality, and range of the City’s physical development.

Public Benefits of the Plan

Local governments have a broad ability to mitigate the public impact of private development and promote the public welfare. The legitimate right of government to legislate land use for the protection and promotion of the public welfare must be balanced with a property owner’s rights to promote the reasonable economic use of his property. The Plan will balance the interests of all parties: considering the needs of individual property owners while promoting the good of the community-at-large.

How the Comprehensive Plan is Used

Ozark is an established, historic community in the fastest growing county—as of mid 2000s—in the state of Missouri. In the future, sustainable growth and open space preservation in the City of Ozark will be achieved by community leaders and citizens who use the Comprehensive Plan as a guide. As the official policy guide for growth and development in the City and in the planning areas of unincorporated county immediately outside Ozark, the Comprehensive Plan includes issues and polices reflecting the City’s overall direction when planning for growth. The Plan also presents recommendations for how to implement the policies.

The Comprehensive Plan is the legal framework on which the City’s zoning and subdivision regulations are



Jurisdictional Responsibility

The Ozark Planning and Zoning Commission and the City Council are responsible for managing the growth and development of the City's unincorporated area. This role includes a multi-jurisdictional responsibility to coordinate the plans and aspirations of all the districts in the City and unincorporated planning areas where development is occurring now or in the future adjacent to the municipality or in its designated "Ozark Planning Area" (Ref Figure 4.2 - Ozark Planning Tiers). Growth management is implemented to allow the jurisdiction to continue providing (or planning) water, sanitary sewer, public safety, and education services in a cost-effective manner. Development must occur in a manner that results in a logical urban pattern with long-term value rather than short-term gain. Without the long-term vision and coordination between municipalities, development decisions will result in haphazard suburbanization that negatively impacts natural resources and environmentally sensitive areas, and increases traffic congestion.

Role of the Planning and Zoning Commission

The Planning and Zoning Commission is primarily an advisory body for the unincorporated area of Ozark. Under the Zoning regulations, a primary duty of the Planning and Zoning Commission is to hold public hearings where public opinion can be expressed. In this sense, the Planning and Zoning Commission is a sounding board for community attitudes toward development. The Commission is required to adopt a recommendation to the City Council regarding rezoning and subdivision of land, conditional use permits, and text amendments to the regulations. Similarly, by Missouri statutes, in order to implement land use regulations, the Planning and Zoning Commission must adopt a Comprehensive Plan for the physical development of the City following a public hearing.

Role of the City Council

The City Council is responsible for enacting and amending the Zoning regulations after consideration of the recommendations of the Planning and Zoning Commission. This responsibility includes amendments to the Zoning Map for the city of Ozark. The role of the City Council in the subdivision process is to accept or reject dedications of easements, rights-of-way and the public lands, approve financial guarantees or financing mechanisms to ensure construction of all public improvements, and approve engineering drawings.

As opposed to the Planning and Zoning Commission, the City Council does not have a direct role in adopting the Comprehensive Plan. By statute, the preparation and adoption of the Comprehensive Plan is the role of the Planning and Zoning Commission. The Council members are expected to coordinate with the Planning and Zoning Commission as both the elected officials and appointed officials implement the Plan over time. When recommending action on rezoning of land, conditional use permits, subdivisions, and text changes to the zoning regulations, the Planning and Zoning Commission must consider compatibility and compliance with the Comprehensive Plan. For that reason, it is recommended that the City Council adopt a resolution of support of the Comprehensive Plan showing support for the policies of the Plan.

The Role of the City Council is summarized as follows:

1. Adopt a resolution of support of the Comprehensive Plan.
2. Enact and amend the zoning and subdivision regulations of the Zoning regulations and the Zoning Map after considering the Planning and Zoning Commission's recommendation.

3. Approve conditional use permit applications following consideration of the Planning and Zoning Commission's recommendations.
4. Accept or reject dedications of easements, rights-of-way, and public lands on subdivision final plats after having been recommended by the Planning and Zoning Commission.
5. Approve engineering plans for construction of public improvements.
6. Approve financial guarantees or financing mechanisms to ensure construction of all public improvements within subdivision plats.
7. Appoint members of the Planning and Zoning Commission and the Board of Adjustments and Appeals.



CHAPTER 1
COMPREHENSIVE PLAN OVERVIEW

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Chapter 2. Existing Conditions

INTRODUCTION

This Chapter summarizes natural conditions and man-made improvements that impact Ozark’s long-term future. Environmental characteristics and infrastructure in Ozark are the focus of the summary, as they play a significant role in the location and cost of serving development—both existing land uses and “urban systems” and future development.

The City of Ozark covers 6,934 acres of land within its current corporate limits, or 10.8 square miles. Annexations north and south along US 65 Highway have elongated and spread the city from its original center as a county seat city—with a “city square” on the Finley River. The Ozark “Planning Area” (shown below in the vicinity map) extends to 35,460 acres surrounding the city, approximately 9,169 acres of which is deemed “developable” (Ref. Chapter 4). How the plan defines these terms is a critical aspect of the land use policy in the city’s Comprehensive Plan 2007.

The City is located in Cassidy, East Finley, Riverside and West Finley Townships in northern Christian County (Ref. Figure 2-1, Vicinity Map). The city is approximately one mile south of the southern corporate limits of Springfield, Missouri, which is the major urban center in Southwest Missouri. U.S. Highway 65 and M-14 Highway are the primary access roads to Ozark. Highway 65 is the main access route to Springfield to the north and the Branson/Tri-Lakes Region to the south.

Figure 2 -1 Vicinity Map



NATURAL FEATURES

Significant barriers to development in some portions of the city include floodplains and high water tables, shrink swell soils, and severe slopes. The Ozark Planning Area lies on the southern edge of the Springfield Plain major land resource area (MLRA), the Ozark Highland MLRA borders the area to the south.

Slopes

Slopes greater than 15 percent are generally considered a severe limitation for development. In the central portions of the city, and to the east in the Finley River bluffs, steep slopes occur along the edges above the floodplains, even in excess of 20 percent (**Ref. Natural Features Map**).

Topography

The Ozarks region is laced with Karst topography, which is a landscape created by groundwater dissolving sedimentary rock such as limestone. This creates land forms such as shafts, tunnels, caves, and sinkholes. Groundwater seeps into and through these land forms. The result is a scenic landscape which is beautiful but fragile, and vulnerable to erosion and pollution. Components of karst topography that can be found in and around the City of Ozark include:



Springs: Natural resurgence, or discharge, of groundwater from rock or soil to the surface.

Caves: Natural cavities beneath the surface of the earth, created by groundwater dissolving rock.

Sinkholes: Rounded depressions in the landscape. Sinkholes are often collapsed caves and can be quite deep, or they can be shallow holes. Sinkholes collect surface water running off the surrounding land, and the runoff goes directly into the groundwater.

Losing Streams: Losing streams, or sinking streams, lose part or all of their flow to the groundwater system by suddenly disappearing underground. Bryant Creek is a losing stream, typical of the karst topography found in the Ozarks.

Natural bridges: Arches that are the remnants of collapsed caves, usually fairly short.

Seeps: Slow, small discharges of water from rock or soil to the surface. (Source: www.watersheds.org)



Floodplains

Significant flood prone areas exist in the Elk Creek basin and Finley River riparian areas in the urban service area of Ozark and its river tributaries. In the branches of the river, the steep slopes of the region narrowly define the flood-prone areas (**Ref. Natural Features map**). The balance of the flood



hazards are contained primarily within the floodplains of these two major water ways through Christian County.

The Federal Emergency Management Agency (FEMA) manages the National Flood Insurance Program (NFIP), the cornerstone of the Nation's strategy for preparing communities for flood disasters. FEMA also produces Flood Insurance Rate Maps (FIRMs) that delineate the floodplain and regulatory floodway boundaries, base flood elevations, and insurance risk zones. FIRMs are an essential tool by which States and communities evaluate their flood risks to manage development in the floodplain,

The Finley River flows east-to-west across the original town area, providing close access for recreational connections through Ozark.

insurance agents properly rate flood insurance policies, and lending institutions and Federal agencies determine flood insurance requirements. The City of Ozark manages the program within its corporate limits, interpreting the FIRM maps and requiring appropriate measure to assure proper floodplain practices—including elevation above base flood levels, or prohibiting floodplain development.

PARKS AND RECREATION

The City has appointed a park board which disburses funds from an impact fee on new dwelling units (\$250 per dwelling unit) and from park fees. There has been little park acquisition over the years in the city of Ozark. There is a park downtown by the river, and two neighborhood parks: one north and one south part of the city. A linear park is underway and planned for expansion along the Finley River, connecting the new community center to key activity nodes. The Finley River Trail improvement project is funded phased with continuous funding of the system for years to come. The amenities will be linked over time.



The community center is scheduled to open in 2008; and the city acquired property on East 14th Street for a multipurpose active recreation/sports complex. **Figure 2-2** shows the new community center under construction in fall 2007-summer 2008.

Figure 2.2 - Ozark Community Center—Front Elevation



DEVELOPMENT FINANCE

The City has a local sales tax for Capital Improvements. A two-cent local sales tax is divided as follows:

- One-cent for general fund use,
- One half-cent for capital improvements (applied in part to maintenance and in part to specific projects), and
- One half-cent for parks and storm water improvements (85% dedicated to parks and recreation including the new community center, and 15% for storm water projects).

The City also formed a transportation development district at First Street for the Wal-Mart and Lowes project on an 80 acre development site, to be retired with a 3/8 cent additional sales tax dedicated for improvements. This amounts to approximately \$2 Million in revenue on 20 year bonds.

The City also has a community improvement district designated for the downtown area which includes a tax increment finance district. As the development proposal requires funding, then the City TIF commission will review and approve the incremental tax to retire bonds for improvements.

TRANSPORTATION

Currently the City has no development fees for transportation improvements. Instead, the city works with developers on a case-by-case basis to secure off site improvements such as turn lanes, signalization, and other capacity enhancements. The City is preparing for a transportation sales tax in 2008 to help pay for needed thorough fare improvements. Further, the City is willing to discuss with neighboring jurisdictions the possibility of alternative transportation funding such as impact fees (**Ref. Chapter 5**).



The City imposes design standards of development for all infrastructure, including major thoroughfare streets. They would like to adopt policies for this and related items such as requirements that new development consent to annexation upon receiving municipal services and/or not petition against annexation as a condition of municipal services. The city estimates a cost of \$1.1 Million annually to maintain current city streets in a 20-year cycle. It is anticipated that within the next three years there will be approximately 100 miles of city (public) streets within the City of Ozark corporate limits. The current annual street budget is \$110,000.

PUBLIC UTILITIES

Water supply is a critical resource for any growing urban area, and in the City of Ozark (**Ref. Major Utilities Map**). For the most part, the City of Ozark has an inadequate ground water supply for longer-term development and therefore the city has explored options for a long-term plan, including possible reservoir projects with regional partners.

Water Services

Water lines in the City of Ozark have largely been built to serve immediate users, only. Looped lines need to be improved in growth areas of the city. While lines are under-sized in growth areas, existing built-up areas of the city are largely served adequately, and the city extends service to several neighbor users: Fremont Hills, Quail Run, and the Finley River Park subdivisions.

The City has planned for water services throughout the decades, building and maintaining 4 elevated storage tanks at this time. New requirements provide for appropriate line-sizing in new developments and system-looping as new areas are improved at the edges of the City.

Sanitary Sewer Services

Sanitary sewer is the defining utility that often closely dictates where urban development occurs. A wastewater treatment plan by Archer Engineers established the need for plant capacity solutions, as the capacity of the City's current sewer system was projected to be inadequate. A successful citywide bond election for \$25.5 million bond issue was passed in 2004 for planning and development of a new waste water treatment plant (WWTP) southwest of the City at the confluence of the Finley River and Elk Creek. The new WWTP southwest of the city will serve portions of the current city needs and future growth. The bond funds are augmented by:

- Connection fees,
- Fees per residential dwelling unit, and
- A portion of the sales tax.

Currently residential development in the unincorporated area utilizes private, on-site systems with only a small percentage of land in the unincorporated area located within a watershed served by a sanitary sewer system. Therefore, the city plans to initiate a watershed protection program and an urban sewer services plan that will include:

- Prohibition of septic tanks in long-term sewer service areas, and
- Well head protection programs.

In 2007 a fee of \$1,650 was charged for each new development unit for waste water connection fees. Finally, a portion of the capital improvement tax is dedicated to the waste water treatment plant project.



WATER SHED PROTECTION PLANNING

Small watersheds are more suitable for long-range planning than other units, such as a major river basin or county line. Therefore, the Ozark plan studies urban utility services in context of small watersheds, or sub-basins (**Ref. Natural Features Map**). Most land problems are linked with water problems. More than half of the flood damage in the US occurs in small watersheds. Most of the drainage needs are confined to small watersheds. Many of the problems of erosion, as along watercourses, can be solved only by public action at the watershed level of planning.

A water shed protection plan is to be undertaken in 2007 for studying the Elk Valley basin and the Finley River basin. In addition, the City's urban service plan area will be coordinated with the water protection plan area. One objective is to eliminate septic tanks in future growth areas, and the other is a well head protection program. Currently there are 46 pump stations now in existence in the south portion of the City and the intent of the waste water master plan is to plan for the elimination of at least 9 pump stations, in addition to prohibiting future pump stations. Further, the study will define low impact development practices such as bio retention and storm water retention swales and related "green building practices" as they relate to waste water treatment and storm water treatment. The intent is to examine how these practices can be used as incentives for higher density in exchange for new storm water management practices.

DEVELOPMENT PATTERNS

Growth and development in unincorporated Ozark is primarily along major historic transportation corridors, including U.S. 65 Highway and M-14 Highway, and along county routes NN, CC and J, and



Bus Route 65. Growth and development in the city has been characterized by infill within these historic highway and county road corridors in Ozark—radiating from the downtown—and by newer suburban growth north of downtown, and west of US 65 Highway. In addition, there has been haphazard development in parts of unincorporated Christian County outside the City of Ozark. This is characterized by 3-acre single-lot rural residences on county roads, and in isolated rural subdivisions. These developments have been primarily along major transportation corridors, including M-14 Highway toward Nixa. This indicates a lack of rural planning by the county.

Rural residential development in unincorporated Christian County creates challenges for the City of Ozark to protect the future growth corridors outside the city, where municipal services may be cost-effectively extended.



FUTURE PLANNING POLICY

The City is considering overlay districts for development standards including:

- Commercial highway development of corridors leading into the City and from US 65 Highway,
- CBD Central Business District's facade standards in their redevelopment area in and around the downtown, and
- Downtown district overlay standards for more discrete sub-areas that would address lighting, building materials, etc.

DEVELOPMENT PATTERNS OVERVIEW

The City desires to manage growth in an orderly manner and not leapfrog beyond areas that can be reasonably served by utilities and services (**Ref. Planning Tiers Map**). Development patterns may be summarized as follows:

- Housing is still relatively affordable in Ozark, which helps attract new home buyers.
- The Elk Creek sub-basin and Finley River basin and the area in proximity to the new Elk Creek sanitary sewer wastewater treatment plant (WWTP) should be considered the most appropriate area for new growth.
- An area for long-term business and industrial development needs to be identified and supported. Possible areas may include the airport site, which would require coordination

with the City of Springfield, the site owners. The Route EE interchange of U.S. 65 Highway and the regional roadway is seen as a longer-term site for development of industry—distribution centers or light industrial, and even business parks.

- The existing highway corridors will likely accommodate new commercial and office uses in upcoming years. However, frontage road systems must be funded and developed to support new development.

- The city needs to establish a development policy and



Elderly Housing is one option for higher-density residential development that can be compatible with low-density neighborhoods.



address issues such as developer and city infrastructure responsibilities, development guidelines, etc. so developers know what to expect and that the requirements will be applied consistently and equitably.

- A development / growth financing system based on a consistently applied formula should be developed.
- Standards for new development and redevelopment should be promoted to establish and maintain a unique character.
- Planning for future annexation of growth areas should comply with the updated Comprehensive Plan, with appropriate considerations and procedures to annex growth areas based on the Future Land Use map for more contiguous, infill growth.
- The Park Master Plan update should address new park needs and facilities, including potential parks and recreation uses along the Findley River as desirable opportunities.

OTHER INFRASTRUCTURE ISSUES

Sidewalks and pedestrian pathways are inadequate throughout the City and need to be improved over time. New development needs to provide sidewalks on both sides of the street in thoroughfare planning areas and at least one side of the street on residential streets. Existing walks need to be connected with new walks and regional pathways and pedestrian trails need to be improved as part of a parks and recreation plan update. The City has an inventory of all roads and bridges, including planned improvement and maintenance on an annual basis, with an estimated \$1.1 million annually to maintain all current city streets in a 20 year cycle. They currently budget \$110 a year for new street paving. The City also wants to regulate utility right-of-way maintenance and use more effectively and coordinate better with regional utilities such as Missouri Gas Company, Empire Electric, and Ozark Electric.



The Finley River Neighborhood and Downtown Redevelopment District

Market Position Analysis

In June, 2007, Zimmerman/Volk Associates, Inc. completed a market position analysis for the Finley River Neighborhood. The purpose of the study was to identify the market potential for new market-rate rental and for-sale multi- and single-family attached dwelling units, to be constructed within the mixed-use Finley River Neighborhood District. The District covers an area of 47 acres and approximately 20 blocks within the Central Business District, and is bordered by the Finley River on the west.

The Finley River is a central feature of the city, providing an attractive natural amenity for Ozark's residents. From a market perspective, the assets of the Finley River Neighborhood redevelopment area are considerable, including:

- Adjacency to the Finley River;
- Proximity to the historic Ozark Courthouse Square;
- The planned trail system along the Finley River;
- The lifestyle center that is proposed north of the site; and
- It's location in the city of Ozark, which is within 20 minutes' driving distance of Springfield, the third largest city in Missouri, and within 30 minutes' driving distance from the Branson/Tri-Lakes area, the largest resort area in the state.

The target market for the Finley River Neighborhood was identified as follows:

Household Type	Percent of Total
Empty-Nesters & Retirees	33%
Traditional & Non-Traditional Families	16%
Younger Singles & Couples	51%

Based on the characteristics of the target households, the residential context, and the development of the property using the principles of New Urbanism, the optimum market position for new residential development within the Finley River Neighborhood is as follows:

32.4%	Multi-Family For-Rent
35.2%	Multi-Family For-Sale
32.4%	Single-Family Attached For-Sale

Absorption of 180 new housing units with a traditional neighborhood development of the Finley River Neighborhood could be achieved within three to four years from commencement of marketing, depending on phasing and construction. This potential for new housing units within a concentrated area will have the ability to positively affect Ozarks economy through an increased work force, as well as increased tax dollars from adding new residents.

Source: Zimmerman/Volk Associates, Inc., 2007, *Market Position Analysis, Finley River Neighborhood*



DEMOGRAPHICS

The U.S. Census Bureau's *2000 Census Brief* stated that the Nation's 1990 to 2000 population increase was the largest in American history. The population growth of 32.7 million people between 1990 and 2000 represents the largest census-to-census increase to date. Population growth across the United States varied significantly by region in the 1990's, with higher rates in the West (19.7%) and the South (17.3%) and much lower rates in the Midwest (7.9 %) and the Northeast (5.5%). Meanwhile, despite overall population growth in each of the past five decades, the Midwest's share of total population fell from 29 to 23%.

Despite trends in other regions of the country, Ozark experienced explosive population growth, with an increase of 127.8%, from 4,243 residents in 1990 to 9,665 in 2000. In contrast, the Springfield MSA experienced a 35.4% increase in population, still higher than the regional average, but well below that experienced by Ozark.

Most of this growth is part of a growing trend among the Great Plains States including Missouri, of declining population in the rural areas and more consolidation in the urban metropolitan areas.

Current Population

Ozark is the second most populous city in Christian County with only Nixa having a higher population. Based on the 2005 Census estimate, the population in Ozark is 15,265, an increase of 57.9% over 2000. Ozark's population growth is currently outpacing that of Nixa, and will likely have a higher population by the 2010 Census.

Table 2.1 identifies the 1990 to 2000 Census population and percent change for Ozark, Christian County, the State of Missouri, and several other fast growing cities of a similar size.

Table 2.1- Census Population Trends (1990-2000)

Area	1990	2000	Change (90-00)		2005 Census	Change % (00-05)
			No.	%		
Ozark	4,243	9,665	5,422	127.8%	15,265	57.9%
Christian County	32,644	54,285	21,641	66.3%	67,266	23.9%
Springfield MSA	240,593	325,721	85,128	35.4%	N/A	N/A
Missouri	5,117,073	5,595,211	478,138	9.3%	5,631,910	0.7%
Belton, MO	18,150	21,730	3,580	19.7%	24,140	11.1%
Kearney, MO	1,790	5,472	3,682	205.7%	7,399	35.2%
Nixa, MO	4,707	12,124	7,417	157.6%	15,925	31.4%
Raymore, MO	5,592	11,146	5,554	99.3%	15,530	39.3%

Source: US Census Bureau / BWR



Racial and Ethnic Diversity

Table 2.2 identifies the racial and ethnic diversity in Ozark from the 2000 Census. Minority population (Non-white) in Ozark is about 3.6% of the total population, which is consistent with Christian County. In contrast, Missouri as a whole has a 15.1 % non-white population.

Table 2.2 - Racial and Ethnic Trends (Census 2000)

Race alone or in combination with one or more races	Ozark		Christian County		Missouri	
	Number	%	Number	%	Number	%
White	9,313	96.4%	52,824	97.3%	4,748,083	84.9%
Black or African American	32	0.3%	145	0.3%	629,391	11.2%
American Indian and Alaska Native	69	0.7%	302	0.6%	25,076	0.4%
Asian	29	0.3%	157	0.3%	61,595	1.1%
Native Hawaiian and Other Pacific Islander	7	0.1%	16	0.0%	3,178	0.1%
Some other race	57	0.6%	230	0.4%	45,827	0.8%
Hispanic or Latino (of any race)	164	1.7%	714	1.3%	118,592	2.1%

Source: US Census Bureau

Household Type and Size

The average household size in Ozark is 2.57 persons per household, virtually the same household size as for Christian County, and the State of Missouri as a whole. The 2000 Census reported that approximately 71% of the households in Ozark are “families” which reflects the attractiveness of the community for younger families with children. Ozark has a slightly higher percentage of female house holder and non-family households than the County, which would indicate that it is also an attractive place to reside for non-married people.

Table 2.3 - Household Type and Size (Census 2000)

	Ozark		Christian County		Missouri	
	Number	%	Number	%	Number	%
HOUSEHOLDS BY TYPE						
Total households	3,635		20,425		2,194,594	
Family households (families)	2,600	71.5%	15,652	76.6%	1,476,516	67.3%
Married-couple family	2,007	55.2%	13,064	64.0%	1,140,866	52.0%
Female householder, no husband	468	12.9%	1,909	9.3%	253,760	11.6%
Nonfamily households	1,035	28.5%	4,773	23.4%	718,078	32.7%
Householder 65 years and over	281	7.7%	1,428	7.0%	225,631	10.3%
Average household size	2.57		2.63		2.48	
Average family size	3.04		3.00		3.02	

Source: US Census Bureau

Employment and Unemployment

Employment is measured by the number of full-time and part-time jobs in an area. It includes farm workers and the self-employed as well as the non-agricultural wage and salary workers. The employment levels are measured where the jobs are (place-of-work) rather than where the workers live (place of residence).

Ozark contains a labor force of over 5,000 people, or approximately 19% of the total labor force in Christian County. Table 2.4 lists the distribution of employment by occupation in Ozark in comparison with the county and state as a whole. The distribution of the workforce in Ozark is roughly consistent



with that of the MSA. Ozark has only a 2.4% unemployment rate, which is consistent with the unemployment rate of 2.3% for the county, and substantially lower than the national unemployment rate of 3.7%.

Table 2.4 - Employment by Occupation (Census 2000)

	Ozark		Christian County		Missouri	
	Number	%	Number	%	Number	%
Agriculture, forestry, fishing and hunting, and Mining	51	1	610	2.2	58,415	2.2
Construction	373	7.2	2,430	8.8	182,858	6.9
Manufacturing	654	12.5	3,684	13.3	393,440	14.8
Wholesale trade	171	3.3	1,355	4.9	97,021	3.7
Retail trade	766	14.7	3,964	14.3	315,872	11.9
Transportation and warehousing, and utilities	332	6.4	1,627	5.9	150,641	5.7
Information	133	2.6	657	2.4	80,623	3
Finance, insurance, real estate, and rental and leasing	351	6.7	1,940	7	177,651	6.7
Professional, scientific, management, administrative, and waste management services	359	6.9	1,814	6.5	198,547	7.5
Educational, health and social services	1,110	21.3	5,632	20.3	541,715	20.4
Arts, entertainment, recreation, accommodation and food services	407	7.8	1,869	6.7	206,295	7.8
Other services (except public administration)	339	6.5	1,333	4.8	132,940	5
Public administration	166	3.2	855	3.1	121,906	4.6

Source: US Census Bureau

Income

Median household income in Ozark is \$34,210, which is lower than Christian County and the state of Missouri according to the 2000 Census.

Table 2.5 - Income Distribution (Census 2000)

	Ozark		Christian County		Missouri	
	Number	%	Number	%	Number	%
Households	3,739		20,473		2,197,214	
Less than \$10,000	324	8.7%	1,452	7.1%	221,242	10.1%
\$10,000 to \$14,999	279	7.5%	1,404	6.9%	154,370	7.0%
\$15,000 to \$24,999	677	18.1%	3,026	14.8%	319,986	14.6%
\$25,000 to \$34,999	641	17.1%	3,366	16.4%	314,611	14.3%
\$35,000 to \$49,999	731	19.6%	3,803	18.6%	385,315	17.5%
\$50,000 to \$74,999	705	18.9%	4,255	20.8%	415,772	18.9%
\$75,000 to \$99,999	261	7.0%	1,851	9.0%	193,561	8.8%
\$100,000 to \$149,999	89	2.4%	844	4.1%	125,566	5.7%
\$150,000 to \$199,999	20	0.5%	213	1.0%	31,716	1.4%
\$200,000 or more	12	0.3%	259	1.3%	35,075	1.6%
Median household income (\$)	34,210		38,085		37,934	
Per capita income (\$)	15,912		18,422		19,936	

Source: US Census Bureau



Age Distribution

The age distribution in Ozark indicates a younger population than that of the county. The pie chart in **Figure 2.1** identifies the proportion of each major age group in Ozark with Generation X (20-34) representing the largest share. **Table 2.6** compares city statistics with the county and state.

Figure 2.1: Ozark Age Distribution (2000)

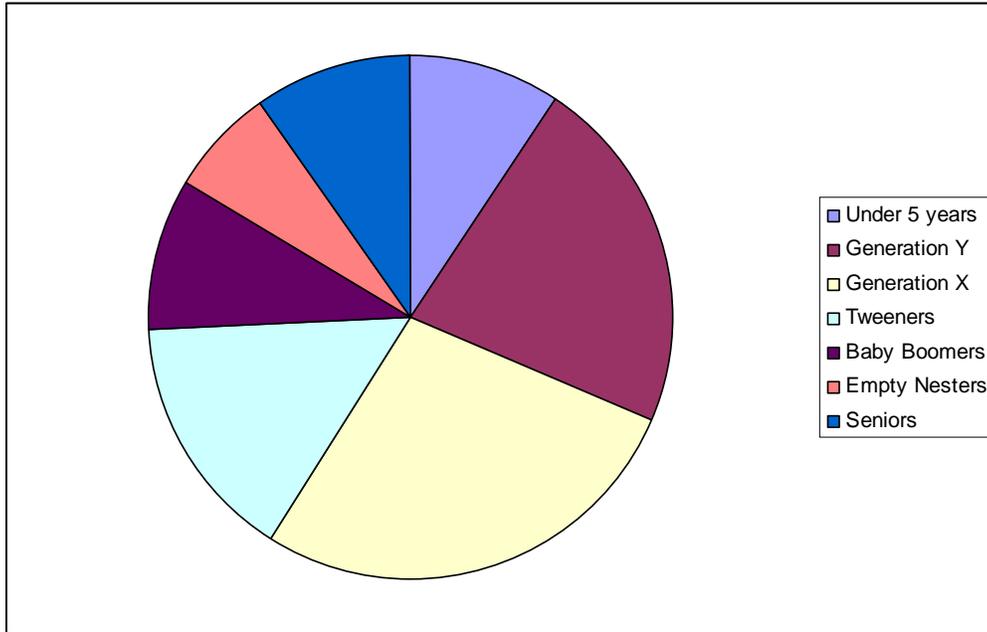


Table 2.6 - Age Distribution (Census 2000)

	Ozark		Christian County		Missouri	
	Number	%	Number	%	Number	%
Under 5 years	918	9.5%	4,169	7.7%	369,898	6.6%
5-19	2,125	22.0%	12,232	22.5%	1,224,274	21.9%
20-34	2,660	27.5%	11,193	20.6%	1,108,231	19.8%
35-44	1,461	15.1%	9,130	16.8%	887,569	15.9%
45-54	919	9.5%	7,140	13.2%	742,462	13.3%
55-64	633	6.5%	4,670	8.6%	507,398	9.1%
65 years and over	949	9.8%	5,751	10.6%	755,379	13.5%
Total	9,665		54,285		5,595,211	

Source: US Census Bureau



HOUSING

Ozark experienced a surge of new housing construction activity during the 1990s. The total number of housing units increased from 1,649 units in 1990 to nearly 4,000 units in 2000, an increase of 134%. The median housing value increased by more than 85% —from \$49,600 in 1990 to \$91,900 in 2000. Rents also increased from a median of \$296 to a median of \$501 in 2000. Table 2.7 identifies the major housing characteristics from the 2000 Census.

Table 2.7 - Major Housing Characteristics (Census 2000)

	Ozark		Christian County		Missouri	
	Number	%	Number	%	Number	%
Housing Units	3,918		21,827		2,442,017	
Owner-Occupied Units	2,067		11,267		1,188,442	
Less than \$50,000	116	5.6%	590	5.2%	198,814	16.7%
\$50,000 to \$99,999	1,265	61.2%	5,341	47.4%	491,675	41.4%
\$100,000 to \$149,999	448	21.7%	3,057	27.1%	262,103	22.1%
\$150,000 to \$199,999	168	8.1%	1,568	13.9%	117,791	9.9%
\$200,000 to \$299,999	45	2.2%	538	4.8%	74,880	6.3%
\$300,000 to \$499,999	17	0.8%	144	1.3%	30,303	2.5%
\$500,000 to \$999,999	0	0.0%	13	0.1%	10,661	0.9%
\$1,000,000 or more	8	0.4%	16	0.1%	2,215	0.2%
Median Housing Value	91,900		97,900		89,900	
Renter-Occupied Units	1,399		4,706		632,945	
Median Rent (\$)	501		511		484	

Source: US Census Bureau

Table 2.8 - Housing Tenure (Census 2000)

	Ozark		Christian County		Missouri	
	Number	%	Number	%	Number	%
Total housing units	3,853	100.0	21,827	100.0	2,442,017	100.0
Occupied housing units	3,635	94.3	20,425	93.6	2,194,594	89.9
Owner-occupied housing units	2,271	62.5	15,501	75.9	1,542,149	70.3
Renter-occupied housing units	1,364	37.5	4,924	24.1	652,445	29.7
Vacant housing units	218	5.7	1,402	6.4	247,423	10.1
Homeowner vacancy rate (percent)		3.3		2.8		2.1
Rental vacancy rate (percent)		5.7		8.5		9.0

Source: US Census Bureau



EDUCATION

Table 2.9 - Education Characteristics (Census 2000)

	Ozark		Christian County		Missouri	
	Number	%	Number	%	Number	%
Less than 9th Grade	352	5.9	1,341	3.9	237,618	6.5
9th or 12th Grade	510	8.5	3,572	10.3	441,477	12.1
High School Graduate	1,669	27.8	11,876	34.1	1,189,670	32.7
Some College, No Degree	1,605	26.7	8,759	25.2	796,999	21.9
Associate Degree	433	7.2	1,965	5.6	184,666	5.1
Bachelor's Degree	1,207	20.1	5,322	15.3	507,892	14.0
Graduate/Prof. Degree	227	3.8	1,955	5.6	276,584	7.6
% High School Graduates or Higher		85.6		85.9		81.3
% Bachelor's Degree or Higher		23.9		20.9		21.6

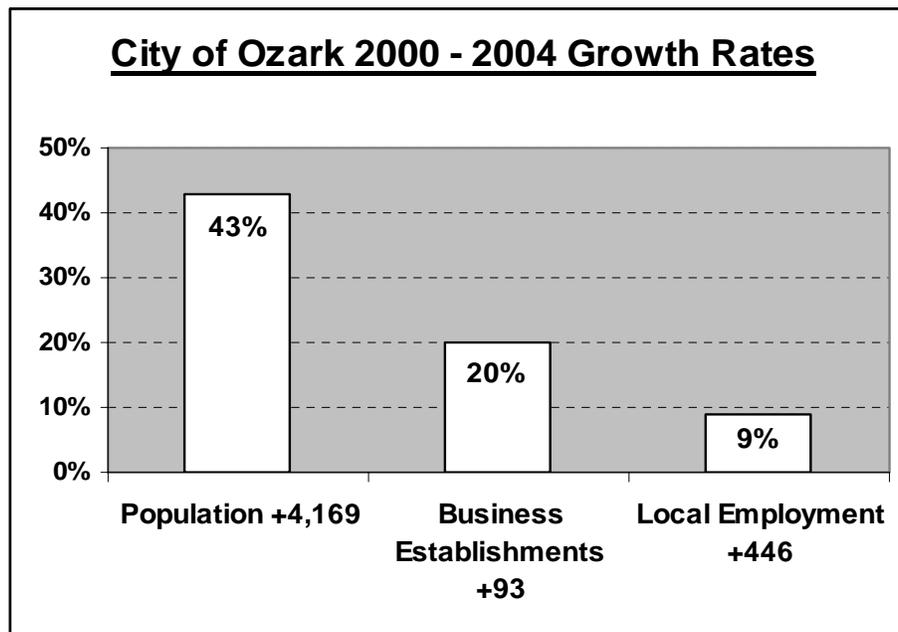
Source: US Census Bureau

ECONOMIC DEVELOPMENT CHALLENGES

Population growth since 2000 is more than double business growth and more than four times the rate of growth in local employment (**Ref. Figure 2.2**). The 2006 Ozark Citizen Survey yielded the following expectations of area residents:

- 63% of Ozark citizens want the community to attract more employment opportunities;
- 24% of Ozark residents shop in Springfield once each day; and
- 54% of Ozark residents shop in Springfield once each week.

Figure 2.2



Source: U.S. Census; U.S. Bureau of Economic Analysis.



The city has studied local/regional commercial and industrial development trends (**Ref. Chapter 6, Economic Development**); and is planning for growth in these sectors and the housing sector (**Ref. Chapter 4, Future Land Use**). Chapter 7, Implementation, presents ideas for how to foster more commercial development, both retail and industrial/office, as residential growth proceeds in planned growth areas.

CONSTRUCTION PERMITTING

In the past decade all types of development in the City of Ozark have remained steady:

- Annual residential development was relatively consistent.
- Duplex development increased in recent years.
- Commercial development increased in recent years.
- Industrial development has been consistent.

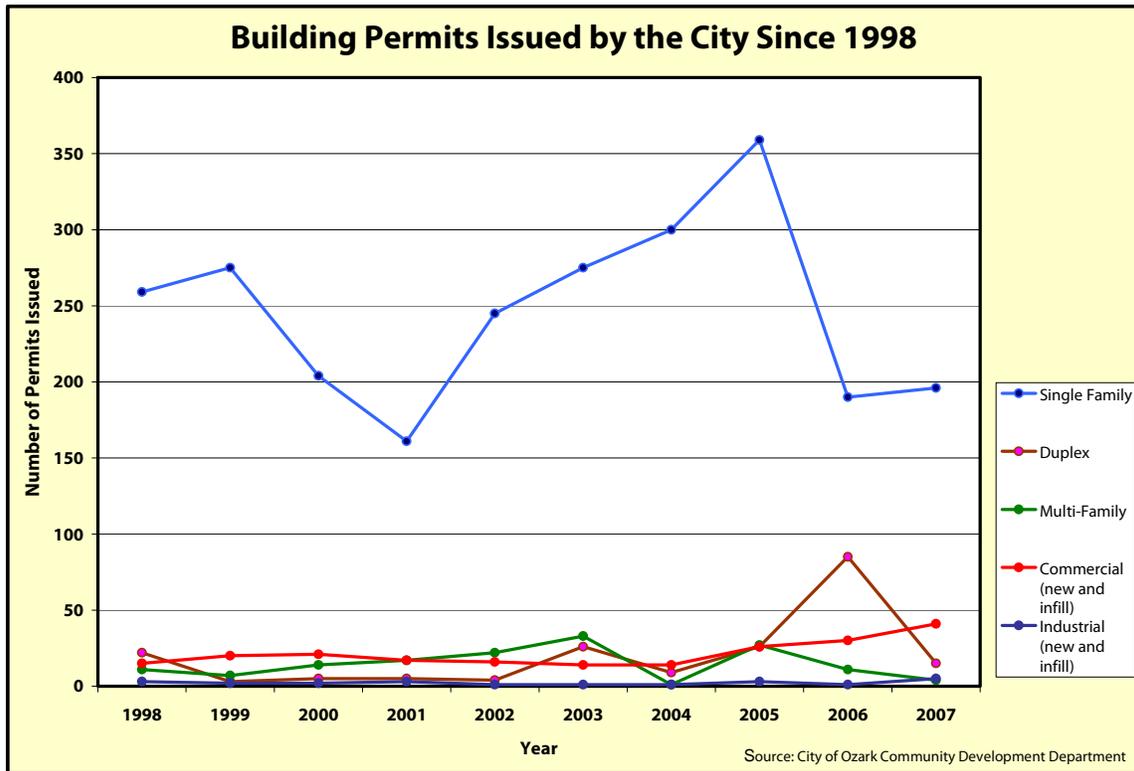
Table 2.10 – Building Permits Issued by the City

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	Avg.
Single-Family	259	275	204	161	245	275	300	359	190	196	246.4
Duplex	22	3	5	5	4	26	9	26	85	15	20
Multifamily	11	7	14	17	22	33	1	27	11	4	14.7
Commercial (new and infill)	15	20	21	17	16	14	14	26	30	41	21.4
Industrial (new and infill)	3	2	2	3	1	1	1	3	1	5	2.2

Source: City of Ozark Community Development Department



Figure 2.3 – Building Permit Trends—City of Ozark



CHAPTER 2
EXISTING CONDITIONS

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Chapter 3. Goals, Objectives, and Action Steps

Introduction

Using the valuable public input gained throughout the planning process—this chapter outlines “Goals”, “Objectives”, and “Action Steps” for implementing the Comprehensive Plan’s recommendations. The “Action Steps” are further detailed in **Chapter 7, Implementation** with recommended time frames and responsible parties for implementation. These Goals, Objectives, and Action Steps express how the City Planning and Zoning Commission and the City Council intend to work with the citizens at large, local and regional stakeholders, and the development community in shaping the city’s growth over the next 20 years—and beyond.

The Goals and Objectives should be used in the decision-making process future land use and development process. The goals are organized by the key topics of interest to the greater Ozark community, as expressed in the public workshops:

- **Environmental Management**
- **Land Use and Development**
- **Parks, Open Space, and Recreation**
- **Economic Development**
- **Balanced Housing Options**
- **Infrastructure**
- **Public Involvement**

GOAL: ENVIRONMENTAL MANAGEMENT

Plan for the utilization and preservation of natural resources.

OBJECTIVE 1 (Environmental Management)

Protect the City’s existing environmental assets and ensure future development in harmony with natural features, the Finley River, the Elk Creek basin, and other streams and tributaries.

ACTION STEPS (Environmental Management)

- A. Implement regulations to protect natural systems as a conveyance for stormwater, and to reduce erosion, sedimentation, and flooding (**Ref. Appendix D**).
- B. Implement measures such as Conservation Districts to protect natural resources such as: stream corridors, floodplains, woodlands, steep slopes and other environmentally sensitive features.
- C. Preserve floodplains as greenway biodiversity conservation corridors for permanent open space, parks, and recreation.
- D. Implement buffers in new development to mitigate adverse environmental impacts on the Finley River, the Elk Creek basin and related streams, and associated natural resource areas based on the size of the drainage basin.



CHAPTER 3 GOALS, OBJECTIVES, AND ACTION STEPS

GOAL: LAND USE AND DEVELOPMENT

Provide the opportunity for future urban growth around the fringe of the city.

OBJECTIVE 1 (Land Use and Development)

Manage growth in a manner that creates compact and contiguous development patterns.

ACTION STEPS (Land Use and Development)

- A. Partner with Christian County to establish an Urban Service Area boundary and land use plan in the unincorporated area outside the city limits.
- B. Promote annexation of unincorporated “infill” areas surrounded by the city limits to square the city boundary.
- C. Encourage future development in “infill” areas contiguous to existing developed areas (**Ref. Appendix C, New Urbanism Principles**).
- D. Preserve areas along arterial roadways for future retail and employment uses.
- E. Establish an area for an industrial/manufacturing/business park.
- F. Prepare infrastructure master plans for water, sewer, stormwater, and transportation systems.
- G. Require developments to analyze their impact on public utilities and to make improvements to accommodate the development’s impact.
- H. Where practicable, approve land development that is compatible with the classification of the adjoining streets as one of the criteria that should be considered in the location of land use.

OBJECTIVE 2 (Land Use and Development)

Minimize the loss of natural resources due to urbanization.

ACTION STEPS (Land Use and Development)

- A. Locate new developments in areas which are free of environmental hazards or problems relating to soil, slope, bedrock, water table and sinkholes.
- B. Limit development in floodplains to recreational uses and parks.
- C. Design and construct new development to retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors.

- D. Implement practices in new developments that increase storm water infiltration and adequately treat storm water runoff from a site before discharge.

OBJECTIVE 3 (Land Use and Development)

Preserve and enhance the downtown area.

ACTION STEPS (Land Use and Development)

- A. Identify a desired mix of businesses for the downtown area and implement a strategy to attract those businesses.
- B. Develop design guidelines for buildings, signage, lighting, landscaping, etc. that maintains and enhances the turn of the century style of the downtown square.
- C. Develop a stormwater improvement plan for the downtown area to control flooding.
- D. Develop a downtown parking plan and identify opportunities for new parking facilities.
- E. Revise the regulations and list of permitted uses in the downtown zoning districts to ensure development consistent with the character of downtown.
- F. Extend the “atmosphere” of the square and revise the central business district boundary to include all adjacent residential and commercial areas along 3rd Street, building off of private sector initiatives, such as the “Finley River Neighborhood District” overlay.
- G. Improve 3rd Street with new streetscaping and enhancements, to include a roundabout at the junction with Rt. M-14.
- H. Provide “way-finding” directional signage from 3rd Street and incorporate a special design theme consistent with the historic character of downtown that links the downtown with its perimeter neighbor districts, both residential and commercial.

GOAL: PARKS, OPEN SPACE, AND RECREATION

Provide parks, open space, and recreation uses to preserve natural resources, and for the use and enjoyment by residents and visitors.

OBJECTIVE 1 (Parks, Open Space, and Recreation)

Promote and expand parks and recreation throughout the city.

ACTION STEPS (Parks, Open Space, and Recreation)

- A. Update the Parks Master Plan and identify future park locations for land acquisition.



CHAPTER 3 GOALS, OBJECTIVES, AND ACTION STEPS

- B. Protect and buffer the Finley River floodplain and riparian corridors.
- C. Allow sinkholes to serve as conservation green space, however do not accept such areas for public park land.
- D. Protect and preserve steep bluffs, ravines, floodplain/floodways, and forested areas.

OBJECTIVE 2 (Parks, Open Space, and Recreation)

Expand the city and county trails systems.

ACTION STEPS (Parks, Open Space, and Recreation)

- A. Provide connectivity between all parks and public open spaces.
- B. Connect the Ozark greenway system to the Greene County Greenway Trail System, and develop a system of connecting parks.
- C. Acquire land and easements for trails along greenways, streamways, and the conversion of former rail corridors.
- D. Pursue land and easement donation / dedications for trails and bike lanes, and secure land or easements from landowners and new developments.
- E. Incorporate trails into the design and construction of new developments.
- F. Work with the School District and City to create a “Safe Routes to School Committee”.

GOAL: ECONOMIC DEVELOPMENT

Attract new business and visitors to the city.

OBJECTIVE 1 (Economic Development)

Promote community character to create a unique Ozark sense of place.

ACTION STEPS (Economic Development)

- A. Create a marketing strategy to attract visitors to downtown.
- B. Create architectural design guidelines for commercial buildings that front public streets, including Highway 65.
- C. Create development and design standards to protect the historic downtown.
- D. Improve commercial signage requirements and enhance enforcement of illegal or nonconforming signs.

- E. Promote community aesthetic improvements to create an ‘Ozark character’ in community spaces, such as the Riverwalk, community center, City Hall, and streetscapes.
- F. Use public-private partnerships to improve and maintain community aesthetic enhancements.
- G. Incorporate aesthetic enhancements similar to those on the downtown square to other community spaces, such as similar decorative sidewalks, lighting, banners, directional signage, benches, trash receptacles, street trees, and landscaping.
- H. Establish landscape corridor planting themes for U.S. 65 Highway and feeder routes such as CC and NN with trees and flower plantings.
- I. Create “neighborhood commercial” zoning regulations to allow for low impact specialty in residential neighborhoods, and include necessary standards to ensure such uses fit seamlessly in the neighborhood (i.e. architecture, lighting, signage, parking, noise, etc.).

OBJECTIVE 2 (Business Park and Industrial Development)

Develop and promote new business areas for long term office and employment growth.

ACTION STEPS (Business Park and Industrial Development)

- A. Create a marketing strategy to attract new businesses, including a unique niche for the Southwest Missouri region.
- B. Identify, plan for and extend utilities to an area for a large, new business park that would accommodate light industrial, office users and manufacturing companies.
- C. Recruit employers to fill the park that provide ‘living wages’ (pay wages that are above federal or state minimum wage levels).
- D. Recruit employers to the new park and the city so residents will not need to commute elsewhere for employment.
- E. Develop an incentive “Tool Box” to entice new business to Ozark and establish criteria for when incentives should be used.

GOAL: RESIDENTIAL

Respond strategically to market demand for housing, adding affordable housing and a wider range of housing types.

OBJECTIVE 1 (Residential Heritage)

Encourage the design and construction of housing and subdivisions that reflect Ozark values



CHAPTER 3 GOALS, OBJECTIVES, AND ACTION STEPS

and heritage.

ACTION STEPS (Residential Heritage)

- A. Allow flexibility in lot configuration, lot size, building setbacks, and other development standards to preserve open space and natural resources.
- B. Require residential to dedicate land for linear parks if in proximity to parkland corridors.
- C. Incent cluster development where steep terrain offers natural cluster areas; and in urban fringe areas to preserve open appearance and agricultural transitions to urban land uses.

OBJECTIVE 2 (Residential Diversity)

Encourage housing and subdivisions that offer more affordable housing and a wider range of housing types.

ACTION STEPS (Residential Diversity)

- A. Allow flexibility in lot configuration, lot size, building setbacks, and other development standards to preserve open space and natural resources.
- B. Require residential development to meet moderate-to high-density design standards.
- C. Direct mixed use residential development to designated areas on the Future Land Use plan map to minimize conflicts with existing low-density neighborhoods.
- D. Allow manufactured homes in manufactured home parks, only.

GOAL: INFRASTRUCTURE

Provide enhanced infrastructure systems throughout the city.

OBJECTIVE 1 (Infrastructure—Transportation)

Provide a multimodal major transportation system which allows safe and efficient travel from one place to another, planning land use and transportation as interactive with one another.

ACTION STEPS (Infrastructure—Transportation)

- A. Integrate land use and transportation to reduce the number and lengths of trips.
- B. Implement a dedicated funding mechanism for infrastructure improvements (i.e. impact fees, or sales tax).

- C. Balance investment between both existing and new areas of the community.
- D. Require new development to provide road right-of-way for the ultimate development of the area based on the Major Transportation Plan.
- E. Manage direct access onto major thoroughfares by implementing an access management plan, limiting the number of curb cuts, and by the use of reverse frontage roads for adjacent commercial and residential land uses.
- F. Space curb cuts on major thoroughfare roads in such a manner so not to impede traffic. Prohibit residential curb cuts (driveways) onto arterial streets or highways.
- G. Evaluate and confirm the design capacities of the surrounding road system and the impact of new development before approving major new developments.
- H. Require new developments to fund infrastructure improvements, both on-site and off-site, that primarily serve property owners of that subdivision (i.e. deceleration lanes, drainage structures, etc.).
- I. Provide sidewalks and a system of bicycle routes to accommodate alternative modes of transportation along major roadways and in neighborhoods for a more multimodal system.

OBJECTIVE 2 (Infrastructure)

Minimize traffic congestion throughout the city through transportation system capacity enhancements.

ACTION STEPS (Infrastructure)

- A. Develop a capital improvement program (CIP) for major thoroughfare roads, based on future land use trends, and traffic counts as the bases for prioritizing future road improvements.
- B. Present the comprehensive plan—and the Transportation Plan plans for future improvements—to MoDOT for better communication between the city and state funding agency.
- C. Require more than one street entrance/exit for new residential developments. The arrangement of streets in new subdivisions should make provisions for the continuation of the principal existing streets in adjoining additions (or their proper projection where adjoining property is not subdivided) insofar as they may be necessary for convenient movement of traffic, effective fire protection, and efficient provision of utilities. Adopt policies for exceptions where topographical conditions make such street continuance or conformity impracticable, and require an alternative layout.



CHAPTER 3 GOALS, OBJECTIVES, AND ACTION STEPS

OBJECTIVE 3 (Infrastructure)

Provide adequate governmental, institutional, educational, and civic facilities throughout the city.

ACTION STEPS (Infrastructure)

- A. Implement a dedicated funding mechanism for infrastructure improvements (i.e. impact fees, or sales tax)
- B. Locate public facilities such as governmental offices to maximize their accessibility.
- C. Locate public facilities such as maintenance yards in industrial areas which contain similar types of users.

GOAL: PUBLIC PARTICIPATION

OBJECTIVE (Public Involvement)

Build on the public input during the comprehensive plan update process, assuring continued outreach and communication with the citizens of the City of Ozark.

ACTION STEPS (Public Involvement)

- A. Provide opportunities for the public to give input related to community planning projects, programs, and initiatives.
- B. Promote the creation of neighborhood districts and neighborhood associations to address neighborhood issues.
- C. Provide all information of Government Activities on City web site.

Chapter 4. Future Land Use

Introduction

The Future Land Use Chapter serves as a guide for planned and orderly growth of the City of Ozark and its planning area. The major elements of this Chapter address how and where future development should occur. This includes recommendations related to:

- future growth areas,
- future land use plan map and future land use classifications,
- land use tier policy for the unincorporated area in the Ozark planning area,
- environmental management policy, and
- multipurpose trails.

The consumption of rural land by “rural-residential” development (single-family homes on 3- to-5-acre lots) in dispersed patterns in the City’s “Planning Areas” is detrimental to the long-term economic health of the City of Ozark. This development pattern accelerated greatly during the 1990-2000’s in many urban fringe areas of the Midwest, and it has happened in Christian County. This trend and has the potential to consume key segments of the remaining rural land in unincorporated “Urban Service Areas” of the City on into the 21st Century if left without clear planning policies. Problems resulting from this development pattern directly impact the long term future of the City of Ozark, particularly in the Urban Service Areas.

- Once property is split or subdivided and developed with rural-residential density uses, such areas become pockets of land that obstruct the logical urban growth pattern for the City.
- Rural-residential development on 3- to-5-acre lots in the City’s urban service area can block the cost-effective extension of municipal sanitary sewer trunk mains and interceptors in gravity-flow systems.
- Such development not only makes it difficult to extend nearby municipal sewer services, it also makes it economically unfeasible to establish regional or consolidated sewer districts in rural growth areas, given the proliferation of individual on-site septic tanks.
- Developments that occur without the benefit of the City’s public sewer system create an increasing burden on water quality and the natural environment.
- Due to their size and configuration, large-acreage development typically is much more difficult to redevelop as urban-density land uses.
- Conflicts tend to occur between residents of large-acreage properties and proposed urban development as the surrounding area becomes urbanized and the rural character of the area changes.
- It becomes more difficult to locate suitable large tracts of land for development of employment centers and large-scale commercial uses.
- It results in the loss of a rural appearance that is central to Ozark’s “sense of place”.

To counter these trends, the City proposes more orderly and attractive development that should be reviewed for land use compatibility against the new to the City’s core Guiding Principles and Neighborhood Design Policies, and the Multifamily Design Guidelines for higher-density residential development and new mixed use districts (**Ref. Appendix B**).



Future Growth Areas

At the Plan Update Charrette, participants were asked to identify areas suitable for future growth. Participants were divided into two groups, and each group identified near-term and long-term growth areas on a map. The near-term growth area represents a population growth of 15,000 residents while the long-term growth area represents a growth of 20,000 residents. The results of the exercise were combined and are displayed in Figure 4.1. The map displays the results using the following methods.

- Areas in light yellow are areas that were identified for future near-term growth by only one of the two groups.
- Areas in dark yellow are areas where both groups were in agreement for near-term growth. Areas in light red are areas that were identified for future long-term growth by only one of the two groups.
- Areas in dark red are areas where both groups were in agreement for long-term growth.
- Areas in orange were areas that one group identified as near-term growth and the other group identified as long-term growth.

A total of 12,633 acres were identified as future growth areas; 10,929 of these acres are in the Ozark Planning Area. In sum, the identified future growth areas represent 41.6 percent of the undeveloped land in the planning area.

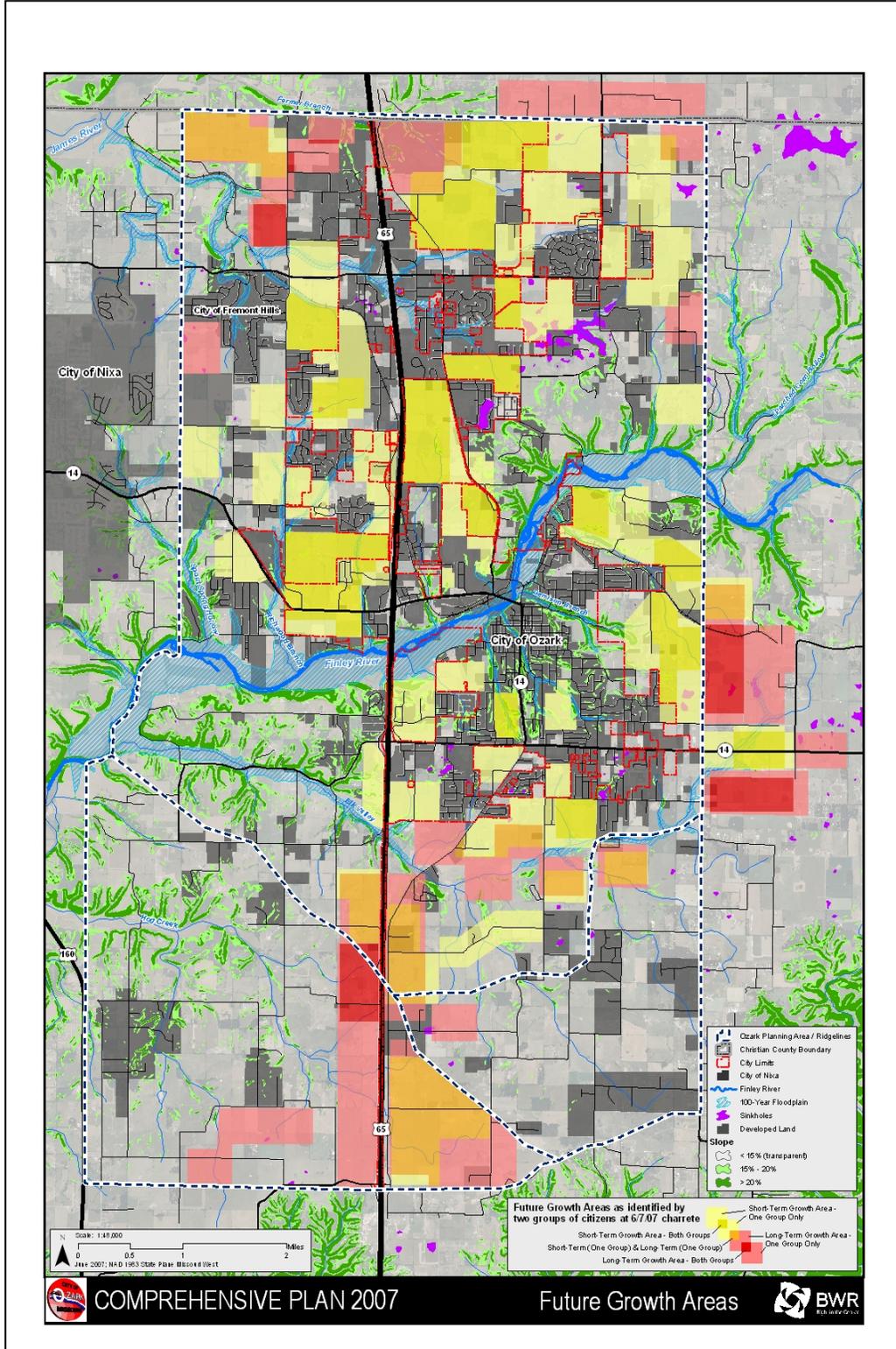
Table 4.1 - Future Growth Area from Charrette Input
Future growth areas identified by participants of June 7, 2007 charrette

Ozark Planning Area (acres) 35,459
Currently developed land (acres) 9,169 (25.9% of Ozark Planning Area)

Future Growth Areas	Acres within Planning Area	Percent of Planning Area	Acres outside Planning Area	Total Acres
Near-Term: one group	4,437	12.5%	145	4,582
Near-Term: both groups	2,376	6.7%	110	2,486
Long-Term: one group	2,406	6.8%	996	3,402
Long-Term: both groups	276	0.8%	375	651
Short & Long-Term: one group each	1,433	4.0%	79	1,512
Total Future Growth Areas	10,929	30.8%	1,705	12,633

Although each group in some cases differed on where to target growth, some common themes emerged. Both groups identified a need to steer short-term growth to the undeveloped areas within the existing city footprint, filling the gaps and connecting developed areas rather than continuing “leapfrog” development (**Ref. Figure 4.1, Near-term and Long-term Growth Areas**). Long-term growth areas were primarily identified along the U.S. Highway 65 corridor on both the north and south ends of the planning area and along M-14 Highway outside the eastern edges of the planning area. Residents generally avoided targeting areas for future growth that are within floodplains, near sinkholes, and in areas with steep slopes. The planning participants were given Future Growth Area data as summarized in the table above as well as the City’s future housing need estimates, and commercial and industrial acreage (**Ref. Table 4.2**). Later in the planning process, when these planning projections were reconciled with the City’s planning policies, the **Future Land Use Map** was drafted in context with the City’s Future Growth Areas (**Ref. Figure 4.2 - Ozark Planning Tiers**).

Figure 4.1 - Near-Term and Long-Term Growth Areas



Future Housing Needs

The housing vacancy rate in Ozark has risen from 2.2% in 1990 to 3.3% in 2000 – still a low rate which reflects either a high proportion of single-family homes or a tight housing market that will encourage development. The average household size has risen from 2.62 in 1990 to 2.72 in 2000. This rise may account for a portion of the increase in housing vacancy rates.

Table 4.2 projects the demand for new housing units in Ozark based on the assumed short and long-term population changes of 15,000 and 20,000 respectively, and assuming either no change in the average household size (remaining at 2.72) or with household size acclimating to the Missouri state-wide average. Vacancy rate is also assumed to increase because of an assumption that more multifamily will be built in the future than has been built in the past.

Table 4.2 - Future Housing Demand in the City of Ozark Planning Area

	1990	2000	2025 Same HH size	2025 New HH size	2030 New HH size
Population	4,243	9,665	24,665	24,665	29,665
Projected Increase in Population			15,000	15,000	20,000
Household population	4,053	9,348	14,508	14,508	19,344
Average persons perhousehold	2.62	2.72	2.72	2.46	2.46
Occupied housing units	1,547	3,437	5,334	5,898	7,863
Vacancy rate	2.2%	3.3%	7.1%	7.1%	7.8%
Total unit needs	1,581	3,550	5,710	6,313	8,477
Cumulative replacement need		75	75	75	75
New unit need		2,044	5,785	6,388	8,552
Average annual need		204	231	256	285

Future Commercial Needs

Using retail industry wide averages for community shopping centers, as much as 30 to 40 acres of additional commercial land is required to recapture this current sales leakage (**Ref. Chapter 6, Economic Development**). This estimated acreage considers building set backs, parking and landscaping requirements for commercial developments and considers retail industry average sales per square foot and adjusted for local market conditions. The actual square footage and projected number of new businesses are dependent on size and configuration of commercial buildings and nature of establishment ownership (local, regional or national).

To accommodate the city’s projected population and capture a fair share of future retail, office and industrial growth, it is conservatively estimated that an additional 120 to 150 acres are required through 2030). As a result, the City of Ozark needs to update its zoning regulations to expand its zoning district regulations to promote a variety of moderate density commercial and mixed use-residential/commercial land uses including townhouse, condominium, and multifamily apartment dwellings which may be intermixed with commercial within a neighborhood cluster. They would be designated M-U districts. They should be reviewed for land use compatibility against the new to the City’s core Guiding Principles and Neighborhood

Design Policies, and the Multifamily Design Guidelines for the multifamily developments within mixed use districts (**Ref. Appendix B**).

Table 4.3 - Summary of Ozark Projected Retail Demand in Acres

Retail Demand Factor	2007 – 2010	2010 – 2020	2020 - 2030
Recaptured Christian County Sales Leakage	30 – 40 acres	- -	- -
<u>Ozark Population Growth:</u>			
2007 - 2010	40- 50 acres	- -	- -
2010 – 2020	- -	40 - 50 acres	- -
2020 – 2030	- -	- -	40 - 50 acres
Total Acres through 2030	150 - 190 acres		

Future Industrial Needs

The city’s average property tax rate, expanding labor pool, presence of an expanding technical training college and educational levels of the local labor force will further influence the type and amount of industrial development. The projected attraction of new industrial growth will be influenced by availability of infrastructure, maintaining competitive property tax rates, proactive community marketing, improving local road systems and good land use planning.

Table 4.4 summarizes projected acreage needs to accommodate new retail, office, and light industrial development by 2030 (**Ref. Chapter 6 – Economic Development**). Both moderate and high growth scenarios were considered.

- The high growth scenario is based on the ability of the city to create a new business park and the city’s willingness to aggressively market the community and offer competitive financial incentives.
- The moderate growth scenario reflects a continuation of the city’s current approach to development and economic development.

Table 4.4 - Projected New Retail, Office, and Light Industrial Acreage Demand by 2030

Major Land Use	Moderate Growth Scenario (acres)	High Growth Scenario (acres)
Retail	150 acres	190 acres
Office	35 acres	45 acres
Light Industrial	75 acres	90 acres
Total	260 acres	325 acres



Future Land Use Map

The Future Land Use Plan serves as a guide for the direction and magnitude of future growth, but at the same time accommodates changes in the market demands and our style of living. The **Future Land Use Plan Map** is but one aspect of the Comprehensive Plan. The entire Comprehensive Plan, including the Goals and Objectives, should be referenced and considered when viewing the maps and for judging the appropriateness of the land uses they may display.

The Future Land Use Plan Map for the City of Ozark provides a conceptual view of the appropriate locations for different land uses during the planning period within the City and its surrounding planning areas (**Ref. Figure 4.2**). While the Ozark planning area is expected to continue experiencing consistent growth in the single-family housing market, the community is also expected to experience changes to its overall new housing mix and changes in home buyers' characteristics similar to trends experienced nationwide. In years to come the changing face of home buyers will likely include an increased number of single professionals, married couples without children, senior citizens, empty nesters, and those who prefer to spend their free time with activities other than yard care and home upkeep. Future development will likely need to accommodate an increasing amount of "maintenance-provided" housing, attached housing, or multifamily housing products as the local and national home buying market evolves during the planning period.

The Future Land Use Plan displays the generalized location of each land use. It is not intended to be used to determine the exact boundaries of each designation. The area of transition from one land use is often gradual. Therefore the Comprehensive Plan encourages the integration of compatible land uses, rather than a strict segregation of different land uses. The integration of land uses is reflected by the "mixed-use" categories and land use definitions of the Plan.

Future Land Use Classifications

The following is a list of land use categories and their definitions used in the **Future Land Use Plan Map**.

Conservation Areas:

This category consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation. It includes floodplains, rivers, streams, lakes, ponds, wildlife habitats, natural preserves, woodlands, and buffer zones around such areas.

Parks/Open Space:

Areas of predominately active and passive parks, open space, recreation, environmentally sensitive areas, or any other lands reserved for permanent open space purposes. Land identified as preferred or acceptable areas for public parks tend to be more formal in nature.

Rural / Agriculture (Generally a maximum residential density of 1 unit per 10 acres):

This category consists of land principally in use for agricultural production and may be used for farming, crops, pasture, agribusiness ventures such as growing and marketing of products, and a limited number of rural residences. This zone may include woodland, agricultural lands,

and grasslands. Such areas are intended to remain undeveloped until logical expansion of the urban area occurs. This category serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the agricultural uses in the immediate area.

Public-Semi Public:

This category consists of public or semi-public uses such as schools, religious institutions, post offices, hospitals, fire stations, libraries, cemeteries, governmental uses, and other civic uses.

Low-Density Residential (Generally up to 4 dwelling units per acre): This category is appropriate for single-family detached dwellings and two-family dwellings. It may also include planned public and semi-public uses considered compatible with residential uses, such as schools, religious institutions, and civic uses. This district corresponds with the 'R-1A', 'R-1B', 'R-1-C', 'R-1-P', 'R-2', and 'PUD' districts of the City Zoning Ordinance.

Moderate-Density Residential (Generally 4 to 6 dwelling units per acre):

This category includes attached residential dwellings such as two-family, three-family, townhouse, and condominium use. Such uses may serve as a transition to areas of higher intensity development and should provide additional open space, amenities, and quality design. This district corresponds with the 'R-3', 'PUD', and less intensive districts of the City Zoning Ordinance. This category includes manufactured homes (formerly mobile homes), and accessory buildings customarily incidental and subordinate to the use of manufactured homes, and buildings housing such facilities as laundromats, nurseries, etc., when such facilities are intended for the use of persons residing within the development. This district corresponds to the 'M' district of the city zoning regulations.

General Office / Commercial:

This category includes a broad variety of office, retail, and general business service uses whether located in centers or in stand alone buildings. Uses are generally larger in scale and are more automotive-oriented in nature. This district corresponds to the 'O-L', 'C-2', 'C-3', and 'PUD' districts of the city zoning regulations.

Mixed Use:

This category promotes a variety of moderate density commercial and mixed use-residential/commercial land uses and moderate-density residential land uses including townhouse, condominium, and multifamily apartment dwellings. They would be designated M-U districts. They should be reviewed for land use compatibility against the City's new Guiding Principles and Neighborhood Design Policies, and the Multifamily Design Guidelines for multifamily developments within mixed use districts (**Reference Appendix B**). Residential would be developed at densities greater than 4 dwelling units per acre. Additional uses including live-work, offices, and limited retail stores are permitted in this category under strict architectural and land use controls. Such nonresidential uses are intended to provide services only to residents of the surrounding area and placed in locations with a design character that blends into the neighborhood. All Mixed Use districts should be designed to promote pedestrian activity through a system of interconnected streets and varied streetscapes that also provide safe and efficient movement of vehicular traffic. Residential densities may vary throughout the neighborhood and should be higher than conventional low-density subdivisions. This district corresponds with the Planned Unit Development (PUD) district of the City Zoning Ordinance.



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Downtown:

This category promotes a mixture of office, retail-commercial, institutional, civic, and medium to higher density residential uses intermixed through compatible site planning and building design consistent with the historic fabric of this area. A variety of these land uses should be commingled at specific locations to promote diversity and a successful pedestrian environment. Given close proximity to residential uses, all development projects should be well-planned and designed to ensure a high level of compatibility with surrounding development. Non-residential uses should be limited to compact, main-street / pedestrian-oriented services, rather than large-scale or free-standing automotive-oriented uses. This district corresponds to the 'C-4' district of the city zoning regulations.

Employment / Industry:

This category accommodates land uses associated with industrial activities such as assembly, manufacturing, warehousing, and limited office/commercial activities as defined in the city's zoning regulations. This district corresponds to the 'I-1', and 'I-2' districts of the city zoning regulations.

Special Districts may be established to accommodate uses which due to their configuration and large size, cannot be integrated into one of the other land use categories. A special district may be designated for an 'M-U' Mixed Use district, an "Industrial" district, 'P' parking district, or other uses and/or zoning classifications that may not be considered appropriate except under special review to establish buffering standards complimentary to surrounding uses.

Land Use Tier Policy

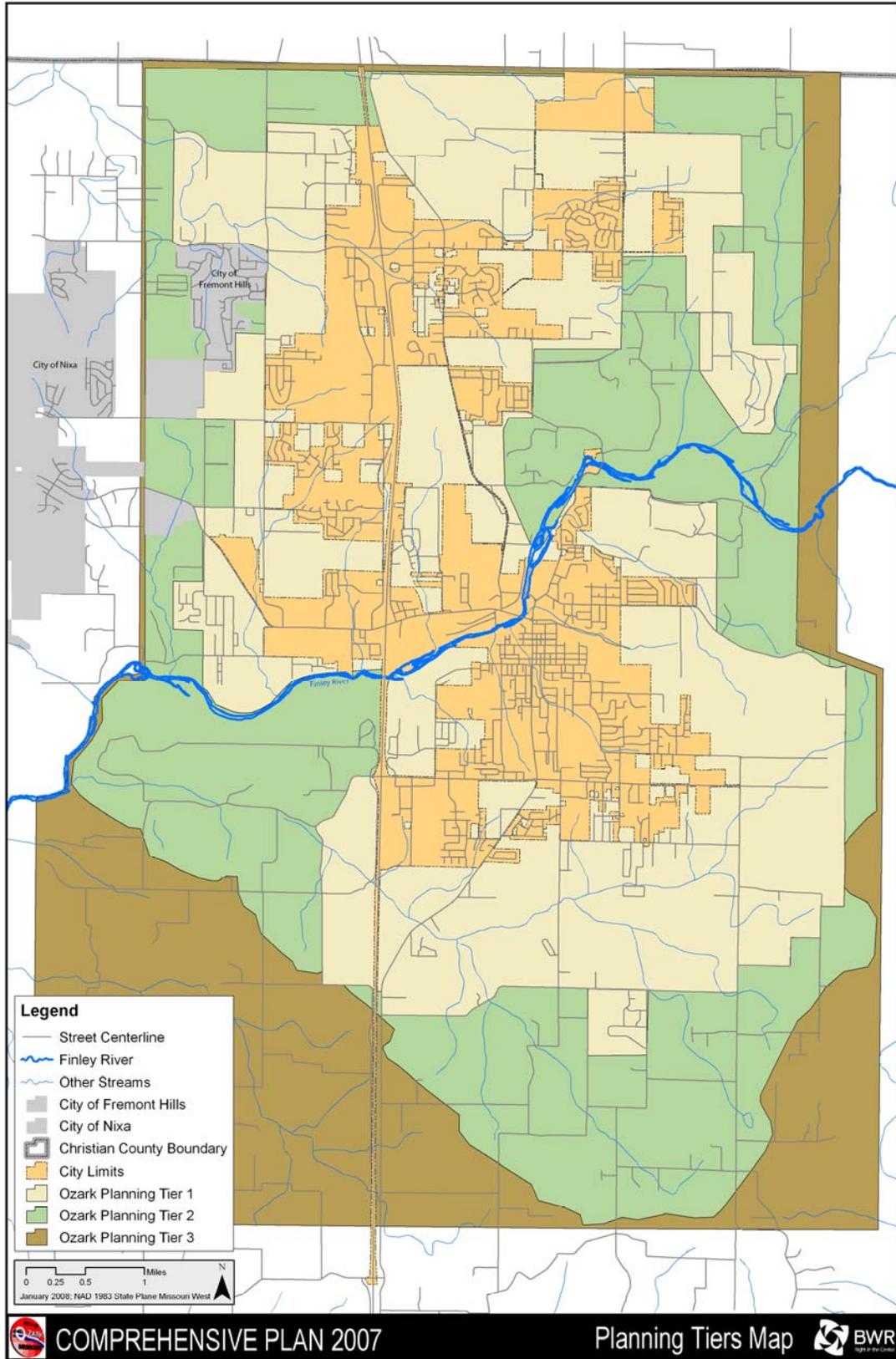
The Comprehensive Plan emphasizes a three level land use tier strategy to protect the future environmental and economic health of the City of Ozark—based on an Urban Service Area "Agreement Boundary" between the City and Christian County. The tier concept is important to conserve future development opportunities, as well as open space and rural lands. Directing growth to urban growth areas reduces overall public services and road maintenance responsibilities, thus reducing the distribution of residential properties and the extent of the roadway network that would otherwise be necessary to serve a spread-out, low density development pattern.

The basic principle of the land use tier system is to plan for, and approve, urban density development in areas near the City expected to become urban and directing low density development (acreages and large lot subdivisions) to areas not easily provided with municipal sewer services. The development tiers are based on the following:

- proximity to the municipality'
- proximity to a major drainage course; and
- location within identified City of Ozark Urban Service Tiers.

As new development and infrastructure are built, tier boundaries must be reevaluated so that these improvements are taken into consideration. The City proposes that the County's Zoning Ordinance, Subdivision Regulations, and other development standards be amended to reflect this development strategy.

Figure 4.2 - Ozark Planning Tiers



The land use development tiers are identified on **Figure 4-2 - Ozark Planning Tiers** and described as follows.

Table 4.5 - Land Use Tiers in Ozark Growth Areas

Land Use Tiers			
	Agricultural Tier	Rural / Low Density Tier	Urban Service Tier
Intent	To retain and preserve agricultural lands in areas located beyond anticipated city annexation areas.	To accommodate low density rural uses in areas located beyond anticipated city annexation areas.	To promote urban development compatible with the long range growth plans of adjoining the City.
Primary Uses	Agricultural crop lands, livestock grazing, woodlands, grasslands	Agricultural crop lands, livestock grazing, woodlands, grasslands, rural residences	Urban density residential and non-residential
Residential Uses	Very Low Density: 1 dwelling unit per 20+ acres	Very Low Density: 1 dwelling unit per 20+ acres; or denser if advice and consent given by the City.	Urban Density if less than 1 dwelling unit per 20+ acres: typically minimum 2 units per acre; not less than the city's most permissive standard. ⁽¹⁾
Non-Residential Uses	Farm service related, recreation	Farm service related, recreation	Recreation, limited commercial and industrial consistent with the long range growth plans of the city.
Sanitary Sewer Provisions	On-site septic	On-site septic, package plant only where there is no planned Municipal Sewer for any development.	Municipal Sewer for any development. ⁽²⁾

⁽¹⁾ 20-acre minimum for agricultural uses in the urban density tier.

⁽²⁾ On-site septic allowed in the urban density tier for agricultural uses only.

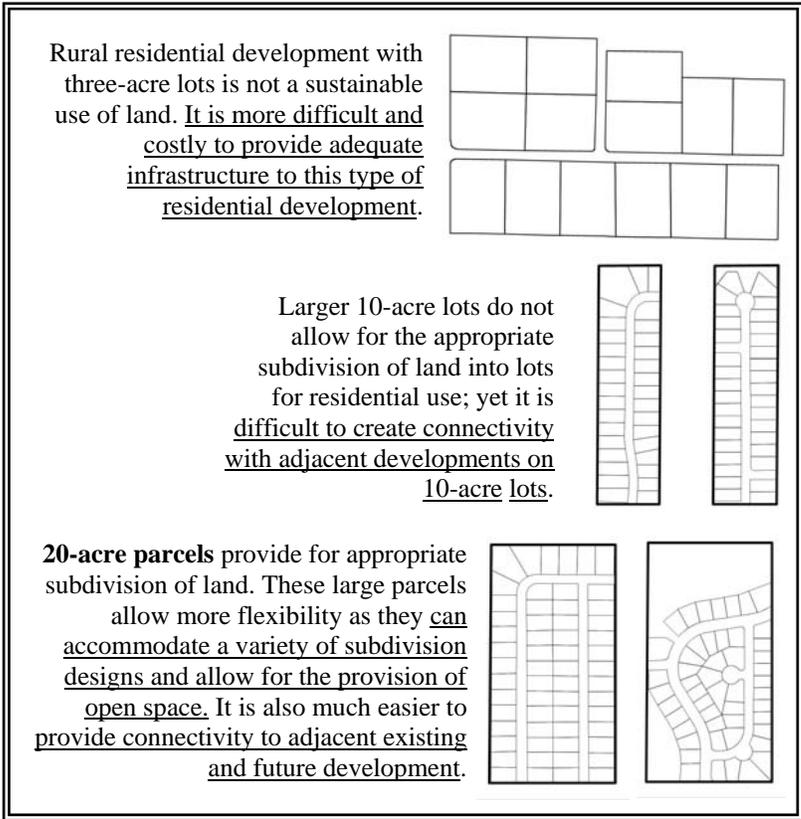
Planning Tier 1: Urban Service Tier. The Urban Services Tier is located adjacent to the City of Ozark boundary as shown on **Figure 4-2 - Ozark Planning Tiers**, with ready access to municipal or regional sewer services, because the tier extends south to the ridgeline that forms the sub-basin of the Elk River. Rural residential development on three-acre lots should not be allowed in this Tier, as it is not sustainable: it hinders extension of adequate municipal infrastructure to development (**Ref. Figure 4.3 – Alternative Rural Development Patterns**). City of Ozark municipal services are available or planned within the 15- to 20-year time frame of this plan within the City (**Ref. Figure 4.4 – Development and Utilities**). Land proposed for urban development should be served by public facilities and services which are adequate to support this more intense, non-agricultural development. The intent is that land should not be approved for development unless and until adequate public facilities exist or provision has been made for the following essential public facilities:

1. water service;
2. wastewater treatment and disposal;
3. storm water management;
4. electrical service;
5. telecommunications service;
6. public safety; and
7. major thoroughfare public roads.

Figure 4.3 – Alternative Rural Development Patterns

▪ **Urban Service Tier Land**

Uses: Appropriate land uses include agriculture (as a holding use until urban development), residential subdivisions with an average density not less than 2 dwelling units per acre, commercial, and industrial and employment uses. Until subdivided to urban residential developments, the division of land parcels and the construction of new residential dwellings should be limited to a maximum density of 1 dwelling unit per 20+ acres.



▪ **Urban Service Tier Zoning:**

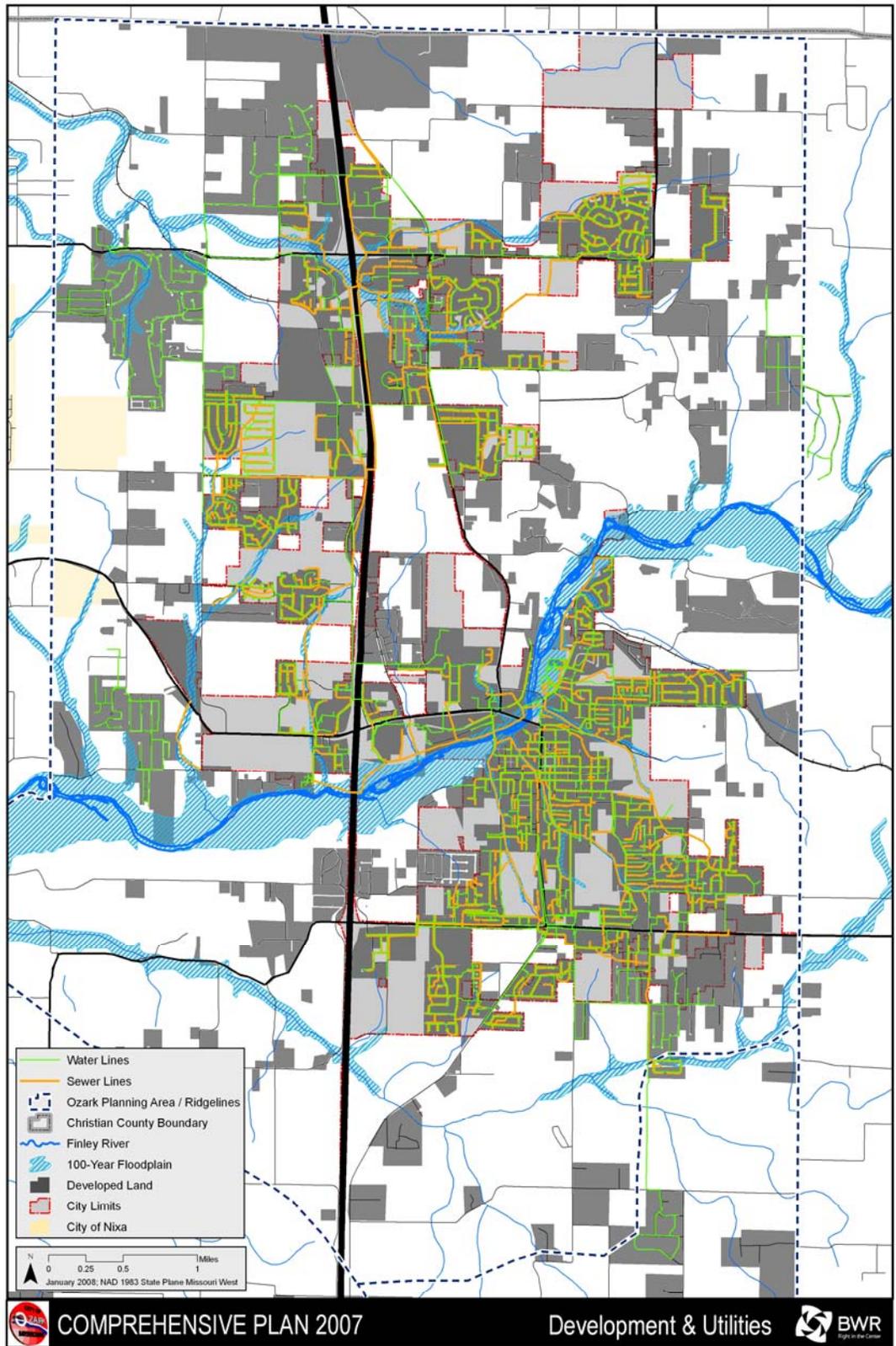
Appropriate zoning classifications for areas with a full range of urban services available are those classifications providing urban-density development. This tier is expected to remain zoned for agricultural uses until such time as urban development is appropriate.

▪ **Urban Service Tier Roads:** Paved hard surfaced roads for subdivisions.

- **Urban Service Tier Wastewater Treatment:** Development on any property less than 20-acres in size should be subject to the following:
- The area proposed for development must be within a public sewer district with plans for providing public sewer service; connected to a central sewer system provided by a municipality;
 - Individual on-site septic systems should not be allowed, except for instances where properties are used for agricultural purposes and are greater than 20-acres in size. For agricultural tracts, individual on-site septic systems may be allowed provided that easements are dedicated for future sanitary sewer trunk mains and road rights-of-way alignments are indicated for future major streets at the request of the City.



Figure 4.4 – Development and Utilities



- **Urban Service Tier Water Services:** Water supply in the Urban Service Tier shall be provided by the City of Ozark or public systems. Improvements to the public water supply systems should conform to the standards used by the surrounding urban areas to ensure adequate fire protection and to minimize expensive system upgrades as more intense urban development occurs. The standards should apply to system sizing, materials, and engineering standards. Development on any property less than 20-acres in size should be subject to the following:
 - All transmission lines must be at least six inches in diameter and may be required to be larger if so designated by a distribution plan created by the district;
 - All water lines within a subdivision must be constructed of materials meeting City of Ozark, or if other than city, Missouri Division of Natural Resources (MoDNR) standards, and if located within an identified annexation area that standards shall meet the minimum standards of the municipality;
 - The water supply system should be capable of delivering at least 350 gallons per minute for one hour for state fire code compliance.
 - Provide at least one fire hydrant per 500 feet of transmission line along public streets service the property being developed.

If the City extends municipal services to urban development that is non-contiguous—therefore ineligible for annexation—the developer should be required to sign a statement of intent not to oppose future annexation. This deed restriction should be a condition of municipal utility service extension.

Planning Tier 2: Rural / Low Density Tier The Rural / Low Density Tier generally consists of areas located beyond the Planning Tier 1 immediate urban service areas, but within the major drainage basins of the Finely River and Elk Creek. As such, the Tier 2, Rural/Low-Density areas can have sanitary sewer service extended to them in a cost-effective plan—in effect, as extensions of the City’s Urban Service Areas. Therefore, the Tier 2 development should be planned for longer-term low-density residential development on municipal services. Depending on environmental considerations, the tier may be planned for large-lot (minimum 10- to 20-acre density subdivisions) as interim land uses, served by permitted septic systems.

- **Rural / Low Density Tier Land Uses:** Appropriate land uses include agricultural, woodlands, grasslands, and agricultural lands, and rural residences with an average density more than 20-acres per dwelling unit; while more dense development may be allowed on large-lot 10-acre density as interim land uses, served by permitted septic systems, or as a Conservation District with net 10-acre density, with cluster zoning allowing even smaller lots. Such districts would be for the protection of natural systems as a conveyance for stormwater, and to provide protection of water quality, ecological, and quality of life benefits for the future environmental and economic health of the City of Ozark. Large scale commercial and industrial or employment uses may be appropriate only if adjacent at the intersections of state highways or annexed to the City.
- **Rural / Low Density Tier Roads:** Hard surfaced paved roads off-site; and on-site within subdivisions for density greater than 10-acre lots.



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- **Rural / Low Density Tier Wastewater Systems:** Individual sewage disposal systems should be discouraged, but if allowed in Rural / Low Density Tiers, subject to the following:
 - The system shall be installed and maintained in accordance with the manufacturer's recommendations and any applicable County and State requirements;
 - The system shall not release any effluent beyond the property boundaries, except where the effluent is being transported to an off-site treatment facility meeting County and State standards;
 - The County Health Department has the authority to periodically investigate and inspect each system; and
 - Individual on-site septic systems should not be allowed in locations where city services are provided, planned for, or may be cost-effectively extended in a timely manner.

- **Rural / Low Density Tier Water Services:** Water supply to rural / low density areas should be provided by a public water supply district.

Planning Tier 3: Agricultural Tier The Agricultural Tier generally consists of areas principally in use for agricultural production and may be used for farming, crops, pasture, agribusiness ventures such as growing and marketing of products, and a limited number of rural residences. This tier is located outside of the City's near-term Urban Service Areas, yet still in the Ozark Planning Area where sanitary sewer service may be extended in the long-term. Such areas are intended to remain generally undeveloped until logical expansion of the urban area occurs.

- **Agricultural Tier Land Uses:** Appropriate land uses include agricultural crop lands, livestock grazing lands, woodlands, grasslands, and rural residences limited to 1 dwelling unit per 20+ acres and larger; or denser as a Conservation District with cluster development.

- **Agricultural Tier Roads:** Asphalt, or chip and seal within large-lot subdivisions larger than 10-acre lots.

- **Agricultural Tier Wastewater Systems:** Individual sewage disposal systems should be allowed in the Agricultural Tier subject to the following:
 - The system shall be installed and maintained in accordance with the manufacturer's recommendations and any applicable County and State requirements;
 - The system shall not release any effluent beyond the property boundaries, except where the effluent is being transported to an off-site treatment facility meeting County and State standards;
 - The County Health Department has the authority to periodically investigate and inspect each system; and

- **Agricultural Tier Water Services:** Private water wells should be permitted if adequate supply is obtainable and Health standards are met. However public water services

including rural water districts shall be used when available. Property owners must connect to a public water supply when one becomes available.

Environmental Management Policy

The Comprehensive Plan recommends adopting requirements for the protection of natural systems as a conveyance for stormwater, and to provide water quality, ecological, and quality of life benefits for the future environmental and economic health of the City of Ozark. The environmental management policy should incorporate conservation districts, natural stormwater treatment practices, and stream buffers. A sample policy is provided in **Appendix D, (KCAPWA) Section 5600 Standards** as a guide for the City to follow when updating stormwater management standards, reviewing site plans, and approving construction documents.

Conservation Districts: A Conservation District is used to preserve and maintain natural features, prime agricultural lands, and rural amenities in areas becoming more densely populated. In this District, large portions of a subdivision is preserved to provide permanent open space, wetlands, floodplains, existing vegetation, wildlife habitats, woodlands, and steep slopes while decreasing the amount of infrastructure required to support housing units ranging from smaller starter homes to larger estate homes. Physical design elements cluster housing to preserve natural characteristics and environmentally sensitive areas. Conservation districts should be used to discourage “leap frog” and “piano key” development. Open space may be either private or public and may be used to implement the ***Ozark Trails Plan*** in the Future Land Use map. Conservation areas may be located in each of the Land Use Tiers, particularly to preserve natural features in the Finley River and the Elk Creek basin.

Natural Stormwater Treatment Practices: The Comprehensive Plan encourages efficient subdivision design that provides more open space and greater natural resource protection than conventional development designs. Open space and conservation development designs allow more compact and less costly networks of roads and utilities. They can also help reduce stormwater runoff and non-point source pollutant loading rates and can be used to preserve the City’s semi-rural character in outlying low-density and agricultural tiers.

Storm water management should be enhanced by implementing a series of Best Management Practices (BMP’s) through the development process that achieve the following goals:

- Increase infiltration (water absorbed by the soil) of storm water runoff while in the basin;
- Increase the amount of time for storm water runoff to reach it’s receiving stream;
- Reduce the potential amount of sediment/pollutants that can be carried off by storm water runoff from rainfall;
- Treat storm water runoff before it reaches the receiving stream;
- Phased construction to minimize removal of topsoil to reduce erosion; and
- Minimize removal of natural vegetation in riparian areas.

To improve water quality, BMPs should be designed and located in such a manner that runoff is routed though a chain of successive treatments that remove pollutants and increase water quality as much as possible before entering the creeks and streams of a watershed. Developers should submit storm water studies that demonstrate the effectiveness of proposed BMP’s in lieu of localized detention facilities.



Careful consideration of the placement of BMP's throughout a watershed must be given to ensure water quality. Most BMP's implemented to improve storm water "**quality**" will also reduce the storm water "**quantity**". This reduction in water "quantity" will also reduce the amount of detention storage required for the development, which in turn will reduce development costs. Potential reductions in development cost are true for many of BMP's that can be implemented. The use of natural buffers and native vegetation will reduce the need for grading and the need for larger enclosed pipe systems which reduces up front development costs as well as long-term maintenance needs.

Stream Buffers: Headwater streams are often severely degraded by urbanization. Stream buffer standards are intended to mitigate adverse environmental impacts that development can have on the Finley River and Elk Creek, and associated natural resource areas. The purpose of stream buffer is to:

- improve storm water management and water quality while preventing flooding;
- increase the public's knowledge and understanding of natural resource protection issues; and
- decrease infrastructure construction and maintenance costs.

Stream buffers are an integral element of any local stream protection program. By implementing stream buffer standards the City of Ozark will retain its natural infrastructure and visual character derived from topography, woodlands, streams, and riparian corridors.

Sustainability can be defined as choices that meet the needs of the present generation without compromising the ability of future generations to meet their needs: choices that work well for our economy, for the Ozark people and fabric of life, and for the natural environment of the Ozark region.

"Then I say the earth belongs to each...generation in its course, fully and in its own right, no generation can contract debts greater than may be paid during the course of its own existence." Thomas Jefferson

The ability of a particular buffer to actually realize its many benefits depends to a large extent on how well the buffer is planned or designed. In general, a minimum base width of at least 100 feet is recommended to provide adequate stream protection. Stream

buffers may include floodplains, wetlands, slopes over 15 percent, and wildlife habitat areas. Management of these areas includes limitations on alteration of the natural conditions of these resources. The total buffer width is divided into three zones, with each zone performing a different function and has a different width, vegetative target and management scheme.

- **Streamside zone:** This zone protects the physical and ecological integrity of the stream ecosystem. The vegetative target is mature riparian forest that can provide shade, leaf litter, woody debris, and erosion protection to the stream. The minimum width is 25 feet from each stream bank—about the distance of one or two mature trees from their stream bank. Land use is highly restricted, limited to storm water channels, stream bank stabilization, footpaths, and limited utility or roadway crossings.

- **Middle zone:** This zone extends from the outward boundary of the streamside zone and varies in width depending on stream order, the extent of the 100-year (or one percent) floodplain, any adjacent steep slopes, and protected wetland areas. Its functions are to protect key stream components and provide further distance between upland development and the stream. The vegetative target for this zone is also mature forest, but some clearing may be allowed for storm water management, access and recreational uses. A wider range of activities and uses are allowed within this zone, such as recreational corridors for hiking and biking and storm water best management practices. The minimum width of the middle core is about 50 feet, but it is often expanded based on stream order, slope, or the presence of critical habitats.
- **Outer zone:** This zone extends landward an additional 25-foot from the outer edge of the middle zone to the nearest permanent structure. In many instances, this zone may include a residential backyard. However when the outer zones include slopes that exceed 15 percent or if wildlife habitat areas are present, the width of the zone is increased to encompass such resource areas.

Parks and Recreation

The City of Ozark *Comprehensive Parks and Recreation Plan* of 1997 sets forth park standards for parkland and recreation facilities per capita. The City should update the park plan to allow for development contributions of land for parks, or fees in lieu of land dedication; and where that parkland should be acquired over time.

Trails Plan

The City of Ozark *Trails Plan* is shown on the Future Land Use Plan map. It outlines a system plan for trails to augment the trail being built along the Finley River and extending to other drainage basins and major streets; however, the on-street system can be safely built only with improvements to curb and gutter and bike lanes, to replace ditch-section street design. The City plans to link linear parks along the Finley River, connecting to the new

Guiding Principles and Design Guidelines

The Ozark Comprehensive Plan advocates the use of land planning principles and design guidelines to act as the basic framework for creating high quality environments to live, work, shop, and play. Future land use and development decisions, including individual zoning changes, subdivision plans and



plats, site planning, infill development, annexations, and capital improvement programming should be coordinated with the Guiding Principles and Design Guidelines set forth in **Appendix B**. The Guiding Principles are a collection of physical design concepts reinforced by the results from the Community Questionnaire of 2006 and the Community Involvement process (**Ref. Appendix A**) and the synthesis of the plan workshops. Multifamily development in Ozark is expected to meet the City's Guiding Principles and be integrated into the fabric of the

community in a manner consistent with the Neighborhood Design Guidelines. In addition to the City's core Guiding Principles and Neighborhood Design Policies, the following guidelines apply to multifamily developments in the community. Alternatives to these guidelines may be approved if it is



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deemed that enhanced development designs and amenities will be gained to the extent that an equal or higher quality “community” will result. Where existing guidelines affect development review, such as in historic districts in Downtown Ozark, or in the Finley River Neighborhood Downtown Redevelopment District, the Comprehensive Plan guidelines should coordinate with them.

Future Land Use Summation

The future land use plan for the City of Ozark is based on three factors:

- Impacts of existing development and proposed infrastructure improvement plans for sanitary sewer to serve projected doubling of the population to 2030, as shown in the Future Land Use Plan map;
- The Major Transportation Plan objectives of connecting major roads and serving growth; and
- The new planning principles that provide a guide for future site plan review and approval by the City to implement the goals and objectives of the plan (**Ref. Chapter 3**), and the implementation steps of the plan (**Ref. Chapter 7**). These are expressed in the Design Guidelines and Development Standards (**Ref. Appendix B**) and the New Urbanism principles that should be applied increasingly to projects in the City of Ozark at the full range of scales from a single building to an entire community (**Ref. Appendix C**).

The magnitude of commercial and industrial development is projected based on two findings:

- The development trends of non-residential growth projected for the Ozark area; and
- The public policy of promoting commercial and industrial uses in close-in, contiguous Urban Service Tiers.

One potential site for a business/industrial park would be the reuse/redevelopment of the Air Park South Airport if and when it becomes available for other uses in the future. The transition of the South Airport to private use creates an opportunity for the city to establish a well planned business park to accommodate office and light industrial development for the next two decades and beyond. Based on the projected office and industrial demand, approximately one-half of the former 250+ acre airport site should be rezoned and master planned as a business park. The portion(s) of the former airport that contain the most existing infrastructure is best targeted for future office and industrial uses. The presence of existing infrastructure reduces the cost to new office and light industrial users thereby enabling job generating development to occur more easily. Those undeveloped areas that require additional infrastructure investment will likely be more appropriate for non-commercial uses obligating future residential development costs to be the responsibility of the residential developer and/or future residents.

The city should discourage and actively avoid rezoning the Air Park for non-commercial use. The airport site offers level, developable land and should be master planned for its next life in the city's history. Its recommended use as a business park will offer Ozark more local jobs and taxes than its prior use or any potential residential related development. The site offers a “once in a generation” opportunity that will enable Ozark to secure and establish a business park of this size and accessibility.

Chapter 5. Major Transportation Plan

Introduction

The transportation system for the city of Ozark and its Planning Area involves different modes of transportation to achieve the safe, efficient and convenient movement of persons and goods. This Chapter addresses the street and highway system the City of Ozark, as well as major transportation issues that affect the greater Ozark community. Long range planning helps ensure the street system is able to expand efficiently to manage future growth, consistent with the Future Land Use Plan.

Road Classifications

Ozark's existing street and highway network is classified by its function, which is based on the type of land uses for which the transportation system is intended to serve. Transportation systems are not classified by the amount of traffic they carry. However, higher traffic volumes are often consistent with upper level Transportation classifications. The factors in Transportation classifications are:

- The level of through-traffic movement; and
- Access to adjacent land or individual properties.

The functional street classification system assists the City and the development community in the planning, design, management and maintenance of transportation facilities. These Street classifications project the right-of-way and design standards for the ultimate construction of a street. Ultimately, however, the function of a street, traffic volume, and adjacent land use determine the type of street which should support daily traffic activity.

The functional classification for streets uses a hierarchical structure to identify the operation of all Transportations within the Ozark community's transportation system (**Ref: Major Transportation Plan Map**). The hierarchy of road types in ascending order is:

- Freeways / Expressways;
- Arterial Streets;
- Collector Streets; and
- Local Streets.

Freeway and Expressways: The Missouri Highway and Transportation Department (MoDOT) is the entity responsible for construction and maintenance of expressways and state-lettered highways within Ozark. Therefore, all expressways are constructed in accordance with the specifications of MoDOT; and local connection to expressway interchanges should be coordinated with the state agency.

Primary Arterials: The primary function of a Primary Arterial street is to move large volumes of traffic from one place to another at moderate speeds, provide continuous linkages between major traffic generators and serve as a transition transportation between collector streets and major activity centers. Primary Arterial streets require a minimum of 110-feet of right-of-way. Primary Arterial streets are given preferential treatment over collector and local streets in signing and signalization of intersections. Access to private property along an arterial should be controlled to avoid hazards and the interference of traffic flow due to ingress and egress traffic movements. Planned access to



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abutting properties is its secondary function. For that reason, the number of access points on a Primary Arterial should be held to a minimum where they can be controlled and adequately protected. Each driveway or curb cut is essentially another intersection or friction point which reduces the ability of the thoroughfare to perform its major function of moving traffic.

Secondary Arterials: Secondary Arterials carry more traffic and provide shorter links of continuous distances throughout the community than Primary Arterials. Land access is the secondary function of these roads. For this reason the number of lots fronting onto a Secondary Arterial should be held to a minimum in order to reduce the number of driveways or points of interaction. Generally, turn lanes are provided at major intersections along Secondary Arterial roads.

Primary Collectors/Commercial Streets: Primary Collectors/Commercial Streets serve traffic desiring to travel between arterial and residential collectors or local streets, and are used mainly for traffic movement within residential, commercial and industrial areas, while also providing access to abutting properties. Collector routes provide the combined services of funneling traffic and protecting local roads from bearing unnecessary traffic volumes. Although intended to move traffic, collector roads are generally developed to discourage any long through trips which should more appropriately be carried by arterial roads. Turning lanes may be provided at primary entrances. Commercial streets serve areas predominately zoned for commercial or industrial uses.

Residential Collector Streets: Residential collector streets are designed to collect and distribute traffic from between residential streets and collector or arterial streets. Residential collector streets are intended for low-speed low-volume traffic movement and for short length trips.

Local streets: All other streets in the Ozark community not previously described are classified as local streets. The ideal traffic volume for local streets is less than 800 vehicles per day. Residential streets are designed to provide direct access to abutting property. Residential streets are intended for low-speed low-volume traffic movement and for short length trips.

The transportation design standards listed on the next two pages should be used when evaluating new road proposals, whether on site plans for preliminary and final plats of land for sale or development (**Ref. Table 5.1**).

Transportation Planning Issues

A quality transportation network system that promotes safe, efficient and convenient travel throughout the Ozark community will play a significant role in long term economic development opportunities and quality of live for citizens residing in Ozark. Currently the City of Ozark residents have identified major street and highway improvements as a top issue (**Ref. Chapter 3, Goals; and Chapter 7, Implementation; and Appendix A, Issues**). Since highways cross multiple jurisdictions, long range transportation planning should be conducted as a multi-jurisdictional effort.

U.S. Highway 65 and state-lettered routes serve as the framework of the Ozark community's Major Transportation Plan network, along with key local streets. This systems extends into outlying areas within the City of Ozark Planning Area. State Highway 14, for example, provide a significant east-west linkage through the City of Ozark and then through the larger Ozark community connecting the City to U.S. Highway 65 and on west through parts of its west growth area to Nixa.

Table 5-1: City of Ozark Transportation Design Standards					
	Arterial		Collector		Local
	Primary	Secondary	Primary	Residential	
Right-of-way Width (ft)	110	80	65 or 70**	55 or 60**	50
Street Width (BOC-BOC in ft)	29 Ea Side	41 or 46**	37 or 42**	35 or 40**	32
Median Width (ft)	18'	NA	NA	NA	NA
Minimum Pavement Depth (Asphaltic Concrete) inches	***	***	8	7	6
Design Volume (VPD) Range	10,000-30,000	6,000-20,000	1,500-8,000	800-1,500	Less than 800
****Design Speed (MPH)	40-50	35-40	30-35	30	25
Maximum Grade	6%	6%	8%	10%	12%
Minimum Grade	0.50%	0.50%	0.50%	0.50%	0.50%
Curb Return Radius	50'	50'	30'	25'	25'
Minimum Radii, Horizontal Curves	***	600'	400'	300'	175'
Max. Super-elevation*****	***	0.04	0.03	0.03	0.02



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Table 5-1: City of Ozark Transportation Design Standards—Continued					
	Arterial		Collector		Local
	Primary	Secondary	Primary	Residential	
Vertical Curves, K Values; Crest	***	80	60	40	20
***** Sag	***	70	60	50	30
Min. Safe Stopping Sight Distance (ft)	***	325	250	200	150
Min. Safe Stopping Distance At Intersection (ft)	***	500	450	400	250
Minimum Distance Private Curb Cut Spacing, (ft)	330	210	160	Ref. Paragraph 2.2.20.A.2	Ref. Paragraph 2.2.20.A.2
Minimum Distance from Intersection of R.O.W. to curb cut (ft)	250	200	150	25	25
***** Sidewalk width (ft)	4	4	4	4	4
Parking Permitted	No	No	No	One Side	Two Sides

- * Also applicable to commercial streets.
- ** Increased width if bicycle route is included
- *** To be individually designed and approved
- **** Design Speed criteria for horizontal and vertical alignment should meet the requirements of the current edition of "A Policy on Geometric Design of Highways and Streets, AASHTO".
- ***** Minimum length of super-elevation run-out = 100'
- ***** Length of vertical curves, $(L) = KA$ with K from table above and A = algebraic difference in grades.
- ***** Both sides of roadway.

U.S. Highway 65 Corridor Plan: The U.S. Highway 65 Corridor Plan is intended as an overlay of the city of Ozark to:

- promote quality development through urban design recommendations visible from U.S. Highway 65;
- propose a development pattern that incorporates good design features without hindering private development; and
- enhance and compliment existing viable development areas in the highway corridor through the City of Ozark community.

Transportation Strategies

The City must continue to work cooperatively with MoDOT staff to monitor improvement plans and funding programs. One of the most critical transportation planning issues is the need to provide critical connections between major transportation corridors and addressing how city road facilities interface with the state highway network. Such cooperation includes providing an adequate Transportation network to serve future growth inside the in the Urban Service Tier.

- Finance city road system maintenance and road improvements through an equitable and efficient combination of taxes, fees, and exactions;
- Evaluate financing mechanisms to equitably assign the costs of road construction and maintenance to those who benefit;
- Target public funding of road improvements to the Urban Density Tier to encourage compact contiguous development;
- Prepare city capital budgets that prioritize road improvements in areas most contiguous to existing development and incorporated cities, with excess funds allocated to improving roads in the rural areas;
- Require new development to provide road right-of-way for the ultimate development of the area;
- Require new development to provide paved streets constructed to city standards; and
- Prohibit residential curb cuts (driveways) onto arterial streets;

Access Control

Local access control policies, along with projected traffic volumes, affect specific design characteristics associated with each functional classification. For example, higher traffic volumes, such as those exceeding 10,000 vehicles per day, may warrant construction of a four or five-lane arterial street to effectively move traffic. Conversely, traffic volumes between 6,000 and 20,000 vehicles per day can be accommodated by a two-lane arterial street (if a continuous turn-lane is added for the higher volume streets) that has turn bays, good signal and intersection spacing, and private driveway access control. In many cases, a well built two-lane arterial street can function as well as a four-lane street at just over half the cost.

Adopting an access control policy in Ozark will maintain existing capacity by controlling access to arterial and collector streets not under state of Missouri control, while improving traffic flow as new development occurs. Constructing intersection improvements, turn bays, medians, and/or providing traffic signal timing is a method to increase street capacity. Conversely, adding cross streets, driveways, traffic signals, and other stop controls can decrease street capacity. Roundabouts are relatively new options gaining acceptance in the U.S.; though they have advantages and disadvantages: they “meter” traffic more smoothly than 4-way stops or traffic signals, and they reduce serious accidents (tending toward more minor collisions, rather than side-end collisions); but by metering traffic, they do not create “gaps” for local cross-traffic to enter the flow on a congested major street, the way traffic lights can do.

Transportation Financing

There is a wide range of possible funding sources for Transportation improvements in Ozark. Primarily, financing may be from public sources including local, state and federal taxes and programs; and private financing, such as contributions from or impositions upon an individual developer who creates a development and generates traffic in the City.



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The following is a summary of certain financing options that may be available to Ozark for funding major road improvements. The term "major road improvements" is defined as construction or reconstruction of city streets or intersections for the purpose of improving traffic flows for those streets that do not physically adhere to their classifications at the present time.

It must be emphasized that the options summarized in this section merely represent a list of possible financing tools. In-depth research must be conducted to determine whether or not each of these tools is a viable option for the City. It is likely financing strategies ultimately selected will incorporate several of these options. Some of the options may be mutually exclusive and some of the options may be of limited utility. In addition, some mechanisms are designed to fund improvements to serve demand created by new development while others are designed to fund improvements associated with existing Transportation deficiencies.

In order to avoid attaching any significance to the placement of options in the report, the options have been listed in alphabetical order.

- Capital Improvement Sales Tax;
- Excise Tax;
- Federal Highway Administration Programs;
- General Obligation Bonds;
- Government Programs;
- Neighborhood Improvement Districts;
- Real Estate Tax;
- Right-of-Way Exactions;
- Road Impact Fees;
- Tax Increment Financing;
- Transportation Corporations; and
- Transportation Development Districts.

Capital Improvements Sales Tax. Missouri statutes authorize counties to impose a sales tax on all retail sales in the City for the purpose of funding capital improvements, including operation and maintenance. The sales tax must be authorized by the City and approved by a simple majority of the voters in an election. The funds collected from this tax must be deposited in a special trust fund and may be used solely for the purpose designated in the vote which is approved by the citizens of the Ozark community.

City of Ozark Capital Improvement Sales Tax: A citywide capital improvement sales tax is earmarked for specific transportation projects, which would be an expansion of the existing sales tax: currently one half-cent for capital improvements applied in part to maintenance and in part to specific transportation projects (with another half-cent for parks and storm water improvements).

Federal Highway Administration Programs. The Intermodal Surface Transportation Efficiency Act of 1991 (as amended) provides federal-aid programs for transportation improvements. The federal-aid program available for Ozark area projects is the Surface Transportation Program. This is a block grant program for any roads that are not functionally classified as a local or rural minor collector, referred to as Federal-aid roads. These funds are distributed to the states and the State of Missouri must set aside 10 percent for safety construction activities and 10 percent for

transportation enhancements, including environmental-related activities. This can help fund tree planting along roads and similar streetscape improvements.

Excise Tax. An excise tax is a method of raising revenue by levying a tax on a particular activity. It has been defined as a tax that is measured by the amount of business done, income received, or by the extent to which a privilege may have been enjoyed or exercised by the taxpayer, irrespective of the nature or value of the taxpayer's assets or investments in business. It is different than a property tax, which is a tax on the assessed value of property, or an impact fee for major roads. An excise tax is not available to the City of Ozark under Missouri law.

General Obligation Bonds. Subject to certain constitutional and statutory limitations, primary of which is a constitutional limit on the total amount of debt the City of Ozark can incur. It is based on a set percentage of its assessed valuation, and the City has the ability to raise funds for street improvements by the issuance of general obligation bonds. General obligation bonds are long-term obligations of the Ozark community backed by the full faith and credit of the City.

Missouri statutes authorize the City Board of Aldermen to issue bonds for the "construction, reconstruction, improvement, maintenance and repair of any and all public roads, highways, bridges and culverts." This includes the acquisition of right-of-way for public roads through eminent domain. The proceeds from such bonds must be kept as a separate fund to be known as "The Road Bond Construction Fund." These funds may also be used in the construction, reconstruction, improvement, maintenance and repair of any street, avenue, road or alley in the city.

Government Programs. State and federal programs exist that may provide a funding source for street improvement projects. Typically, such programs would be available only for projects meeting the criteria of that particular program and for transportation improvements forming a part of the funding entities' transportation network, i.e., federal funds for U.S. highways. Although some grants may be available, most programs will require a local "match" by the City to pay a specified portion of the project costs in order to leverage the funds from the other governmental entity. It should be noted that funding decisions have already been made for virtually all of these possible funding sources for the immediate future.

Neighborhood Improvement Districts. State statutes authorize the creation of a Neighborhood Improvement District (NID). Under the NID statutes, particular areas of land may be designated by the City as a "neighborhood" that will benefit from a particular public improvement. Landowners within each neighborhood must authorize the formation of the NID either by a vote of approval or by execution of a petition to the City Commission. The boundaries of the NID are created at an election and the approval percentages are the same as those for approval of general obligation bonds. State statute requires a landowner petition to create a NID must be signed by the owners of record of at least two-thirds by area of all real property located within the proposed NID. If approved, the City Commission may authorize the issuance of general obligation bonds to finance construction of an improvement, such as road improvements. To secure the bonds, a portion of the total cost is assessed against each landowner within the NID and the special assessment becomes a tax lien against the property. The method of apportioning assessments among the property owners within the NID is established prior to the creation of the NID. The bonds may be issued without a vote of the public if the City agrees to rely on existing revenues and surpluses as a source of repayment in the event that the special assessments made against property in the NID prove to be insufficient to fund repayment. Bonds issued count against the City's debt limit. A



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NID allows the City to construct an applicable improvement sooner than other financing methods such as road impact fees.

Real Estate Tax: Transportation improvements financed by a real estate property tax.

Right-of-Way Exactions. Exactions are requirements imposed as part of the development approval process that require a person seeking such approval to give something to the City as a condition of such approval. Traditionally, counties have required developers to dedicate right-of-way for streets within the development and for streets abutting the development as a condition of a specific development's approval requiring such a dedication is an exercise of the City's regulatory police power. Typically, these right-of-way exactions have been imposed at the time of zoning or subdivision approval, with the understanding that the dedication would take place at no cost to the entity requiring the dedication. In 1994, the United States Supreme Court decided the case of *Dolan v. City of Tigard*, in which it held that any requirements for the dedication of land imposed as a condition of development approval must be roughly proportional to that development's contribution to the need for new public facilities. Further, the Supreme Court held that the local government imposing the exaction must make an "individualized determination" regarding the proportionality between the exaction and the impacts caused on public facilities.

After *Dolan*, it can no longer be assumed that street right-of-way dedications may always be exacted at no charge. An individualized determination must be made, in each instance, to insure that the dedication requested is roughly proportionate to the demand for right-of-way created by the proposed development. At a minimum, there must be some methodology used to quantify the development's impact and the amount of the dedication required to offset that impact. However, the courts have made it clear that mathematical precision of the relationship between the impact and the dedication is not required.

Road Impact fees. A road impact fee is a monetary exaction on new development imposed as a part of the development approval process. There is some disagreement among the courts as to the application of the *Dolan* "rough proportionality" analysis to monetary exactions such as these fees.

Road impact fees would be exempt from the election requirements of the Hancock Amendment if structured as a impact fee consistent with Missouri case law; otherwise, an election would be required at which a majority of those voting on the question would be required to approve its imposition. All road impact fees collected by the City must be spent for improvements to the road network that benefit those who paid the fee. This generally requires the designation of multiple geographic areas within the jurisdiction for imposition of the fee, with the fees collected from developers within each area being spent only for public infrastructure within the area. This is not true of excise taxes, which are collected jurisdiction-wide and can be spent on public infrastructure any place within the jurisdiction. The amount of the fee collected with respect to each development cannot exceed an amount that reflects the cost of constructing improvements to the road network that are caused by the development.

Tax Increment Financing. The basic concept behind tax increment financing (TIF) is that the redevelopment of the area will increase the equalized assessed valuation of the property, thereby generating new revenues to the City that can be used to pay for specified costs of the

redevelopment project. Property taxes and other revenues generated by the existing development in a legislatively defined redevelopment area are frozen on the day that the redevelopment area is approved by the City Board of Aldermen and the increased property tax and a portion of other revenues generated by the new development are captured and placed in a special fund to pay for the costs of redeveloping the area. Those new property tax revenues are the source of the term "increment," and they are also referred to as "payments in lieu of taxes" (PILOTs). In addition to the PILOTs, the development may also capture up to 50% of certain locally imposed taxes (commonly referred to as economic activity taxes or "EATS") such as local sales, franchise taxes and use taxes and local earnings taxes to fund project costs. State statutes also authorize bonds to be issued that are paid off from the PILOTs and EAT's generated in the redevelopment area. The bonds do not count against the City's debt limit. The TIF statute limits the areas of the City that are eligible for TIF to "blighted," "conservation" or "economic development" areas as defined in the statute. The constitutionality of the use of TIF in "economic development" areas has been questioned.

Transportation Corporations. State statutes authorize the creation of non-profit transportation corporations, which have been used in a few instances. Transportation corporations are private entities formed for the same purposes as a transportation development district. Transportation corporations are created by submission of an application signed by at least three registered voters to the Missouri Highways and Transportation Commission requesting that the commission authorize creation of a transportation corporation to act within a designated area. The application must include preliminary plans and specifications, including the proposed plan for financing a project. Projects are limited to those that will be a part of the state highways and transportation system. The transportation corporation is governed by a board of directors appointed by the commission. The transportation corporation is a private, nonprofit corporation with the power to contract, to lease or purchase real or personal property, and to sue and be sued. Transportation corporation projects are subject to approval by the Missouri Highways and Transportation Commission. Transportation corporations are authorized to charge fees for services and to collect tolls for use of transportation corporation projects. Transportation corporations are also authorized to issue bonds, including revenue bonds, by resolution of the board of directors without a vote of the public. The maximum amount of the fees and/or tolls that may be collected or bonds that may be issued is not set by statute. This option is not often used by a city, but may be relevant if the City of Ozark were to partner with a neighboring city and private entity.

Transportation Development Districts. Missouri statutes authorize the City to create transportation development districts encompassing all or a portion of the City. The purpose of a transportation development district is to "fund, promote, plan, design, construct, improve, maintain, and operate one or more [transportation] projects or to assist in such activity." A transportation development district is created by submission of a petition to the circuit court from either 50 registered voters in the district or by the City Board of Aldermen. The petition must identify the district's boundaries, each proposed project, and a proposal for funding the projects.

After receipt of a petition and a hearing to determine that the petition complies with the law, the circuit court enters a judgment certifying the questions regarding creation of the district, projects to be developed, and proposed funding for voter approval. If a simple majority of those included in the district boundaries vote in favor, the transportation development district is created. If the issue fails, it cannot be resubmitted to the voters again for two years. If approved, an election is held within 120 days to elect a board of directors for the district. Once created, a transportation



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development district is a separate political subdivision of the state with powers such as condemnation, the power to contract with parties, to lease or purchase real or personal property, and to sue and be sued. The City has no control and jurisdiction over transportation development district projects unless provided by contract—therefore, cities usually seek this type of funding only in special districts, such as a business district that seeks to create unique transportation facilities, including structured parking facilities.

Chapter 6. Economic Development

Introduction

The position of the City of Ozark in the regional commercial and industrial markets has been assessed to serve as a basis for projecting the amount of non-residential land needed to accommodate commercial development through 2030. As a part of this determination, Ozark and/or Christian County have been compared to adjacent cities and/or counties in the trade and labor shed area to help evaluate the city's competitive position in the region.

The City of Ozark is characterized by the following:

- Largest employment and business growth in Ozark has been in the retail sector since the late 1990's;
- Ozark retail sales have more than doubled since 2001;
- Biggest decline is the number of manufacturing jobs and no net growth in the number of manufacturers;
- Unemployment rate in Christian County is lower than State of Missouri but slightly higher than Springfield;
- More than one-half of the local workforce (55.4%) commutes to Greene County;
- A low industrial building vacancy rate in Springfield (6.97%) enhances the opportunity for Ozark to strengthen its industrial base; and
- The average wage in Ozark is lower than Greene County, providing a competitive advantage to attract new industry.

In summation, it is recommended that a new Ozark business park be established to accommodate light industrial and related commercial office development and Ozark should plan for a total of 260 to 325 acres of commercial and industrial land by 2030.

City of Ozark's Position in the Regional Market

This assessment evaluates the most relevant local, state and federal published data. In addition to the prevailing economic conditions, a wide range of demographic and economic trends will influence the city's absorption of commercial and industrial land, including:

- Retail Pull Factors
- Local Property Tax and Sales Tax Rates
- Educational Attainment of the local Labor Force
- Development Activity in Springfield

Employment and Labor Force Description

In 2006, the U.S. Bureau of Economic Analysis reported a total of 559 business establishments in Ozark and 1,554 businesses in Christian County. (**Ref. Table 6.1 : "Ozark and Christian County Business and Employment Trends 1998 – 2005."**) The number of jobs based in Ozark grew by 24 percent, or 660 new jobs, from 1998 to 2004, according to the U.S. Bureau of Economic Analysis, and the number of jobs in Christian County grew by 31 percent from 1998 to 2005. More specifically:

- The number of business establishments in Ozark grew by 100 since 1998;
- The highest percentage of jobs in Ozark are in the retail sector;
- The percentage of the area's workforce employed in manufacturing is declining; and



CHAPTER 6
ECONOMIC DEVELOPMENT

- The number of persons employed in the restaurant and lodging industry in the county more than doubled since 1998.

The following table summarizes the changes in the number of business establishments and employment in Ozark and Christian County for the largest employment groups since 1998.

Table 6.1: Ozark and Christian County Business and Employment Trends 1998 - 2005

Employment Sector	Ozark (65721)			Christian County			Ozark % of County
	1998	2004	% change	1998	2005	% change	
<u>Business Establishments</u>							
Manufacturing	39	39	0%	102	107	5%	36%
Construction	77	103	34%	212	342	61%	30%
Information, Finance, Insurance, Real Estate	57	68	19%	116	183	58%	37%
Restaurants, Lodging	25	37	48%	60	87	45%	42%
Retail	84	93	11%	170	203	19%	46%
All Other (@)	167	219	31%	443	622	40%	35%
Total Establishments	449	559	24%	1,103	1,544	40%	36%
<u>Employment</u>							
Manufacturing	N / A	N / A	N / A	2,711	1,555	(43%)	N / A
Construction	N / A	N / A	N / A	1,160	1,666	44%	N / A
Retail	N / A	N / A	N / A	1,562	2,673	71%	N / A
Restaurants, Lodging	N / A	N / A	N / A	788	1,849	135%	N / A
All Other (@)	N / A	N / A	N / A	3,697	5,240	42%	N / A
Total Employment	4,762	5,424	24%	9,918	12,983	31%	42%

Source: U.S. Census Bureau of Economic Analysis.

Note to table 6.1: Ozark data is reported for the ZIP Code 65721 and does not exactly correspond to the Ozark city limits. @ includes utilities, wholesale trade, transportation and warehousing, professional, scientific and technical services, education, health care, government, arts, entertainment, recreation

Unemployment rate in Christian County is below statewide and national rates although the average wages are lower than nearby Greene County and the State of Missouri averages.

Table 6.2: Area Unemployment and Average Wage Rates

Area	Unemployment Rate 2006	Average Annual Wage 2005
Christian County	3.2%	\$31,431
Greene County	3.1%	\$24,140
Taney County	5.9%	\$23,588
State of Missouri	4.5%	\$35,670

Source: Missouri Department of Labor.

As of 2000, more than half of Ozark’s residents are employed in Greene County, and almost two-thirds of the Christian County workforce commutes out of the county for employment. This outward commute pattern is not uncommon for a city on the edge of a metropolitan area. However, given the size of the workforce, this condition also suggests an opportunity for Ozark to grow the number of local employment opportunities for residents.

Table 6.3 : Christian County Residents Place of Employment 2000

Place of Employment	Total	Percent of Christian County Residents
Christian County	9,777	35.1%
Greene County	15,188	55.4%
Taney County	798	2.9%
Other Counties	1,658	6.6%
Total	27,421	100%

Source: U.S Bureau of Economic Analysis.

Education Attainment of the Ozark Labor Force

An important characteristic considered by companies in site selection is an evaluation of the educational level of the local population. The percentage of high school and college graduates in a community influences the amount of prospective business that will consider locating in a developing area. The level of education among residents reflects the skills of the local work force and determines the type of new businesses that may be attracted to Ozark.

The commonly considered component used to measure educational levels is the percentage of the population 25 years and over that is high school and college graduates. Based on the 2000 U.S. Census, Ozark’s high school graduate rate is about average within Christian County; lower than Green County but higher than the statewide average (**Ref. Table 6.4 - “Education Attainment 2000”**).



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Similarly, the percentage of the city's population that is college graduates in Ozark is lower than the percentage of Greene County residents but higher than the state.

Table 6.4 - Education Attainment 2000

Jurisdiction	High School Graduates % of Population	College Graduates % of Population
Ozark	85.6%	20.1%
Christian County	85.8%	15.3%
Greene County	88.3%	25.3%
Missouri	81.4%	14.0%

Source: 2000 U.S. Census.

The presence and planned expansion of OTC and the existing and potential customized training opportunities offered by the college further enhances the community's ability to train the local workforce and expand its employment base by responding to prospective industries needs.

The Finley River Neighborhood

Market Position Analysis

In June, 2007, Zimmerman/Volk Associates, Inc. completed a market position analysis for the Finley River Neighborhood. The purpose of the study was to identify the market potential for new market-rate rental and for-sale multi- and single-family attached dwelling units, to be constructed within the mixed-use Finley River Neighborhood District. The District covers an area of 47 acres and approximately 20 blocks within the Central Business District, and is bordered by the Finley River on the west.

The Finley River is a central feature of the city, providing an attractive natural amenity for Ozark's residents. From a market perspective, the assets of the Finley River Neighborhood redevelopment area are considerable, including:

- Adjacency to the Finley River;
- Proximity to the historic Ozark Courthouse Square;
- The planned trail system along the Finley River;
- The lifestyle center that is proposed north of the site; and
- It's location in the city of Ozark, which is within 20 minutes' driving distance of Springfield, the third largest city in Missouri, and within 30 minutes' driving distance from the Branson/Tri-Lakes area, the largest resort area in the state.

The target market for the Finley River Neighborhood was identified as follows:

Household Type	Percent of Total
Empty-Nesters & Retirees	33%
Traditional & Non-Traditional Families	16%
Younger Singles & Couples	51%

Based on the characteristics of the target households, the residential context, and the development of the property using the principles of New Urbanism, the optimum market position for new residential development within the Finley River Neighborhood is as follows:

32.4%	Multi-Family For-Rent
35.2%	Multi-Family For-Sale
32.4%	Single-Family Attached For-Sale

Absorption of 180 new housing units with a traditional neighborhood development of the Finley River Neighborhood could be achieved within three to four years from commencement of marketing, depending on phasing and construction. This potential for new housing units within a concentrated area will have the ability to positively affect Ozark's economy through an increased work force, as well as increased tax dollars from a new residents.

Source: Zimmerman/Volk Associates, Inc., 2007, *Market Position Analysis, Finley River Neighborhood*



Local Property and Sales Tax Rates

The cost of doing business, especially property taxes, induces or discourages private investment and is also a factor considered by developers and businesses in the site selection process. Property tax rates are more important to industry than state income or sales tax rates. Property taxes have a direct impact on commercial rental rates, project financing and the total cost of doing business in a community. The property tax rate in Ozark is average among the three largest area cities in the trade area (**Ref. Table 6.5: “Trade Area Cities Tax Rates”**). Sales tax rates provide competitive advantages or disadvantages for those consumers whose purchasing decisions within the region trade are influenced by sales tax rates (e.g., automobile dealers), personal and real estate property tax rates (manufacturers with a large, inventory or high valued equipment).

Retail sales tax rates, though varied among area communities, are not a determining factor in where retail businesses choose to locate, although shoppers are often responsive to sales tax rates. For consumers, Ozark is at a competitive disadvantage over its neighboring communities with regard to retail sales taxes. The sales tax rate in Ozark is higher than Nixa and Springfield, though lower than Branson. The sales tax rate is especially important to consumers when it comes to purchasing higher priced items.

Table 6.5: Trade Area Cities Tax Rates

City	Total Property Tax Rate	Rank	Sales Tax Rate	Rank
Springfield	\$4.6718 @	1	6.600%	1
Ozark	\$5.3547	2	7.725%	3
Nixa	\$5.9189	3	7.225%	2
Branson	missing	N / A	8.600%	4
AVERAGE	\$5.3151		7.53%	

Source: Cities of Ozark, Nixa, Springfield, Branson.

@ = the property tax rate is higher in two Springfield industrial centers due to special assessments

Retail Market Description and Projected Demand

The economic opportunities and resulting amount of new commercial development constructed over the next two decades in Ozark will be influenced by demographic changes, transportation and other infrastructure improvements and critical public policy choices made by community leaders. These projections anticipate the city’s population to reach approximately 30,000 by 2030.

Although the city’s population and retail choices are growing rapidly, Ozark’s retail market will continue to be significantly influenced by its neighbors to the north, Springfield, and to a lesser extent by Branson to the south. There is a significant amount of new and planned retail development in both neighboring communities. In Springfield, two large new retail developments located at James River Freeway and Campbell and at Sunshine and West Bypass are in the final planning stages. College Station in Downtown Springfield will also expand that city’s retail base. And most importantly, the 1.2 million square foot Battlefield Mall, approximately 10 miles north of Ozark, remains the largest regional shopping center in the metropolitan area and will continue to draw Ozark residents for certain products, especially for general merchandise, electronics and apparel products.

The primary retail market trade area for Ozark is Christian County. The retail market area also serves Highway 65 travelers driving between Springfield and the Branson area. Altogether, Ozark has the potential to increase its retail sales by a combination of capturing up to \$40+ million by capturing sales leakage from Christian County as well as continue to grow its retail, based on the City's projected residential growth. As the population of Ozark and Christian County reach a higher threshold, an estimated 100,000 residents, Ozark will attract additional interest from players in the national retail and restaurant industries.

A key measurement of the city's economic performance is the rate of growth in retail sales. Since 1990, retail sales in Ozark have increased dramatically and much more rapidly than the State of Missouri. (See Table 6.6: "Retail Sales Trends 1990 - 2006.") This is fueled, in part, by the city's rapid population growth and attraction and/or expansion of national retail chains. Ozark retail sales more than doubled in the 1990's versus a 39.5 percent increase for statewide retail sales during the 1990's and the City of Ozark retail sales more than doubled again since 2000. This high rate of retail growth has occurred despite the increased use of catalog, telephone, mail-order and Internet shopping that has adversely impacted traditional "sticks and mortar" retail stores.

Table 6.6 - Retail Sales Trends 1990 - 2006

Year	City of Ozark Retail Sales	State of Missouri Retail Sales (000's omitted)
1990	\$48,364,825	\$35,112,865
2000	\$109,732,669	\$58,005,095
2001	\$113,127,631	\$59,688,388
2002	\$132,697,437	\$60,388,701
2003	\$132,697,437	\$61,414,123
2004	\$170,629,303	\$64,159,929
2005	\$208,665,913	\$66,960,413
2006	\$244,368,277	\$69,909,375
% CHANGE		
1990 - 2000	126.8%	39.5%
2000 - 2006	122.6%	17.0%

Source: Missouri Department of Revenue.

Since 2001, the City of Ozark Building Department reports that over 90 commercial building permits with a combined total of over 1.4 million square feet of new commercial development have been constructed in the community. Ozark has the necessary economic conditions to accommodate more commercial development. This is based on the city's favorable demographic factors and the projected population growth. The Missouri Economic Research & Information Center (MERIC) projects the population of the Springfield Metropolitan Statistical Area (MSA) to increase by 22.0 percent by 2026, faster than the 9.2 percent projected state growth. Christian County as one of the fastest growing



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counties in the nation has been the fastest growing county within the Springfield MSA. In addition, the presence of Highway 65 bisecting Ozark strengthens the city's opportunities to attract and support additional retail growth.

To project the amount of acreage that should be planned to enable the expansion to Ozark's retail base, an analysis of the local retail pull factor for each major retail sales category has been evaluated. The retail pull factor provides a precise measure of sales activity in a locality. A pull factor of above 1.00 indicates that a community is attracting business, while one that is below 1.00 indicates that the community is losing businesses to other retail markets. For purposes of this assessment and given that Christian County is Ozark's primary trade area, an assessment of sales leakage for Christian County by major retail reporting category identifies where immediate growth opportunities may be achieved.

An analysis of eight major retail sales reporting categories compared Christian County's pull factors to Ozark's major competing counties for retail activity, Greene and Taney Counties. Both neighboring counties have very strong retail pull factors, as Springfield serves as a regional trade center for the metropolitan area and Branson is a major visitor destination. Not surprisingly, Greene and Taney Counties have very strong pull factors. This comparative data presented in Table F provides insight about the major retail opportunities in Ozark.

Retail pull factor data reveals that sales in Ozark are strongest for building materials, general merchandise and food stores, and sales leakage occurs among motor vehicle and auto parts dealers, furniture and home furnishings, eating and drinking places and miscellaneous retail stores (which includes gift stores, office supplies, art galleries, florists, pet stores, used merchandise stores and others). Clothing and apparel data is not available but it is reasonable to conclude that leakage is also occurring in this area because of the strength of Greene and Taney County's pull factor in this category. Therefore, in addition to serving future population growth, in order to further expand Ozark's retail base, it is appropriate for Ozark to target those retail categories where the trade area is experiencing the most sales leakage (**Ref. Table 6.7: "Area County's Retail Pull Factors by Sales Category"**).

Table 6.7 - Area County's Retail Pull Factors by Sales Category

Sales Category	Christian County	Greene County	Taney County
Building Material and Garden Supply Stores	2.98	1.99	1.33
General Merchandise Stores	1.30	2.04	1.69
Food Stores	1.01	1.20	2.37
Motor Vehicle, Gasoline and Parts Dealers	0.70	1.40	0.87
Clothing and Clothing Accessories Stores	N / A	1.94	9.22
Furniture and Home Furnishings Stores	0.47	2.21	3.35
Eating & Drinking Places	0.95	1.44	5.02
Miscellaneous Store Retailers	0.70	1.94	2.50
TOTAL RETAIL TRADE PULL FACTOR	0.98	1.76	2.85

Source: MERIC.

When retail sales leakage categories for Christian County are combined, there is as much as \$40 million lost in sales (in 2006 dollars) for the area to reach a minimum 1.00 pull factor in the five major retail sales leakage areas (**Ref. Table 6.8 – “Christian County Retail Sales Leakages by Major Category 2006”**). This sales leakage, as well as new demand generated by the city and county’s future population, has been factored into the projected retail acreage requirements to satisfy existing and future Ozark residents through 2030. **Reference Chapter 4 – Future Land Use for future commercial needs.**

Table 6.8 - Christian County Retail Sales Leakages by Major Category 2006

Major Retail Category	Estimated County Sales Leakage
Motor Vehicle, Gasoline and Parts Dealers	\$3,600,000
Furniture and Home Furnishings Stores	\$8,300,000
Eating & Drinking Places	\$1,800,000
Clothing and Clothing Accessories Stores	\$2,000,000+
Miscellaneous Store Retailers	\$24,700,000
TOTAL	\$40.4 million+

Source: MERIC; RICHARD CAPLAN & ASSOCIATES.

Industrial Development Demand

As the business establishment and employment trends presented in Table 6 A reflects, the number of manufacturers and the number of jobs in manufacturing in Ozark has declined since 1998. This trend is not unique to Ozark and Christian County. From 1990 to 2000, the percentage of persons in Missouri employed in manufacturing declined from 18.5 percent to 14.8 percent of total employment and from 17.6 percent to 14.1 percent in the United States. This broad trend is not expected to be reversed in the future in Missouri or across the nation.

Furthermore, Ozark’s proximity to Springfield with that city’s aggressive business incentive practices and the community’s willingness to create public/private partnerships mean that the City of Ozark will have to be aggressive to compete for non-retail business development and be more competitively positioned in the regional market. In Springfield for example, the Jordan Valley Innovation Center (JVIC) is a partnership between Missouri State University, the federal government and several private companies to produce high-tech products and material for science development.

Springfield commercial realtors report a low industrial vacancy rate, under seven percent in 2006, and low office vacancy rate, 8.1 percent These vacancy rates reflect a strong commercial market in Springfield. However, this is also an opportunity for Ozark to draw new business because of a relatively limited amount of industrial and office vacancies in Springfield.

Financial incentives for attracting new or expanding existing light industrial companies and large office users have become the norm in the world of economic development. The use of financial incentives will enable Ozark to continue to grow and broaden its economic base. The use of incentives



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to entice companies is most commonly tied to:

- waiving or significantly discounting local permit fees;
- assistance with infrastructure costs (often through the use of tax increment financing);
- establishing non-profit development corporations to help companies with the cost of land; and/or
- property tax abatement.

Other financial incentives such as assisting employers with relocation costs to attract and/or expand businesses may be considered, based on the amount of new private investment and/or the number of new jobs created in Ozark.

Ozark's existing light industry and manufacturers are dispersed around the community. While this condition is convenient to existing business, the absence of a large, well planned business park in Ozark undermines the ability of the city to aggressively compete and attract new industry in the future. The presence of a new, well planned, large business park offers a community and its tenants many benefits, including:

- Increases the city's ability to more effectively market Ozark and compete for economic development opportunities;
- More cost effective installation and utilization of public infrastructure improvements;
- Ability for the city to more effectively plan for truck routes, fire protection and related public service support;
- Ability to offer prospective tenants a more suitably designed and controlled business setting; and
- Provides prospective companies with more choices in parcel size.

Despite the declining national trend in manufacturing jobs, well planned business parks also accommodate light industrial and office users that do not require or desire a downtown or retail shopping center setting. Therefore, the City of Ozark should identify and plan an area for a large, new business park that would accommodate both light industrial, office users and manufacturing companies.

One potential site for this park would be the reuse/redevelopment of the Air Park South Airport if and when it becomes available for other uses in the future. The transition of the South Airport to private use creates an opportunity for the city to establish a well planned business park to accommodate office and light industrial development for the next two decades and beyond. Based on the projected office and industrial demand, approximately one-half of the former 250+ acre airport site should be rezoned and master planned as a business park.

The transition of the South Airport to private use creates an opportunity for the city to establish a well planned business park to accommodate office and light industrial development for the next two decades and beyond. Based on the projected office and industrial demand, approximately one-half of the former 250+ acre airport site should be rezoned and master planned as a business park. The portion(s) of the former airport that contain the most existing infrastructure is best targeted for future office and industrial uses. The presence of existing infrastructure reduces the cost to new office and light industrial users thereby enabling job generating development to occur more easily. Those undeveloped areas that require additional infrastructure investment will likely be more appropriate

for non-commercial uses obligating future residential development costs to be the responsibility of the residential developer and/or future residents.

The city should discourage and actively avoid possible pressure to rezone the Air Park for non-commercial use. The airport site offers level, developable land and should be master planned for its next life in the city's history. Its recommended use as a business park will offer Ozark more local jobs and taxes than its prior use or any potential residential related development. The site offers a "once in a generation" opportunity that will enable Ozark to secure and establish a business park of this size and accessibility. **For future industrial needs, reference Chapter 4 – Future Land Use.**



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Chapter 7. Implementation

INTRODUCTION

The City of Ozark Comprehensive Plan presents Goals, Objectives, and Action Steps as the framework for future land use decisions (**Ref. Chapter 3**). This Chapter provides a synopsis of key implementation recommendations in an Action Agenda which presents action steps from Chapter 3 in a table that includes “implementation responsibilities.” The implementation table provides the following information.

- ★ **Action Steps** - initiatives to implement the Comprehensive Plan recommendations.
- ★ **Implementation Responsibilities** - Primary participants and partnerships to work on the project. These may include:

- **City:** Includes various City of Ozark Departments, Boards, and Commissions;
- **Agencies:** May include Federal and State departments and agencies, Chamber of Commerce; Christian County Commissions; and other public or quasi-public institutions;
- **Private Sector:** May include developers and land owners;
- **Residents:** May include homes associations, neighborhood groups, and homeowners;

ACTION AGENDA

To implement the action steps, the following “Action Agenda” should be initiated in several time frames. Most items are considered “On-going” action items. To set a course for the “On-going Action Items,” the City of Ozark should initiate a number of immediate items to start implementation of the Plan Update. This Chapter presents a general phasing by which the actions are desired or projected to occur. Time frames are expressed in the following terms:

- Near-Term – 1 to 5 years; and
- Long-Term – more than 5 years.

On the following pages are the “Near-Term Action Items” to be adopted into a 5-year Capital Improvements Program (CIP) if they meet the definition of a substantial capital asset or infrastructure improvements. If programmatic in nature, the City of Ozark should provide for its immediate initiation.



Near-Term Action Items (Immediate up to 5 years)

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY			
	City of Ozark	Agencies/Christian County Commissions	Private Developers	Residents
Environmental Management				
Update the city's stream buffer regulations to ensure consistency with model standards for water runoff quality.	★			
Design and construct new development to retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors.	★		★	
Adopt MS-4 permit and policy procedures to ensure compliance with State and Federal stormwater management regulations.				
Land Use and Development				
Revise the city's Land Development codes to implement the policies of the Comprehensive Plan.	★			
Implement practices in new developments that increase storm water infiltration and adequately treat storm water runoff before discharge.	★	★		
Adopt lighting standards that prevent light pollution and reduce sky glow.	★			
Adopt Urban Service Area (USA) agreement with Christian County to preserve urban fringe of city for urban level development.				
Parks, Open Space, and Recreation				
Implement a dedicated funding source for parks and recreation, and trails development, such as a Park Fee Ordinance and other recommendations from the Park Master Plan.	★			
Amend the Zoning and Subdivision Regulations to include provisions for the purpose of securing land or easements for open space, parks, and trail facilities as part of the platting process.	★			
Residential				
Adopt residential design standards for higher-density building so that these more divers housing types are compatible with single-family standards and to assure quality housing.	★			
Commercial				
Revise the city's zoning codes to limit the location, number, and size of billboards along roadways and highways in the city of Ozark in accordance with the standards recommended by the Plan.	★			
Revise the city's Land Development codes to require higher development standards for areas along major highways, city entrances, commercial and industrial parks, and transit corridors.	★			

Near-Term Action Items (Immediate up to 5 years)

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY			
	City of Ozark	Agencies/Christian County Commissions	Private Developers	Residents
Industrial				
Create an industrial park/business park with municipal services and convenient highway access.	★	★	★	
Public Services and Facilities				
Pursue a central common waste water sewer district in the Urban Service Areas not served by the new Elk Valley WWTP.	★	★	★	★
Examine options for a dedicated property tax to roads, bridges, parks, and storm water.	★			
Transportation				
Increase budget for transportation planning and right of way acquisition.				
Enter into a cost share agreement with the Ozark Special Road District where no less than 25% the total taxes they receive are spent on projects within the city limits of Ozark.				
Examine the use of impact fees for major road improvements to compensate the public for the impact on the surrounding road system and the diminution of road capacities from new development.	★			
Study and identify a corridor to provide an east-west major roadway connection across US 65 Highway, generally in the vicinity of Longview Street to accommodate future development.	★	★		
Examine options for a dedicated sales and/or property tax to fund roadway planning, engineering, right-of-way acquisition, and construction.	★			
Economic Development				
Establish and fund a tourism media effort as a joint effort with the Springfield and Branson-area outlets.	★	★	★	
Establish an economic development committee that includes representatives from the City, Chamber of Commerce, Christian County, local Utility Companies, and Business Community to meet and discuss potential economic development stimulants.				
Rejuvenate the existing Industrial Development Authority (IDA) within the City of Ozark and charge them with the responsibility of identifying, acquiring, and developing a business/light industrial park to create new jobs.				
Create new page on the city web site that provides site acquisition and marketing companies with up to date real estate information about available commercial property.				



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Public Participation				
Create outreach to the public so that citizens can give input related to community planning projects, programs, and initiatives.	★			
Create new links within the city web page to update the public on near-term and long-term planning initiatives.	★			

The City of Ozark should update its land use regulations to ensure that the On-going action items are adopted into policies of the City—not only of the Planning Commission but of other municipal agencies and departments, as well.

On-Going Action Items				
ACTION STEPS	IMPLEMENTATION RESPONSIBILITY			
	City of Ozark	Agencies/Christian County Commissions	Private Developers	Residents
Environmental Management				
Limit development in the floodplain to recreational uses and parks.	★		★	
Enforce city standards for new development to retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors.	★		★	
Preserve environmentally sensitive areas such as floodplains, wetlands, and wildlife habitats, especially within the Finley River and Elk Valley.	★	★	★	★
Land Use and Development				
Strongly encourage new urban development in the Urban Service Areas to annex into the city before development.	★		★	
Require urban development in the unincorporated area to be annex if municipal services are extended; or sign agreements to not oppose future annexations upon receipt of municipal services.	★		★	
Limit commercial and industrial development outside of cities to agricultural and recreation based uses.	★			
Direct commercial development to planned commercial development clusters.	★		★	
Limit spot zoning to meet the needs of a single individual or property without consideration of the adjacent land owners and the comprehensive plan.	★			
Promote subdivision and building designs that conserve water and implement low impact development (LID) design standards.	★	★		

On-Going Action Items

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY			
	City of Ozark	Agencies/Christian County Commissions	Private Developers	Residents
Encourage public water supply districts to construct, or require construction of mains and related facilities to an urban standard within the Urban Service Areas outside the city of Ozark.	★	★		
Transportation				
Conduct a roadway improvement prioritization plan in conjunction with the Ozark Special Road District to improve coordination and cooperation and increase the maximum benefit of tax payer dollars.				
Require new roadways outside the City of Ozark, but within the Urban Service Area, to be constructed to City design standards.	★			
Parks, Open Space, and Recreation				
Enhance the city's parks and open space areas by pursuing alternative funding sources such as special taxes, user fees, impact fees, and joint ventures with the State of Missouri.	★	★		
Pursue land and easement donation / dedications for trails and bike lanes, and secure land or easements by landowners and developers of new developments.	★	★	★	★
Preserve the Finley River floodplain corridor for permanent open space, natural resource preservation, and recreational uses.	★	★	★	
Residential				
Implement new development and design standards.	★			
Require residential development of higher densities o meet the municipality's new design standards.	★			
Allow flexibility in lot configuration, lot size, building setbacks, and other development standards to preserve open space and natural resources.	★			
Commercial				
Implement the U.S. Highway 65 Corridor Urban Design Guidelines and other guidelines.	★	★	★	
Limit the location, number, and size of billboards along all county roadways and highways within the Ozark Urban Service Area.	★			
Budget for a part time economic development/marketing consultant to develop an outreach and public relations campaign to attract retail marketers to our community.				
Industrial				
Direct industrial uses, other than those of an agricultural nature or operations which need to be in remote locations to locate within existing municipalities.	★			
Public Services and Facilities				
Encourage watershed protection and regional storm water management.	★	★	★	★



On-Going Action Items				
ACTION STEPS	IMPLEMENTATION RESPONSIBILITY			
	City of Ozark	Agencies/Christian County Commissions	Private Developers	Residents
Transportation				
Actively participate in MARC and MoDOT transportation committees to see State and Federal funding for high priority throughout the city.	★			
Provide accommodations for bicycles on major secondary roadways.	★	★		
Require traffic impact studies for larger developments to evaluate and confirm the capacity of the surrounding road system before development approval.	★		★	
Coordinate with municipalities to reserve right-of-way and expand the parkway and boulevard network.	★	★		
Conduct joint projects with the Ozark Special Roads Districts for the funding, design and construction of street improvements within the city limits of Ozark.	★	★		
Economic Development				
Coordinate private interest to provide essential services that support redevelopment of the Airport site.	★	★	★	
Coordinate with the chamber of commerce on city promotion	★	★		

On-going Action Item: Adequate Public Facilities Ordinance

In order to ensure that property is developed with appropriate urban services and in accordance with the service plans set out in the Comprehensive Plan, subdivision of land should not be scattered into un-served areas or premature from a capital improvements plan perspective. One key On-going Action Item for the City of Ozark to adopt is an **Adequate Public Facilities** ordinance.

The plan seeks to protect the public health, safety, welfare by promoting contiguous growth with the City of Ozark, assuring adequate water supply, wastewater disposal, stormwater management, roads, right-of-way, and other public services. To develop in Ozark’s Urban Service Area boundary in the unincorporated areas outside the city limits prematurely is to impose excessive expenditure of public funds for the supply of such services. This creates undue maintenance costs for inadequate roads or storm water drainage. Subdivision plats should not be approved unless the Planning Commission determines that public facilities will be adequate to support and serve the area of the proposed subdivision.

Once the city adopts an Adequate Public Facilities ordinance, new regulations would require a subdivision applicant to submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities. The ordinance would provide for:

- Water Supply—adequate public water supply available for the proposed occupancy. An adequate public water supply shall include potable water for consumption and other inside and outside uses and adequate water pressure for fire flow to meet established standards for fire protection.
- Sanitary Sewer—adequate connections to public wastewater disposal systems by the City of Ozark or approved community system with adequate capacity to handle the type and volume of flow from the proposed occupancy. The developer should show evidence that the existing system has capacity availability to accept the additional flows proposed. Limited residential development may be served by septic systems in the long-term growth areas if in compliance with the Urban Service Areas policies.
- Storm Sewer—both on-site and off-site, adequate to carry projected peak flows in a design storm without causing damage to downstream public or private property.
- Stormwater Management—improvements should accommodate runoff from the entire upstream drainage area, including Low Impact Development (LID) options; and designed to both prevent increases in downstream flooding as well as improve stormwater quality as it runs off, in accordance with NPDES II standards. The standards may require the use of control methods such as retention or detention, and/ or the construction of offsite drainage improvements to mitigate the impacts of the proposed developments.
- Roads—safe, convenient, and functional systems for vehicular, pedestrian, and bicycle circulation; related to the comprehensive plan; and in furtherance of the comprehensive plan Major Transportation Plan component, particularly in making connections cross-town to link existing land uses with new development east-west and north-south across the City of Ozark.
- Rights-of-Way—make connections as shown in the Comprehensive Plan Major Transportation Plan element.
- Other Public Services—public services such as schools, police and fire protection, and emergency services, affected by proposed developments should be substantially adequate to serve the development at existing levels of service.

Municipal Wastewater Plans and Related Utilities

Sewer service to growth area, beyond the immediate services into the city's "Planning Areas," should be considered to stem the flow of on-site wastewater systems outside the corporate limits of Ozark. A *City of Ozark Area Development Commission* could be appointed as a task force to study the issue of sewers for the unincorporated areas outside the City of Ozark in Christian County, including coordination with the city of Nixa. The task force could make recommendations for wastewater treatment at the regional levels for growth areas beyond the Elk Creek basin wastewater treatment plant (WWTP) service areas. The WWTP will provide gravity-flow service to development areas west and south of the City of Ozark and east of and south of the City of Nixa.

The task force could review the significance of area development trends, interview development parties, and take testimony at public forums concerning the formation of a sewer district outside the Elk Creek basin. The Task Force could issue a report recommending how such a Common Sewer District could prevent proliferation of septic tanks in unincorporated Christian County in other growth



CHAPTER 7 IMPLEMENTATION

areas beyond the WWTP service areas:

- The Common Sewer District could include all of the unincorporated area, as well as the small incorporated places, such as Freemont Hills, and
- The district could form sub-districts in the future to serve existing or future developments, and limit the sub-districts in area to include only those properties to be served by a collection / treatment system.

The following steps outline the process to form a common sewer district.

1. The city petitions the Circuit Court to place a question on a forthcoming election to determine if the voters desire formation of a District.
2. The Circuit Court appoints a Commission to recommend the boundaries of the district and administers an oath.
3. The Commission holds a public hearing to allow property owners within the proposed boundaries to comment on the boundaries after publishing the Notice of Hearing five times.
4. The Commission prepares a report with a map for the Circuit Court recommending District Boundaries.
5. The Court accepts the report, discharges the commission, and orders the County Commission to place a question on the ballot for a forthcoming election to obtain voter approval of the district.
6. After the voters approve, the Circuit Court issues a decree incorporating the area as a Common Sewer District. The County Commission appoints a five-member board of trustees.

LONG-TERM ACTION ITEMS

Following are the Long-Term Action Items—more than 5 years—that the City of Ozark should plan for that are beyond the immediate near-term CIP-funded improvements. If programmatic in nature, the City of Ozark should plan for their future initiation.

Long-Term Action Items (More than 5 years)				
ACTION STEPS	IMPLEMENTATION RESPONSIBILITY			
	City of Ozark	Agencies/Christian County Commissions	Private Developers	Residents
Environmental Management				
Study the need for long-term alternative water supply sources in cooperation with Christian County and neighboring cities.	★	★	★	★
Land Use and Development				
Monitor changes in land use throughout the unincorporated Planning Tiers outside the city limits.	★	★		

Long-Term Action Items (More than 5 years)

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY			
	City of Ozark	Agencies/Christian County Commissions	Private Developers	Residents
Parks, Open Space, and Recreation				
Preserve greenways, constrict multi-use trails.	★	★	★	★
Residential				
Develop a mixed-use residential PUD zoning classification to allow for new urbanism subdivision designs.	★			
Commercial				
Promote new commercial districts that comply with the objectives of the plan for serving contiguous development on municipal services.	★			
Industrial				
Convert the airport site to industrial uses.	★	★	★	
Transportation				
Study and implement capacity improvements for county and state-route roads.	★	★		
Study and implement road widening as needed.	★	★		
Economic Development				
Construct a thoroughfare system that facilitates business development on both sides of U.S. 65 Highway.	★	★		
Public Participation				
Promote the creation of neighborhood districts and neighborhood associations to address neighborhood issues.	★			★

LONG-TERM ACTION ITEM POLICIES

Several policy issues that have been discussed in the City of Ozark Comprehensive Plan have been promulgated here for the first time, or are relatively new to area residents. They are:

- Higher-Density Development Standards;
- Environmental Sustainability;
- U.S. Highway 65 Corridor *Overlay District Guidelines*; and
- Access management principles.

Following are listed several factors to consider when transitioning to new ways of thinking about these key topics that will continue to shape city policy for growth in the long term.



Higher-Density Housing: Myth and Fact

The Urban Land Institute—a national leader in formulating urban policy from the private sector—has published findings about housing compatibility as it relates to low-density versus higher-density residential development. Following are their summary findings, as reported in a publication *Higher Density: Myth and Fact*, available at the Urban Land Institute (ULI) web site: www.uli.org. The findings are submitted by ULI **for multifamily housing** based on their national research, relative to single-family detached housing:

- Less demand on schools and—as it is more compact—less impact on services;
- Neighboring real estate appreciates same or greater;
- Generates less traffic and supports transit;
- Crime rates not significantly different;
- Neighboring real estate appreciates same or greater;
- Can be designed more environmentally friendly;
- Good design yields attractive complex that is well-maintained
- People prefer it, even in suburban areas, given demographic and market shifts; and
- People of all income strata choose it.

The city should continue to study these issues, educating the public about shifts in housing market demand based on new demographic trends (**Ref. Chapter 2**) while applying the new City Guiding Principles and Neighborhood Design Policies, and the Multifamily Design Guidelines for higher-density residential development and new mixed use districts (**Reference Appendix B**).

Environmental Sustainability Principles

Subdivision and development proposals should be evaluated by the City of Ozark against Leadership in Energy and Environmental Design (LEED) performance criteria. The City may grant mitigating points to development proposals that preserve prime farmland (and land currently in agricultural production), implement Stream Corridor preservation objectives, and promote related environmental measures. These principles are adopted to better protect natural resources, such as wetlands, aquifer recharge areas, wildlife habitat and unique community values in the Ozark planning areas; and, to better manage natural and manmade hazards, such as flood hazards.

Compliance with the following environmental measures provides effective ways to mitigate negative environmental impacts, in furtherance of natural resource conservation:

WHAT IS LEED®?

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria.

- Development within a Conservation District,
- Implementation of Natural Storm Water Treatment BMPs,
- Development that implements Natural Resources Inventory objectives,
- Development that implements Stream Buffer measures, and
- Preservation of Prime Farmland and/or Agricultural Production.

Highway Corridor Overlay District Guidelines

U.S. Highway 65—leading north to Springfield and south to Branson—is a highly visible and highly traveled route through the city of Ozark and Christian County. A special overlay district for this area is intended to heighten both the drive experience and safety of this route. The city of Ozark is planning for expansion of highway-fronting business south toward Branson, and the new guidelines will help ensure attractive new development that is so visible from U.S. Highway 65. Further, they would apply to infill development in the north portions of the corridor long-since developed, even prior to highway widening and equally visible.

The U.S. Highway 65 Corridor *Overlay District Guidelines* presented below should also be applied to the local land uses within the city of Ozark and its planning areas as the city considers development matters pertaining to landscaping, buffering and screening, lighting, and land use; and access management standards for local streets that connect to Missouri lettered-routes crossing the highway, and for arterial and collector streets in Ozark that today connect to frontage roads, or will in the future.

Setback and Drive Experience

- The placement of buildings, parking lots, and paved areas along U.S. Highway 65 are expected to maintain the sense of openness with a wide landscape area.
- Establish large setbacks from highway rights-of-way for buildings, parking lots and paved areas, or residential subdivision fencing.
- Establish low maximum building heights for non-residential development to reduce its visual impact on the corridor landscape.
- Require landscape buffers to screen building utility meters, loading docks, or other back-of-building features that face a public right-of-way.
- Cluster site development to concentrate and limit vehicular access to a few planned major intersections at local arterial streets that access U.S. Highway 65.
- Establish large lot requirements for residential development such that housing developments with higher densities are channel traffic away from low intensity areas along the corridor.
- Use berms and/or landscape buffers to reduce views of parking lots for “big box” or clustered retail development; review site plans of such uses through the establishment of special districts.

Median Landscape Treatments

Landscaping in the U.S. Highway 65 median is controlled by MODOT; however, for local street medians, it is preferred that arterial roads accessing highway interchanges have landscaped medians. These would vary based on the level of adjoining development intensity and will generally be limited in high-intensity areas.

- Landscaping in medians should consist mainly of low maintenance native plants and grasses that do not exceed 24-inches in height.
- Use median landscape areas as storm water detention areas, when possible, to aid in drainage from the roadway and to increase the quality of storm water runoff.
- Install landscape plantings trees in natural groupings. When trees are planted on local streets approaching an interchange, they should be located a minimum of 80-feet from the interchange pavement edge to maintain MODOT safety distances and retain



the corridor openness.

Buffers and Screening

- Perimeter landscaping should consist of a wide variety of plantings. Open green space plantings should be used in more rural areas of the corridor.
- Open space perimeter landscaping should consist of native grass and wildflowers and should not exceed 24-inches in height.
- All perimeter landscaping should be low maintenance, unless installed as part of a residential subdivision.
- Perimeter landscape buffers for residential subdivisions should include berming and consist of a large quantity and variety of plants to provide screening and a buffer from highway noise and located in a manner to allow access for regional trails where designated.
- Any permitted outdoor storage areas should be entirely screened from public view along the highway and all public streets by the use of dense landscaping. Any solid walls or fencing should be softened with extensive landscaping plantings between the wall / fence and the right-of-way.

Lighting

Lighting in low intensity transects of the U.S. Highway 65 Corridor will generally be limited to the highway and local roadways. However, for uses requiring site illumination, such lighting should be provided in a manner that meets functional and security needs without adversely impacting adjacent properties or creating glare. Dark sky compliant fixtures (focuses light onto roadway or simply down onto paved parking and buildings, rather than in scatter-horizontal patterns) should be used whenever possible for each category to reduce light pollution and to maintain the rural character of the corridor at night.

Roadway Lighting

- Street lighting should not be located in the median of streets unless absolutely necessary.
- Existing cobra head lighting, where provided, should be maintained.

Parking Lot Lighting

- Provide parking lot illumination with individual poles and fixtures, rather than building mounted fixtures.
- Illumination of parking lots for nonresidential uses near residential should be limited to individual poles and fixtures not to exceed fifteen (15) feet in height as measured from grade.
- Where possible, parking lot lighting should have an ornamental look and should be dark sky compliant. Thematic lighting should be used where appropriate.

Building Lighting

- Building mounted light fixtures should be ornamental in appearance and compliment the architectural theme or style.
- Building lighting should be focused downward when highlighting architectural features for visual interest or safety. This should be accomplished with lighting that contains shields or reflectors that do not permit light to escape to the sides toward adjacent buildings, parking areas or roadways.

Land Use

Commercial and Industrial development in the U.S. Highway 65 corridors should maintain a well landscaped appearance and be compatible in design and appearance with a rural area by achieving the following guidelines:

Commercial:

- Limit individual building height to one story and define a maximum height.
- Incorporate design themes for clustered development which complement the natural environment.
- Design building facades using a combination of exterior materials (in addition to glazing), preferably common to the surrounding area, to create visual interest.
- Incorporate glazing on sides of buildings which face a public right-of-way.
- Screen rooftop equipment and building utilities from public view.
- Provide landscaping between buildings and public rights-of-way.

Industrial:

- Provide an “office” appearance along public right-of-way for industrial uses.
- Provide architectural embellishment and details.
- Present a clean/neat appearance.
- Design and locate the building to screen parking areas, storage areas, loading areas, and other similar uses from view along public right-of-way.
- Provide landscaping between the building and the rights-of-way.



ACCESS MANAGEMENT PRINCIPLES

Access management principles should be applied to the arterial roads of the City of Ozark not controlled by the state. MODOT decides access onto U.S. Highway 65. Where the state does not control, the City should protect major road corridors, bringing such roadways into compliance with access management policies and standards. The Transportation Research Board’s Access Management Manual identifies 10 Principles for Access Management to limit and consolidate access points along major roadways, while promoting a supporting street system and unified access and circulation systems for development (**Ref. Table 7.1**). The result is local arterial roadways that function safely and efficiently during their useful lives, and a more attractive corridor.

Table 7.1- Access Management Principles

10 Principles for Access Management

<p>① Provide a Specialized Roadway System</p>
<p>It is important to design and manage roadways according to the primary function that they are expected to serve.</p>
<p>② Limit Direct Access to Major Roadways</p>
<p>Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function.</p>
<p>③ Promote Intersection Hierarchy</p>
<p>An efficient transportation network provides appropriate transitions from one classification of roadway to another.</p>
<p>④ Locate Signals to Favor Through Movements</p>
<p>Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and ensure continuous movement of traffic at the desired speed.</p>
<p>⑤ Preserve the Functional Area of Intersections and Interchanges</p>
<p>The functional area is where motorists are responding to the intersection (i.e., decelerating, maneuvering into the appropriate lane to stop or complete a turn).</p>
<p>⑥ Limit the Number of Conflict Points</p>
<p>Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflicts. Traffic conflicts occur when the paths of vehicles intersect and may involve merging, diverging, stopping, weaving, or crossing movements.</p>
<p>⑦ Separate Conflict Areas</p>
<p>Drivers need sufficient time to address one potential set of conflicts before facing another.</p>
<p>⑧ Remove Turning Vehicles from Through Traffic Lanes</p>
<p>Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn, thereby reducing the severity and duration of a conflict between turning vehicles and through traffic.</p>
<p>⑨ Use Non traversable Medians to Manage Turn Movements</p>
<p>Non traversable medians minimize left turns or reduce driver workload and can be especially effective in improving highway safety.</p>
<p>⑩ Provide a Supporting Street and Circulation System</p>
<p>A supporting network of local and collector streets to accommodate development, and unify property access and circulation systems. Interconnected streets provide alternate routes for bicyclists, pedestrians, and drivers.</p>

Appendix

A

City of Ozark, Missouri
COMPREHENSIVE PLAN
UPDATE 2008

Planning Workshops:
Focus Session
Policy Charrette

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APPENDIX A

Introduction

The following is a summary of the comments and discussion from the second public workshop held for the City of Ozark Comprehensive Plan 2008 Update. Building on the key issues identified by planning participants at the April 2007 Focus Session, the project planning consultant, Bucher, Willis & Ratliff Corporation facilitated a Planning Charrette to discuss those issues in greater detail and provide recommendations for “action steps” to be address by the City’s Comprehensive Plan.

Focus Session Overview

A Focus Session is a fast-paced, interactive workshop intended to help community



The comprehensive plan process included public workshops, starting with a Focus Session on critical issues.

stakeholders identify and prioritize critical planning issues facing the City of Ozark both now and in the future. The City of Ozark conducted a Focus Session on Critical Issue in April 2007 for the plan update. The meeting was attended by more than 40 area residents, land owners, staff, and appointed and elected Ozark Officials. The interactive process allowed participants to begin building consensus on the key community planning issues. The Top rated issues were as follows:

Economic Development

1. Long Term water supply / regional
2. Transportation to handle growth
3. Full-service restaurants/ licensing
4. Attract commercial (in addition to retail)
5. Diverse job opportunity

Future Land Use

1. PLAN for land availability for industrial / infill
2. Discipline – enforce codes/implement plan and standards
3. Plan infrastructure / manage growth SS trunk main / major utilities



APPENDIX A Planning Workshops

4. Development pay its fair share/pay its way
5. Transportation movement
Locally: E/W and N/S
Regionally : across 65 hwy and to Springfield

Quality of Life

1. More green space / parks / trails
2. *tie* more commercial / entertainment / restaurants / specialty / higher end shops
3. Infrastructure (water/sewer/roads)
4. *tie* maintain Ozarks identity – town square
5. Traffic/transportation
tie family values
tie safe environment

Planning Policy Charrette Overview

The City of Ozark “Planning Charrette” was held June 7, 2007 at the OTC campus.

Topics discussed at the charrette were based on issues identified at the April Focus

Session. The charrette was open to the public and attended by more than 55 individuals with diverse backgrounds, including residents of the City of Ozark, landowners, developers, business and civic leaders, and elected and appointed City officials.



What is a Charrette? The City of Ozark Planning Charrette was conducted as a fast-paced, interactive workshop where small groups discussed the key planning issues identified during the April 2007 Focus Session and provided planning policy recommendations to address those issues. Charrette participants were

asked to respond to various questions related to the planning issues, and to recommend preferred solutions. Each group was provided with a workbook, an area map and aerial photo, markers and other tools to record their comments, preferences, and strategies to address the issues. The small groups specifically addressed issues for one of the four topic categories identified in the Focus Session:

- **Quality of Life,**
- **Economic Development,**
- **Future Land Use, and**
- **Infrastructure**

Using their broad perspectives, the group members discussed and refined policy recommendations for the key issues facing the City. With the assistance of the consultant-facilitator team, participants summarized their recommendations and the most important discussion points in their workbooks and on flip charts. At the end of the Charrette, a spokesperson for each small group presented the conclusions and

recommendations to the entire group of participants. Those results are summarized in this document and will be used to support the future Comprehensive Plan update.

QUALITY OF LIFE ISSUES

Quality of life issues are those community assets that shape the character and facilities of City of Ozark as a good place to live, to raise a family, and to work and recreate.

Participants in the small groups that addressed quality of life issues focused their discussions on topics related to land use, development patterns, parks/open space/trails, and community identity. The future land use and development pattern was recognized as being very important in maintaining a unique 'sense of place' for City of Ozark.

In the five following categories, participants identified issues important to the future of Ozark;

Community Character & Image

- Spend some money on things people identify Ozark with, such as: Riverwalk, Community center, City Hall, streetscapes, and preservation of natural areas.
- Downtown should maintain an old historic integrity and character including architectural design and signage east and west of Third Street Corridor.
- Extend the "atmosphere of the square and boundary of the Central Business District to 14 & 65.



- Use decorative sidewalks, lights, banners, directional signage, benches, trash receptacles, street trees and landscaping that are uniform to those that have already been chosen on the square.
- Maybe add brick cross-walks on the streets.
- Plan for something special to decorate the round-about on 3rd Street.
- It has to be a mix of private/public partnerships to accomplish anything worthwhile.
- The City has primary responsibility for enforcing aesthetic requirements but private entities are necessary to accomplish these tasks.
- Improve the aesthetics of older areas of the

city through code enforcement.

Parks and Open Space

- Buy and/or protect all river frontage.
- Provide connectivity between all parks and public open space. These parks could & should be paid for with developer impact fees.
- Extend current trail system to east and west and develop a system of connecting satellite parks.



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- City should budget each year for the purchase and development of new parks. Also use funds from grants and property taxes.
- The City should acquire future park land using public/private partnerships and private donations.
- Create maps showing parks, linear parks, and linkages

Community Services

- City needs to buy trees and/or flowers for planting along “corridor” and sell to businesses at a reduced price.
- Continue annual yard debris and major appliance trash pickup program. Uniform trash pickup is preferred.
- Adopt-a-road clean up program
- Better citizen education of programs to keep City clean
- Businesses that don’t maintain upkeep and appearance should face code enforcement.
- Develop an annual hazardous material trash pickup program.
- Better marketing/communication of current recycling program.
- Change the perception of the fire department.
- Improve ambulance services.

Downtown Preservation

- Central Business District boundary should be expanded to include all adjacent and current residential and commercial areas along 3rd street.
- Turn-of-the-century design style restraints.
- Entertainment district.
- Sign regulations.
- Pedestrian friendly.
- Commercial property to be restricted in use by zoning to achieve conformation with historical context.

Citizen Input / Community Unity



- Keep creating opportunities, initiatives, programs, and forums that require citizen involvement and invite people to attend.
 - Consider defining neighborhood districts and form neighborhood associations to meet with city staff to discuss planning, zoning, land use, and any other neighborhood issues that citizens may have.
 - Offer opportunities for the public to have input regarding planning projects, initiatives, and/or programs via the internet.
 - Try to get more citizen involvement in the planning process through community
-

outreach efforts.

- Consider implementing an annual survey, a newsletter, or mail inserts to promote and publicize good property maintenance.
- Get the input of high school students.
- Work with civic groups in the community to receive their input.

ECONOMIC DEVELOPMENT ISSUES

City of Ozark economic development issues and opportunities relate to preserving the character of the City's historic areas; retaining and strategically targeting businesses with long term employment and service benefits for residents; and promoting tourism to draw visitors that will spend money while enjoying the recreational and cultural opportunities offered in the City.

Participants discussed ways to attract and maintain a broader variety of businesses and services, as well as improving the road network to better serve existing and future businesses and their customers. Participants also identified issues and potential areas for improvement associated with the following five topics;

Diversification of Ozark's Businesses

- Locate, annex, zone, and develop an area for light industrial and/or general manufacturing business park.
- Evaluate the city's demographics to determine which types of new business would be beneficial to bring to Ozark.
- Create a marketing strategy that will bring new businesses and jobs to Ozark.
- Ozark has taken a step in the right direction by creating a plan to revitalize it's Central Business District, but now we need to identify what types of uses we want in the downtown.
- Evaluate what unique niche, if any, we have in the Southwest Missouri Region and/or Metropolitan Statistical Area and focus on attracting new business of that type.
- We need to retain what shopping we have and work to attract more retail shopping options.
- Need more offices and possibly office parks with a density of professional and high paying jobs so the majority of our citizens don't have to leave Ozark to work.
- Need more entertainment options such as movie theatres, restaurants, and shopping of all types.
- Consider developing office parks and commercial centers west of 65-CC and west Highway 14.
- Create a full time Economic Development position within the chamber of commerce.

Balance Residential Growth and Commercial Services

- Provide more, and retain existing, quality of life services such as police protection, parks and open space, recreational opportunities, entertainment type businesses, eating establishments, shopping venues, pedestrian sidewalks and trails, etc.
- Plan for future transportation needs based on the future land use predictions. Require developers to provide additional right of way for future



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roadway improvements and require them to make improvements based on the impact their development has on the existing transportation system.

- Create a Neighborhood Commercial zoning district that allows for specialty shops in residential neighborhoods. Place necessary guidelines (i.e. architectural, lighting, signage, parking, noise, etc.) on these light commercial uses to they fit in with the character of the residential area.
- Follow the comprehensive sewer plan.
- Develop a comprehensive water and stormwater plan that will address future needs and identify ways to address existing stormwater problems.
- Create job opportunities in the City of Ozark so citizens aren't forced to drive elsewhere.
- Square up the city limits by establishing land use policies, plans, and regulations that encourage infill development rather than "leap frog" development.
- The City's needs and goals should be identified in advance of future growth.

Riverfront Development, Image and Marketing

- Develop a plan for low impact mixed use development along the riverfront that preserves the natural setting.
- Develop a marketing campaign for the city that focuses on visiting the historic downtown.
- Improve commercial signage requirements and enforcement of illegal/non-conforming signage.
- Protect the urban forests, steep hills, valleys, river's edge, and existing forested parcels from dense development, as that is what largely provides the "rural" character of Ozark.



- Create architectural design guidelines for commercial buildings that front public rights-of-way, including Highway 65.
- Create specific development and building design guidelines to protect the historic downtown.
- City needs to buy trees and/or flowers for planting along corridors, and sell to businesses at a reduced price.
- Control undesirable uses within the downtown such as tattoo parlors, car lots, overhead utilities, and badly kept buildings.
- Work with landowners along the river and develop a financing plan to improve the riverfront.

Access and Road Network

- Follow the major thoroughfare plan adopted by the Ozark Transportation Organization.
- Identify new funding sources for transportation improvements.
- Budget money to complete a local thoroughfare master plan for Ozark.
- Improve and expand State Highway 65 and State Highway CC/J interchange.
- Roundabout at 3rd Street and Jackson.
- Development of Longview interchange/overpass that includes Longview roadway improvements from Hwy 65 in Ozark to the city limits of Nixa.
- Pay attention to the river and identify additional bridge crossing opportunities.
- Ozark Landing – Transform the Ozark Mill and surrounding areas into a commercial development resembling the Branson Landing.
- Improve outer roads west of State Hwy 65 from CC to Hwy 14.
- Extension of State Highway NN to the south (from intersection of Hwy NN & Hwy 14) adding new bridge crossing over Finley River and connecting with existing 17th Street and extending south to Selmore Road.
- Transform the Selmore Road/Hwy 65 overpass into an interchange with full on/off ramps.
- Widening and addition of lanes at 3rd Street & Hwy 14 intersection.
- Extend outer road along east side of Hwy 65 from Hwy 14 north to Hwy CC.
- Improve connectivity throughout the city; people need to be able to get around.
- Consider cost-sharing arrangements with MoDOT.

Regional Market Strengths

- Riverfront preservation areas/riverwalk and bicycle trails.
- Proximity to Interstate 44 and location along Hwy 65
- Strong school district, low crime, natural beauty, relative low cost of living.
- Capitalize on location between Springfield & Branson.
- Capitalize on the amount of available land to be developed within the urban service area of the City.
- Availability of an educated workforce to fill newly created jobs

FUTURE LAND USE ISSUES

Future land use and growth issues in City of Ozark are related to preferred development patterns, and the intensity and location of land uses in the City, parks and recreation, as well as issues related to funding and maintaining infrastructure and related utilities and public services.

Charrette participants emphasized the City should manage future growth in a manner that creates compact and contiguous development patterns. Participants focused on the following issues, and identified areas of concern and solutions for each;

Future Growth

- Work with County to develop an Urban Service Area (USA) boundary and land use plan. Enter into an agreement with the County that outlines the processes both City and County staff will follow when dealing with development in the USA.
- Preserve areas along arterial roadways for commercial uses and zone it appropriately.



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- Identify areas that could and should be used for industrial/general manufacturing/business parks. Property around the location of Hwy EE for easy access.
- Focus on “squaring” the city limits by encouraging infill development that is compact and contiguous.
- Require developments to analyze their impact to public utilities and make the necessary improvements as a result of that impact.
- Identify new revenue sources for transportation improvements.
- Create, adopt, and follow infrastructure master plans (i.e. water, sewer, stormwater, transportation)

Parks, Open Space, & Trails

- Connect existing and future par properties and public areas via a comprehensive greenway trail system.
- Connect Ozark greenway trail system to Greene County Greenway Trail System.
- Possibly connect Ozark’s greenway trail system to Lake Springfield.
- Have key developments incorporate trails.
- Use old RR right-of-way for trail.
- Develop a park master plan identifying future park land needs and begin negotiating the purchase of property.
- Focus on the protection of steep bluffs, ravines, floodplain/floodways, and forested areas.
- Work to incorporate green spaces into new developments.

Downtown Appearance and Traffic Management

- Build a bridge across the Finley beside community center to connect to outer road along Hwy 65 N to Hwy CC, and connects to 17th S to super center.
- Redesign 3rd Street, including new roundabout, streetscape improvements, sidewalks, crosswalks, and signalization.
- Implement a directional signage program with a turn of the century design theme.
- Develop design guidelines for buildings, signage, lighting, landscaping, etc. that maintains and enhances the turn of the century style on the square.
- Identify property for parking lot development and find revenue source to found the construction of parking facilities.
- Develop stormwater improvement plan for the central business district to control flooding.

Development Regulations

- Better buffer between commercial and residential.
 - Widening of streets (center turn lanes).
 - Adopt Urban Planning/Service Area in county near city limits to reduce undesirable, inconsistent, incompatible county development.
 - Require developments to pay their fair share of necessary infrastructure improvements when their development impacts the system.
 - Improve stormwater regulations to reduce erosion, sedimentation, and flooding problems.
 - Continue to implement clear, consistent, and concise development processes.
-

- Continue to develop comprehensive land use management plans that focus on “smart growth” principals and policies.

Parks and Open Space

- City must chose areas in a development that should be set aside for park area.
- Include the area between Hwy 14 to CC in future park planning initiatives.
- Utilize the old railroad right-of-way as green space in residential areas when possible.
- Acquire the property behind long refrigeration for a park.
- Preserve river as much as possible.
- Avoid sinkholes within developments and allow them to serve as conservation green space. No more sinkholes dedicated as public parks.

Community Character and Image

- Define what makes up “character” and/or “image” and define.
- Retain and enhance character based on definition.
- Hwy 65 corridor’s image is not good – fix it.
- Architectural design guidelines, landscaping, attractive streetscapes, appropriate signage, etc.

Downtown Corridor Enhancements

- Revise permitted use list within the zoning districts of downtown and allow uses that fit in with the downtown image that we are trying to achieve. Examples include:
 - Movie theater
 - Hotels, bed-and-breakfast, tea rooms, antique and other specialty shops
 - Upscale restaurants

Table A-1: Land Area

Total Planning Area	35,460	acres
Area within City Limits	6,934	acres
Developed Land (Approximate)	9,169	acres
Developable Land (Approximate)	22,611	acres

Future Development

Charrette participants also identified areas suitable for future growth. Using different colored pieces of paper, the two groups focusing on Future Land Use issues identified areas best suited for near-term growth, and long term growth. The yellow shaded areas represent near-term growth, and red shaded areas represent longer-term growth. Both groups were consistent with their independent findings for the desirable location of development. **(Ref. Figure A-1)**

SCENARIO 1

Future Population Growth	15,000	People
Planning Area	6,688	acres

SCENARIO 2

Future Population Growth	20,000	People
Planning Area	8,917	acres

Source: City of Ozark GIS, BWR

The numbers found in Table 1 illustrate the calculations for the amount of developable land area that participants were given to “place” on the map. Scenario 1 represents the amount of projected land needed for a population growth of 15,000 people (near-term), and Scenario 2 represents the amount of land needed for a population growth of 20,000 people (long-term).



Infrastructure

Infrastructure issues relate to the physical community assets, such as roads and parks, that shape the City of Ozark as a quality place to live and work.

Charrette participants identified the road network as the number one infrastructure priority facing the City of Ozark. Improvement and maintenance of existing roads and highways, as well as expansion of the network to improve traffic flow and travel patterns are top issues. Participants identified concerns and ideas for improvement related to the following seven infrastructure topics;

Road Network

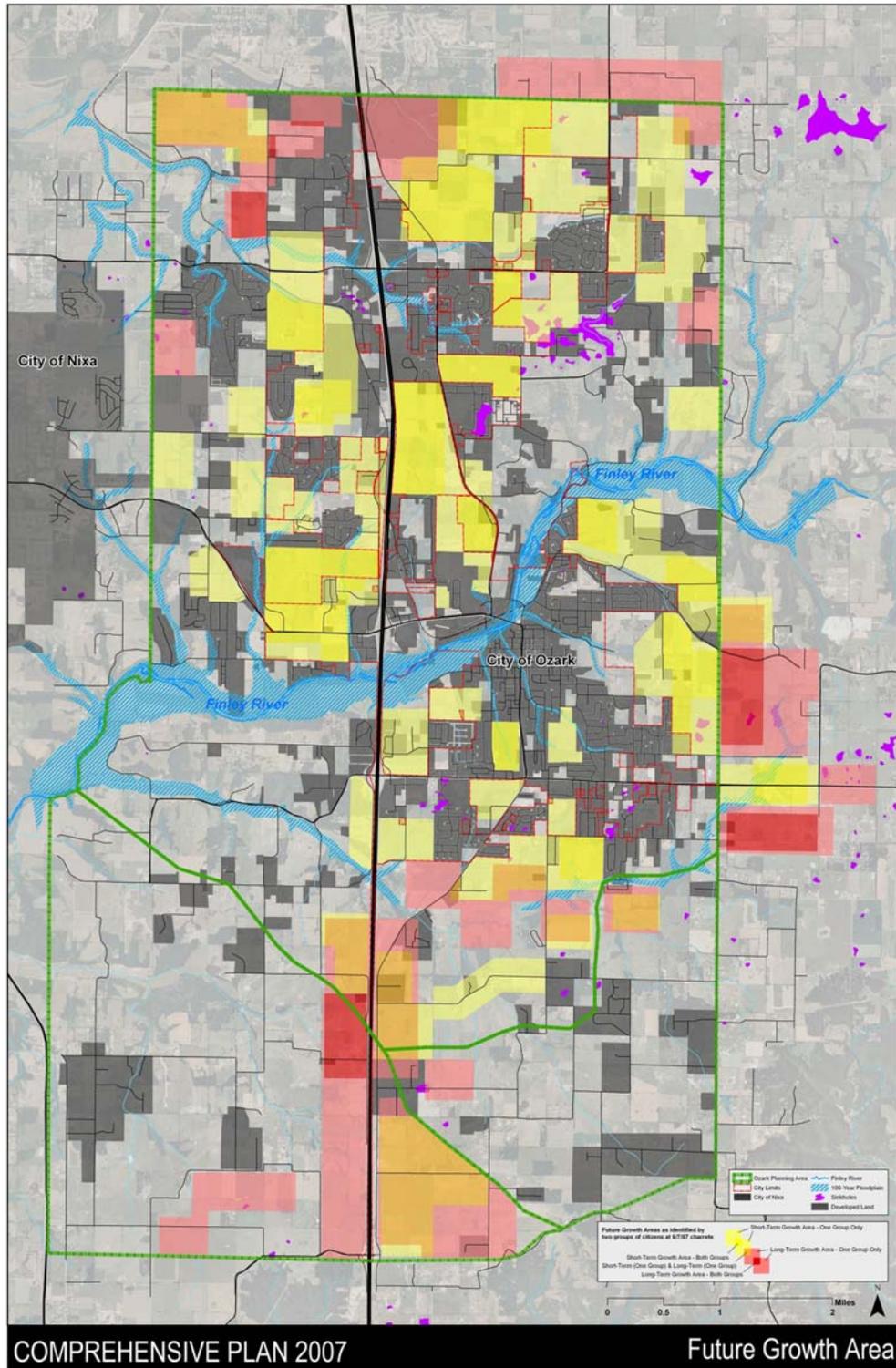
- Develop a capital improvement road program based on traffic counts and safety issues that focuses on intersection improvements, purchase of right-of-way, road widening, addition of curb and gutter stormwater system, and construction of sidewalks.
- Red line on State Hwy F widened to JJ
- New intersection at 3rd Street.
- Wider business 14 through Ozark
- Wider NN up to Greene County line
- Improve the intersections of the east/west collectors and arterials accessing Hwy NN.
- Add drive and turn lanes to Hwy NN.
- Require more than one ingress/egress access point into subdivisions.
- Lower speed limit on NN when 4 lanes because of housing.
- Another Hwy 65 access at Longview Road to connect with NN.
- Wider McCracken and connect to NN and Jackson street.

Capital Improvements program / Regional Infrastructure Development

- Create comprehensive stormwater master plan and capital improvement prioritization plan and dedicate annual funding of stormwater projects.
- Widen NN up to Greene County line
- North-south corridor from 14 N to Melton Road, see black line on map

Balance investment in both new and existing infrastructure

- Outer road along 65 and Farmers Branch road target as investment, see the blue circles
 - Sewer is going up 65 to Lamberts, keep the line large enough for all the growth in North Christian County, extend east and west at CC/J
 - Add police/fire substation to better service entire community via access points from 65
-



APPENDIX A

Planning Workshops

Riverfront Improvements

- Improve mill area
- Keep river through Riverside in park condition, riverwalks
- Restrict development to low impact projects utilizing green building guidelines along river, keep green spaces on river
- Develop more parks in north and south Christian county with walking trails
- Make rules about no motorized vehicles, rest stops and bathrooms

Connecting Road Network

- Join riverwalk from Ozark up to Springfield Nature Center along Springfield Lake
- Sidewalks from subdivision along busy corridor
- More bicycle lanes along major roadways (such as Hwy NN)
- Change overpass at Selmore/Hwy 65 to an interchange
- Improve connectivity throughout the city.

Upgrade Aging Ozark Infrastructure



- Cost-shared projects between city and state and county along with developers to pay equally for roadway improvements.
- City and county planning and zoning to work cooperatively on developing these improvements
- Developers must have impact fees to help pay for this
- Develop a storm water master plan.

Infrastructure Investment

- Use impact fees, sales tax, apply for grants, spread the cost over a wide lease, let the voters decide on how to best pay for these improvement projects.
-

COMPREHENSIVE PLAN

City of Ozark, Missouri



Planning Principles and Design Guidelines

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APPENDIX B: Guiding Principles and Design Guidelines

B.1 Guiding Principles

The Ozark Comprehensive Plan advocates the use of land planning principles and design guidelines to act as the basic framework for creating high quality environments to live, work, shop, and play. Future land use and development decisions, including individual zoning changes, subdivision plans and plats, site planning, infill development, annexations, and capital improvement programming should be coordinated with the Guiding Principles and recommendations set forth by this Section. The following Guiding Principles are a collection of physical design concepts reinforced by the results from the community Questionnaire of 2006 and the Community Involvement process (Ref. Appendix A) and the synthesis of the plan workshops.

The Community

1. Future development and redevelopment must respect the historical patterns, precedents, and boundaries of Ozark.
2. Development of land in the planning area must respect the natural environment and retain its natural and visual character derived from topography, woodlands, and riparian corridors. Engineering techniques requiring significant amounts of cut and fill must not be used to force-fit development into the environment.
3. The physical organization of the community must be supported by a framework of transportation alternatives, including pedestrian and bicycle systems that maximize access and mobility while reducing dependence upon the automobile.
4. Future transportation corridors must be planned and reserved in coordination with planned future land uses.
5. Greenway corridors shall preserve natural drainage areas, floodplains, and wooded areas, and must be used to define and connect urbanized areas of the community.
6. The Downtown and Finley River Corridor of Ozark, including the 3rd Street corridor, must be targeted for revitalization and future growth of higher intensity development, destination retail and entertainment, and higher density housing to maintain the area as the center focus of the community.
7. Civic, institutional, and mid-sized commercial uses serving the larger community should be embedded in downtown and the city core area, rather than isolated in remote single-use complexes.





The Neighborhood

1. Neighborhoods shall have a “sense of place” and must be compact, pedestrian-friendly, and include a fine-grained mix of uses where no single use monopolizes a large area.
2. Neighborhoods should integrate a variety of residential, commercial, institutional, civic, and personal activities of daily living within close proximity and within a five minute walking distance of residents.
3. Neighborhoods must have a defined “center”, such as a neighborhood green (park), plaza, or neighborhood retail center public space.
4. Higher building densities and more intense land uses should be provided within and around a neighborhood “center”.
5. Interconnected networks of streets must be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy by reducing the length of automobile trips.
6. A broad range of housing types and price levels must be provided in neighborhoods to allow for a mix of people with diverse ages, races, and incomes.
7. Concentrations of civic, institutional, and commercial activity should be embedded within neighborhoods, rather than isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.
8. A range of parks, from tot-lots and neighborhood greens to recreation fields and community gardens, must be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.
9. A grid, modified grid, or hybrid street layout that responds to local topography, water courses and greenways is the preferred street network pattern for new residential neighborhoods.
10. Where through street connections are not desirable due to topographic features, avenues/collectors parallel to open space areas or looped streets with neighborhood greens to create a “sense of place” are preferred over cul-de-sac streets.
11. Depending on the density, location, and type of development, alternative street networks should be used to minimize the amount of impervious surfaces, conserve open space, and protect natural features and water quality.



The Block, the Street, and the Building

1. Individual developments and buildings must be seamlessly integrated to their surroundings.
2. Accommodations for automobiles must be accomplished in ways that respect the pedestrian and the form of public space.

3. Buildings and landscaping must contribute to the physical definition of thoroughfares as civic spaces.
4. Streets and public spaces must be safe, comfortable, and interesting pedestrian environments. Properly configured, such spaces should encourage walking and enable neighbors to know each other and protect their neighborhoods.
5. Civic buildings and public gathering places should be placed on important sites and developed with distinctive form to reinforce the community's identity.



Provide a broad range of housing types and price levels in neighborhoods to allow for a mix of people with diverse ages, races, and incomes.

New developments planned along an existing or future citywide trail should provide neighborhood trail connections to link with larger network.

Streamway corridors within or adjacent to neighborhoods should remain largely open and accessible, preferably paralleled by an "avenue" or local street.

Concentrations of civic, institutional, and commercial activity should be embedded within neighborhoods, rather than isolated in remote, single-use complexes.

Higher building densities and more intense land uses should be provided within and around a neighborhood "center".

A neighborhood green/park/plaza should generally be a minimum of 2-5 acres in size and surrounded predominantly by public streets.

Buildings and landscaping must contribute to the physical definition of thoroughfares as civic spaces.

The neighborhood street network layout should consist of a modified grid pattern of interconnected streets adjusted to local topography, natural green spaces and corridors, and neighborhood centers.



Where through street connections are not desirable due to topographic features, avenues/collectors parallel to open space areas or looped streets with neighborhood greens to create a "sense of place" are preferred over cul-de-sac streets.

B.2 Neighborhood Development Guidelines

The following Neighborhood Guidelines elements provide the basic framework for future neighborhood development in Ozark. These guidelines are intended to apply to the layout and design of new neighborhoods and infill or redevelopment projects. Where existing guidelines affect development review, such as in historic districts in Downtown Ozark, or in the Finley River Neighborhood Downtown Redevelopment District, the Comprehensive Plan guidelines should coordinate with them.

1. Identify all natural green spaces (including stream corridors, wetlands, floodplains and their buffers) and establish buffer zones for such areas. These buffers should be determined by the classification of the stream and environmental characteristics. An optimum minimum buffer of 150 feet from the center of the stream is recommended, but may vary based on local conditions. Specific buffers must meet state and federal standards. No floodplains should be encroached upon.
2. Natural green space areas should serve as the basis for laying out a network of streets that will maintain the spaces as continuous and interconnected as possible. Natural green spaces should remain visible and accessible to the public, rather than isolated or secluded behind development.
3. The layout of the street network should be based on pedestrian sheds with a “center” defined by a public park, green, or neighborhood retail plaza space. A 1,200 to 1,500 linear feet radius from the neighborhood center should be used as the basic determinate of neighborhood size.
4. The neighborhood street network layout should consist of a modified grid pattern of interconnected streets adjusted to local topography, natural green spaces and corridors, and neighborhood centers. Residential blocks must be no longer than 660 feet between centerlines of streets.
5. A range of lot sizes and housing types should be provided within each neighborhood.
6. A neighborhood should include a well integrated mix of housing stock and uses in a neighborhood: single-family, multifamily, civic, and limited neighborhood-oriented retail uses. While not every new residential development will be of appropriate size to accommodate a range of residential uses, the following is an ideal mix of land uses for larger planned neighborhoods:
 - Single-family residences allocated to not less than fifty (50) percent and not more than eighty (80) percent of gross land area within the neighborhood.
 - Two-family residences allocated to not more than ten (10) percent of land area within the neighborhood.
 - Townhouse, row house, condominiums, or other multifamily dwellings not less than ten (10) percent of the land area within the neighborhood. However, multifamily housing for rental purposes should generally not exceed twenty-five (25) percent of the housing units in a neighborhood.
 - Civic uses allocated to not less than two (2) percent of the land area within the neighborhood.

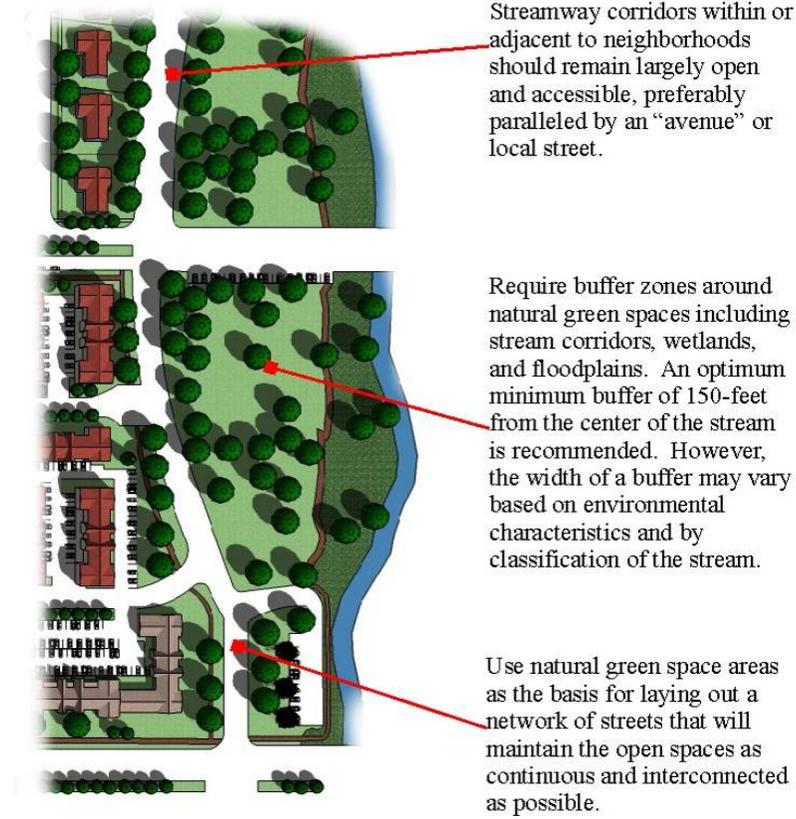


- Neighborhood-oriented retail uses allocated to not more than two (2) percent of the land area within a neighborhood and located in a planned neighborhood center.
7. Lot sizes within blocks and the blocks themselves may increase as the distance away from a neighborhood center/green increases. Block sizes may be larger in the neighborhood center or core to accommodate parking and larger buildings.
 8. All buildings should front onto streets, except for limited locations where residences may front onto community “greens” or parks. Buildings must not be designed into “complexes” or “pods.”
 9. Residences should be designed to limit the appearance of garages. Alternative designs in which garages do not extend outward from the front of a home are strongly encouraged to maintain the historic character of Ozark. Garages which extend out from the front of a home create an emphasis on the automobile system, diminish the effects of inviting front doors and porches, and are simply less attractive than the house itself.
 10. Residential areas with reduced lot sizes and widths should comply with the following architectural standards. Additional standards may be required with development approvals.
 - Provide roofline and building line offsets, such as projections, recesses, and changes in floor level.
 - Provide the front entry and the habitable portion of the dwelling as the dominant elements of the structure. Garages oriented toward the street must not exceed fifty (50) percent of the width of the residential structure facing the street.
 - Provide garages flush with the principal front building façade, recessed, side-loaded, rear-accessed, or detached. Garages oriented toward the street typically should not be projected in front of the habitable portion of the front façade. However if such projections occur they should be minimized and generally not exceed five (5) to seven (7) feet.
 - Provide other architectural features, such as a front porch or similar enclosed front stoop feature that projects in front of the garage, for any dwelling design in which a garage projects from or is flush with the principal front building façade.
 11. Incorporate and use street connections from all existing or planned developments adjoining properties. Street connections to future development areas on adjoining properties should be no fewer than an average of one street for every 660 linear feet. Street connections to an arterial roadway typically must not be closer than 500 feet.
 12. A neighborhood green/park/plaza should generally be a minimum of 2-5 acres in size and surrounded predominantly by public streets.
 13. Buildings in a neighborhood center should front directly on the street and define a clear edge, with at least fifty percent (50%) of the building’s “active wall” oriented toward the street. An “active” wall is considered the side of the building containing the majority of the storefronts, customer entrances, and windows. Buildings should be arranged and grouped so that their primary placement and orientation frames and encloses parking areas on at least three sides. Parking must not be located between the building and the street. However, on-street parking may be permitted in order to create a “main street”.





14. Provide sidewalks on both sides of the street in higher density areas, within neighborhood centers, or streets leading to neighborhood centers.
15. Streamway corridors within or adjacent to neighborhoods should remain largely open and accessible, preferably paralleled by an “avenue” or local street. However in limited areas where development backs up to such spaces, wide view and access corridors should be maintained into the spaces, particularly at the terminus of street intersections.
16. The square footage of non-residential uses considered acceptable in a neighborhood retail center should be based on the type and range of residential unit types within the neighborhood. Neighborhood retail should not serve as regional or community destination, but should generally be oriented toward residents of nearby neighborhoods. Generally, the maximum size of a neighborhood center should be based on a ratio of up to 24-square feet of retail per housing unit within surrounding neighborhoods (pedestrian sheds) being served by the center.
17. Respect the location and image of development along arterial roads.
18. Plan for the location and integration of civic, institutional buildings including future school sites. Such building sites should be well integrated into the neighborhood fabric and easily accessible from within the neighborhood by local streets. Such uses should not be placed as isolated pods fronting onto an arterial street, but should be incorporated within the neighborhood or a neighborhood center.



B.3 Multifamily Residential Design Guidelines

New multifamily development should foster their residents a “sense of community” and connection with the greater Ozark community. As historically found throughout Ozark, buildings should face the street and integrate with the community-at-large through a connected street network designed with balanced use by automobiles, pedestrians, and bicycles.

Neighborhoods in Ozark are expected to provide a broad range of housing types and price levels to allow for a mix of people with diverse ages, races, and incomes. In addition to single-family dwellings, it is vital for neighborhoods to be balanced with a well integrated mix of attached housing types (e.g., apartments, townhouses, duplexes/single-family attached) thus creating a strong community for residents of all ages and incomes.

Multifamily development in Ozark is expected to meet the City’s Guiding Principles and integrated into the fabric of the community in a manner consistent with the Neighborhood Design Guidelines. In addition to the City’s core Guiding Principles and Neighborhood Design Policies, the following guidelines apply to multifamily developments in the community. Alternatives to these guidelines may be approved if it is deemed that enhanced development designs and amenities will be gained to the extent that an equal or higher quality “community” will result.

Site Layout and Development Pattern

- Buildings should be oriented toward streets and through-access drives to form “neighborhoods” rather than complexes or “pods”. In larger developments buildings may also be organized around a common open space, greenway, natural features such as a streamway corridor, or neighborhood amenities such as pools or other recreational facilities.
- To the maximum extent possible, garage entries, carports, parking areas, and parking structures must be oriented away from street frontage, or internalized in building groupings.
- Common open space and recreational facilities for residents should be centrally located where most conveniently accessible to a majority of residents.
- Create a hierarchy of interconnected streets and drives arranged to utilize both parallel and perpendicular streets in blocks or clusters, as well as occasional curvilinear or diagonal streets to respect the natural contours of the land. Variations may be allowed in areas where such a pattern would negatively impact environmentally sensitive areas. “T” intersections are desirable in locations to highlight important public spaces or open space areas.
- Design internal drives similar to public streets with detached sidewalks and planting strips between the curb and sidewalk, street trees, and lighting. Parallel on-street parking may also be incorporated where appropriate. Internal drives should not be designed with directly accessing angled or perpendicular parking stalls.





- Connect internal streets and drives to the perimeter public street system to provide multiple direct connections to and between local designations, and avoid creating a development as an isolated island in the surrounding community.
- Any fences should be decorative in nature such as wrought iron, picket fencing (not exceeding 4 feet in height) or a similar decorative fencing material. Solid wood fencing and chain link fencing is not desired, except for chain link fencing around recreational courts.

Open Space and Amenities



New multifamily areas are expected to provide common open space or contribute to the public open space for the use and enjoyment of the development’s residents. Open space must be provided in useful, quality spaces integrated purposefully into the overall development design—particularly if access to the Finley River Corridor is obtainable. Views of the river shall be incorporated into site design. Residual areas left over after buildings and parking lots are sited are not considered acceptable open space. Open space may be active and passive. However, a minimum percentage of formal active open space must be provided—a minimum ten (10) percent of the net land area is preferred for such space.



- Priority should be given to preserving areas of significant natural features, such as floodplains and drainage channels, mature trees and vegetation, stream corridors, wetlands, prominent bluffs and steep slope areas. Such features should be preserved through common open space or public dedication. Buildings, parking areas, other structures, and grading should be set back from such features a sufficient distance to ensure their continued quality and natural functions.



- Multifamily areas should provide “neighborhood greens” of at least 1-acre in size, in centrally located areas that are easily accessible for residents within the development. The quantity and size of such open space areas depends on the overall density and design of the development. Neighborhood greens should include the following design elements:



- Neighborhood greens should be mostly open and visible to residents, rather than secluded behind buildings or surrounded by parking lots. Buildings adjacent to a green should front onto the space and include entrances and windows rather than rear facades.
- The perimeter of a neighborhood green should front entirely to the street / drive curb on at least two sides. Buildings should not abut more than two sides of the green’s perimeter.
- Neighborhood greens should be landscaped and provide amenities such as walkways, plazas, seating, recreational facilities, gazebos or other similar decorative shelters, pedestrian scale lighting, or other similar features for the use and enjoyment of residents.



- Multifamily areas are expected to provide active recreational amenities within the development site, or submit a comparable donation to the City for park and recreation purposes when such amenities are not feasible for the development site. Preferred recreational amenities include:

- Paved walking trail through common open space areas, minimum 8-feet in width.
- Tot lot and play equipment.
- Other recreation facilities such as ball fields, swimming pool, etc. may be incorporated if in the city’s judgment the facility is an enhancement for the development and the residents of the community.



Provide a neighborhood “green” / park in neighborhoods if located more than a quarter-mile walking distance from an existing or planned park area. Such neighborhood “greens” / parks should typically be owned and maintained by a neighborhood homes association, but may be public if determined appropriate by the city.

A neighborhood green / park / plaza should be surrounded predominately by public streets, rather than located behind development or on remnant tracts of land.

Incentives to allow higher density development may be granted if the size of the park and its amenities benefit the city at large.

Pedestrian Access and Circulation

- An on-site system of pedestrian walkways must be provided to link all buildings to any detached parking areas / structures, and also link to sidewalks along internal streets / drives.
- Pedestrian walkways and sidewalks must be provided along all internal streets/drives to link with the following:
 - the boundaries of the development and the sidewalk system along perimeter streets;





- Any adjacent existing or future nonresidential land uses, such as retail centers, offices and employment areas, eating establishments, and other personal service establishments;
- Any adjacent or future parks, greenways, schools, or civic spaces.

- On-site walkways and sidewalks should range in width from a minimum four (4) feet to eight (8) feet depending on the location and intensity of use. Generally, sidewalks along streets / drives should be a minimum five (5) feet in width and walking recreational paths should be a minimum eight (8) feet in width.
- Provide sidewalks on both sides of all public and private streets and drives in multifamily developments.

Parking Location and Layout

- Design and locate surface parking areas and freestanding parking structures (detached garages or carports) as follows:
 - Parking areas and parking structures (detached garages or carports) should occupy no more than thirty (30) percent of a perimeter street frontage.
 - Locate parking structures (detached garages or carports) perpendicular to a perimeter street to minimize the visual impact.
 - Locate parking areas behind or between buildings, not between a building and the street / drive. Any parking lots along a street /drive should be screened from view along the street.
 - Arrange parking areas in small “blocks” of parking spaces, generally no more than twenty (20) spaces per block, and no closer than thirty (30) feet to a street right-of-way.
 - Separate parking blocks with a landscape area at least ten (10) feet in width.
 - Detached garages or carport structures should not exceed 120 feet in length, with no more than two such structures placed end-to-end.
- Parking along a street or drive should be parallel to the street, rather than angled or perpendicular, to avoid the appearance of a parking lot.
- Provide lighting in parking lots with individual decorative poles and fixtures, rather than building mounted fixtures. Any building mounted light fixtures should be decorative in nature and used primarily at entrances, rather than for site or parking lot lighting purposes.

Building Design

The design of multifamily buildings, either large or small, should contribute to a sense of “neighborhood” and add to the visual interest of Ozark’s streets. Building designs should be compatible with adjacent development and use building materials that are durable and attractive to maintain lasting value.

- The massing and use of exterior materials on small multifamily buildings such as duplexes, triplex, fourplex, etc. should be arranged to give the appearance of a large single-family dwelling (“big house”) to the extent possible. When such a design is not practical, small multifamily buildings should be designed with an appearance of individuality between dwelling units including varied rooflines, varied colors, and varied façade depths to create variety and individuality. “Mirror image” design structures with the same general design repeated or flipped between units is not desired.
- Multifamily buildings should generally be limited to 2 stories in height for areas designated on the **Future Land Use Map** as “Residential”, while buildings of more than 3 stories in height should be directed to areas designated as “Mixed Use – Residential” or “Mixed Use-Commercial”.
- All sides of a multifamily building should display a similar level of quality and architectural interest, rather than limiting a majority of a building’s architectural features and interest to a single façade.
- Building elevations oriented toward the street should be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.
- A prominent front entry with a porch or stoop should be provided on all facades facing the street.
- Any rear walls of multifamily buildings that back onto a perimeter street must be articulated with features similar to the front façade to avoid a “rear” appearance.
- Attached garages for multifamily buildings must be integrated into the building design and must not dominate the appearance of the structure, and should comply with the following:
 - Attached garages should be provided for at least a portion of dwelling units in apartment buildings is desired. Garages shall not project in front of the habitable living space.
 - Most or all of attached garages for small multifamily buildings such as town homes and row houses should be located on the sides or rear of the structure, rather than oriented toward the street.
 - Attached garages on the street side of any multifamily building must not comprise more than fifty (50) percent of the overall length of the front façade, and every two single-bay garage doors or every double garage door shall be offset by at least four (4) feet from the plane of an adjacent garage door(s).
 - Attached garages recessed back from the front façade or accessed from the rear or side are preferred over garages projecting toward the street/drive. Any attached garages oriented toward the street/drive must not project in front of habitable living space more than 5-feet. Side-loaded garages must comply with all exterior articulation and treatment, maximum length of front façade, and garage door appearance guidelines if visible from the street.
 - Attached garages with two or more bays oriented toward the street/drive shall be designed with one-door per bay or incorporate doors with features to give the appearance of individual doors.



- Any side rear walls of detached garages and carports that back onto a perimeter street must be articulated with features such as windows, a trellis, and a variety of roof planes.



- A variety of exterior building materials and colors should be used to create visual interest and to avoid monotony. An amount no less than forty (40) percent of the total net exterior wall area of each elevation shall be finished with brick or stone, excluding gables, windows, doors, and related trim. The balance of the net exterior wall area may be lap siding (excluding vinyl lap siding) and/or stucco (excluding pre-manufactured stucco panels or EIFS on the lower four feet if in proximity to sidewalks or off-street parking areas).



- Predominate roofing materials must be high quality and durable. Preferred materials include 40-year or longer composition shingles, clay tiles, or concrete tiles. Other materials will be considered on a case-by-case basis.

- Detached garages and carport and other accessory structures including but not limited to grouped mailboxes, storage and maintenance facilities, clubhouses, recreational facility structures, and gazebos, shall incorporate compatible materials, scale, colors, architectural details, and roof slopes as the primary multifamily buildings, except that flat and shed roofs are prohibited.



A.4 Commercial Design Guidelines

The intent of the Commercial Design Guidelines is to improve the visual appearance and overall quality of development in Ozark. Commercial development should contribute to the “sense of community” desired in Ozark and be more than a collection of corporate, generic architectural styles that do not reflect the image and character of the community. New commercial development must remain compatible with surrounding land uses, particularly residential neighborhoods, and should foster a pedestrian experience that encourages nearby residents to walk or ride as an alternative to driving by creating a balance between the needs of the vehicle and the pedestrian.

Site Layout and Development Pattern

Appropriately sited buildings will greatly enhance the formation of the public streetscape. Buildings should be sited to provide a “sense of place” and to create a cohesive visual identity and attractive street scene. All primary and freestanding buildings must be arranged and grouped to create a distinct street edge.

Building location and orientation: Buildings should be sited to:

- front onto a street or major access drive to define a clear edge. Buildings must provide at least fifty percent (50%) of the building’s “active wall” oriented toward the street. An “active wall” is considered the side of the building containing the majority of the storefronts, customer entrances, and windows.
- frame the corner of an adjacent street or entrance drive intersection.
- frame and enclose parking areas on at least three sides. Parking must not be located between the building and the street. However, on-street parking may be permitted in order to create a “main street”. A majority of the frontage along an arterial street or other major roadway should be occupied by buildings or other structures such as decorative architectural walls (not to exceed 3-feet in height).
- cluster individual freestanding buildings to define the street edge and create amenity areas between buildings. The even dispersal of freestanding buildings in a widely spaced pattern is not desirable.
- create a focal point at the four corners of major street intersections. A focal point may consist of a building with exceptional architectural design, a vertical architectural feature, public art, and/or exceptional designed public plaza or landscape amenities. However, parking areas must not be located within a minimum 200-foot radius of the center point of the intersection.

Vehicle and Pedestrian Circulation: Internal circulation for both vehicles and pedestrians must be safe and convenient, and provide connectivity within and between developments. The pedestrian network and the experience of the pedestrian within the development must be considered with the same or higher priority as that of the automobile. Walkways must be designed and buffered in a manner that encourages their use.

- Create a network of pedestrian walkways to link the entrances of every commercial building to each other and to the public sidewalk system along perimeter streets, as well as to adjacent neighborhoods. Walkways should be at





least five (5) feet in width and wider in areas with higher levels of pedestrian activity.

- Provide walkways along entrance or internal access drives and setback at least six (6) feet from drive or parking lot curbs, unless designed as a “main street” with on-street parking.
- Walkways extending through parking areas should be incorporated into linear landscape strips, generally at least 17-feet in width to accommodate car overhangs and planting areas between the sidewalk and the curb. Walkways painted onto pavement or extending through multiple individual landscape islands are not appropriate.
- Walkways must be setback several feet from a building wall to incorporate building foundation landscape plantings. In “main street” environments sidewalks may not be setback from the building wall but should be wider and should include a “transition zone” of pedestrian amenities along the street/drive such as street trees, landscape planters, pedestrian lighting, and other streetscape amenities.
- At each point where a walkway crosses a paved area in a parking lot or internal street or driveway, the crosswalk should be clearly delineated through the use of change in paving materials distinguished by color, texture, or height.



Parking Layout and Design: The intent of these guidelines is to create developments that focus on creating quality places and move away from the conventional suburban development pattern of predominant and highly-visible parking areas. Parking lots must be effectively screened from the surrounding street network and adjacent incompatible uses.

- A distinct system of internal circulation drives must be provided for access to parking areas. Such circulation drives should not be located along the facades of buildings that contain primary customer entrances in order to minimize pedestrian conflict.
- Developments designed as a “main street” may include directly-accessing parking spaces and may be located along building facades that contain primary entrances. Otherwise, directly accessing parking spaces and the number of parking aisle intersections with the internal circulation drives should be limited.
- Parking areas should be distributed into smaller parking blocks generally containing no more than 40 spaces. Each parking block should be separated by buildings, landscaping, access drives or streets, or pedestrian walkways.
- Where parking blocks cannot be easily defined, interior landscape islands should be provided at a ratio of at least one island (180 square feet) for every ten (10) parking spaces, or an equivalent amount of interior landscape area.
- Parking and circulation drive connections should be provided between adjacent nonresidential developments. Connections with adjacent residential areas should be planned and incorporated wherever possible to provide convenient access for nearby neighborhoods, without encouraging cut-through traffic from the commercial center to access a major roadway.
- Illumination of parking lots should be provided with individual decorative poles and fixtures, rather than building mounted fixtures. Any building mounted light



fixtures should be decorative in nature and used primarily at entrances, rather than for site or parking lot lighting purposes.

- Illumination of parking lots near residential or within neighborhood centers should be limited to individual poles and fixtures not to exceed fifteen (15) feet in height as measured from grade.

Open Space and Amenities

A key element of new commercial developments is the creation of public gathering space with site amenities and pedestrian-scale features to enhance the overall development quality and to contribute to the character of the area. Neighborhood center developments are expected to integrate with nearby residential areas and offer attractive places for nearby residents to gather and interact. Larger commercial developments may incorporate gathering spaces when located in near proximity to residential or as urban design elements at key intersections for developments where public gathering spaces may not be suitable due to the nature of the land use.

- Priority should be given to preserving areas of significant natural features, such as floodplains and drainage channels, mature trees and vegetation, stream corridors, wetlands, prominent bluffs and steep slope areas. Such features should be preserved through common open space or public dedication. Buildings, parking areas, other structures, and grading should be set back from such features a sufficient distance to ensure their continued quality and natural functions. However, the preservation of such areas generally will not be considered a site amenity unless they comply with the remaining guidelines in this section.
- Site amenities such as public plazas or open landscaped gathering spaces should generally be provided in commercial developments at a ratio of 15 square feet for each 10 parking spaces.
- Desired site amenities include the following.
 - Public plaza with seating;
 - Landscaped mini-park, neighborhood green, or square;
 - Water feature;
 - Public art feature or clock tower;
 - Other similar area of focal feature that in the city's judgment is an appropriate public gathering space or urban design enhancement.
- Site amenities for neighborhood centers may be aggregated with required open space of adjacent residential development to create a neighborhood.
- All site amenities shall be an integral part of the overall development design, rather than an undevelopable remnant parcel, storm water facility, or an unusable perimeter buffer.
- Public gathering spaces must have direct access to the public sidewalk network.





- Open storm drainage and detention areas visible to the public must be incorporated into the design of the development as an attractive water feature amenity or focal point. Such an area may be considered a site amenity provided it meets the spirit and intent of these guidelines to serve as a development amenity or public gathering space.



Provide a neighborhood “green” / park in neighborhoods if located more than a quarter-mile walking distance from an existing or planned park area. Such neighborhood “greens” / parks should typically be owned and maintained by a neighborhood homes association, but may be public if determined appropriate by the city.

A neighborhood green / park / plaza should be surrounded predominately by public streets, rather than located behind development or on remnant tracts of land.

Incentives to allow higher density development may be granted if the size of the park and its amenities benefit the city at large.

Building Design

The design and treatment of commercial buildings plays an important role in the visual identity of Ozark. The purpose of these guidelines is to ensure the function, quality, and appearance of new structures is compatible in the context of the surrounding area.

- Consistent architectural design, including building materials and colors, shall be carried throughout the development. Designs that provide visual interest and variety, yet are consistent with the theme, are required.
- Buildings must be designed to create a human scale with elements such as canopies or porticos, arcades, colonnades, raised landscape planters, pedestrian level lighting, and special building material treatments at the base of the building.
- Each building must have similar qualities and architectural elements that contribute to the overall theme and shall include some of the following; arched windows, covered walkways, open courtyards, tile roofs, ornamental wrought iron, tile inlays, vertical towers, etc.
- Buildings near residential uses must be compatible in design, scale, and massing.
 - Buildings near residential uses must include sloped roofs, or the appearance of sloped roofs (mansard and gables) to maintain a residential appearance, unless other architectural features and site design provide residential compatibility.
 - Nonresidential sites designed to “back up” to residential rather than integrate with residential uses are subject to buffers with greater setbacks and landscape requirements. Setbacks and landscape buffers for buildings and parking/paved areas should be further increased for developments with loading docks, overhead doors, parking, or nonresidential buildings more than one story in height adjacent to residential zoning.
- All buildings must have architectural interest and variety to avoid the effect of long or massive walls with no relation to human scale. Building walls facing a street, pedestrian walkway, or adjacent development must meet the following:
 - Incorporate architectural features such as columns, ribs, pilaster or piers, changes in plane, changes in texture or masonry pattern, or an equivalent element that subdivides the wall into human scale proportions.
 - Incorporate a building bay or structural building system for walls exceeding 30 feet in width. Bays shall be visually established by architectural features such as columns, ribs or pilasters, piers, changes in wall planes, changes in texture or materials and fenestration pattern no less than twelve inches (12”) in width.
 - Incorporate at least one change in wall plane, such as projections or recesses, having a depth of at least three (3) percent of the entire length of the façade and extending at least twenty (20) percent of the entire length of the façade.





- Incorporate features into ground level walls such as windows, entrances, arcades, arbors, awnings, trellises, or alternative architectural detail that defines human scale to subdivide façade along no less than sixty (60%) percent of the façade. Windows shall be recessed and include visually prominent sills or other forms of framing.

- The sides and rear of the nonresidential buildings shall be treated with the same level of design quality and appearance as the front facades where such elevations are visible from a street or parking lots.
- Any business with drive-through lanes shall be oriented so the drive-through areas are not readily visible from street right-of-way.
- Window canopies/awnings must be canvas with a matte finish, tile, slate, or decorative metal and should be compatible with the overall color scheme of the facade from which it projects. Awnings with a high gloss finish or illuminated plastic canopies/awnings are not desirable.
- All exterior building wall signs facing toward or visible from residential dwellings shall be either non-illuminated or indirectly illuminated. No internally illuminated wall signs shall be permitted in any location where visible from residential dwellings.
- Decorative architectural accent lighting and landscape lighting shall be required.

Building Materials / Colors:

Building materials and colors used in a commercial development are expected to be durable, attractive, and have low maintenance requirements. Individual “corporate image” design elements and colors must be incorporated only as secondary elements to the development. Such elements must be consistent and blend with the larger development area.

- A variety and well proportioned mixture of exterior building materials and colors should be used to create visual interest and to avoid monotony, but must be consistent with a pallet of materials approved for the development area. No one material and color should dominate a building or a development. Corporate materials and colors should only be used to create variety if incorporated as secondary elements.
- Exterior building materials should consist of those that are durable, economically-maintained, and of a quality that will retain their appearance over time, including but not limited to, natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality prestressed concrete systems; or glass. Water-managed Exterior Installation Finish Systems (EIFS) may also be incorporated as a decorative accent material.
- Materials considered not acceptable include: vinyl siding; smooth-faced gray concrete block, painted or stained concrete block, tilt-up concrete panels; barrier-type EIFS; standard single- or double-tee concrete systems; split shakes, rough-sawn or board and batten wood; or field-painted or pre-finished standard corrugated metal siding.

Appendix C

COMPREHENSIVE PLAN

City of Ozark, Missouri

Principles of New Urbanism



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City of Ozark, Missouri Comprehensive Plan Planning Principles of New Urbanism

The principles of New Urbanism can be applied increasingly to projects in the City of Ozark at the full range of scales from a single building to an entire community. The principles presented in Appendix C provide a guide for future site plan review and approval by the City to implement the goals and objectives of the plan (Ref. Chapter 3), the implementation steps of the plan (Ref. Chapter 7), and the Design Guidelines and Development Standards (Ref. Appendix B).

1. Walkability

- Most things should be within a 10-minute walk of home and work.
- Pedestrian friendly street design (buildings close to street; porches, windows & doors; tree-lined streets; on street parking; hidden parking lots; garages in rear lane; narrow, slow speed streets).
- Pedestrian streets free of cars in special cases.



2. Connectivity

- Interconnected street grid network disperses traffic & eases walking.
- A hierarchy of narrow streets, boulevards, and alleys.
- High quality pedestrian network and public realm makes walking pleasurable.



3. Mixed-Use & Diversity

- A mix of shops, offices, apartments, and homes on site. Mixed-use within neighborhoods, within blocks, and within buildings.
- Diversity of people - of ages, income levels, cultures, and races.



City of Ozark, Missouri Comprehensive Plan Planning Principles of New Urbanism

4. Mixed Housing

A range of types, sizes and prices in closer proximity.



5. Quality Architecture & Urban Design

Emphasis on beauty, aesthetics, human comfort, and creating a sense of place; Special placement of civic uses and sites within community. Human scale architecture & beautiful surroundings nourish the human spirit



6. Traditional Neighborhood Structure

- Discernable center and edge
- Public space at center
- Importance of quality public realm; public open space designed as civic art
- Contains a range of uses and densities within 10-minute walk
- Transect planning: Highest densities at town center; progressively less dense towards the edge. The transect is an analytical system that conceptualizes mutually reinforcing elements, creating a series of specific natural habitats and/or urban lifestyle settings. The Transect integrates environmental methodology for habitat assessment with zoning methodology for community design. The professional boundary between the natural and man-made disappears, enabling environmentalists to assess the

design of the human habitat and the urbanists to support the viability of nature. This urban-to-rural transect hierarchy has appropriate building and street types for each area along the continuum.



City of Ozark, Missouri Comprehensive Plan Planning Principles of New Urbanism

7. Increased Density

- More buildings, residences, shops, and services closer together for ease of walking, to enable a more efficient use of services and resources, and to create a more convenient, enjoyable place to live.
- New Urbanism design principles are applied at the full range of densities from small towns, to large cities.



8. Smart Transportation

- A network of high-quality transit—such as Bus Rapid Transit (BRT)—connecting cities and neighborhoods.
- Pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation.
- Smart transit that responds to on-demand calls.



9. Sustainability

- Minimal environmental impact of development and its operations.
- Eco-friendly technologies, respect for ecology and value of natural systems.
- Energy efficiency:
 - Less use of finite fuels
 - More local production
 - More walking, less driving



10. Quality of Life

Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.



**City of Ozark, Missouri Comprehensive Plan
Planning Principles of New Urbanism**

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APPENDIX D
Sample Storm Drainage System &
Facilities Regulations

Excerpts from the Kansas City Chapter, American Public Works Association (KCAPWA) Section 5600 KCAPWA – Storm Drainage Systems and Facilities Regulations—for the City of Ozark to reference in reviewing development proposals.

Storm Drainage Systems & Facilities

SECTION 5605 NATURAL STREAMS

5605.1 SCOPE:

This section sets forth requirements for the protection of natural streams as a conveyance for stormwater. Unless otherwise provided for by City, State, or Federal ordinance, regulation, or standards, existing natural streams shall be preserved and protected in accordance with this section. Where natural streams are not preserved, the drainage will be handled through systems designed in accordance with Sections 5606 or 5607.

5605.2 NATURAL STREAM BENEFITS AND CHARACTERISTICS:

Natural streams provide numerous water quality, ecological, and quality of life benefits. Protection and preservation of natural streams is a national environmental objective, as set forth in the Clean Water Act. Streams and their associated wetlands provide critical habitat for plants and wildlife, water quality treatment, and improved infiltration of rainfall which lessens flood impacts, recharges groundwater, and preserves baseflow. Streams provide recreational and open space in communities, improve aesthetics, provide natural landscapes, and enhance adjacent property values. Stable streams in nature maintain a shape in plan, profile, and section that most efficiently transports the water and sediment supplied to them. The geometry and processes of natural streams involve unique terminology and concepts not common to engineered channels or pipe systems.

5605.3 STREAM PRESERVATION AND BUFFERS ZONES:

A. Recommended Approach: It is recommended that Cities adopt comprehensive stream preservation and buffer zone requirements as part of their master plan and enforce those policies during the planning phase of land development. Requirements may be selected to protect environmental and quality of life benefits and be tailored to local geography and natural resources. The size of buffers may be adjusted to reflect local experience with stream migration and stability, protection of adjacent wetlands or critical habitat, or water quality treatment.

B. Default Approach: Where such comprehensive strategies have not been adopted, the following requirements shall be satisfied for all development/ redevelopment proposed adjacent to or ultimately discharging to an existing natural channel:

1. Streams having a tributary area in excess of 40 acres shall be preserved. Preservation of smaller streams is encouraged. Preservation may be waived by the City/County Engineer where it is impractical, provided that the project has also received appropriate state and federal permits.
2. Buffer zones shall be established around all preserved streams. The limit of buffer zones shall be formally designated on a plat, deed, easement, or restrictive covenant, as directed



by the City. Buffer widths as measured from the ordinary high water mark (OHM) outward in each direction shall exceed the following:

<u>Contributing drainage basin size (acres)</u>	<u>Buffer width, from OHM outwards, measured separately in each direction</u>
Less than 40 acres	40 feet
40 acres to 160 acres	60 feet
160 acres to 5000 acres	100 feet
Greater than 5000 acres	120 feet

3. The City/County Engineer may require wider buffers for less stable stream or special conditions to address water quality and ecological needs. These widths provide only moderate allowance for widening or migration in local streams of average stability. Geotechnical studies may be required if there is a risk of slope failure due to underlying soil or rock materials, and the buffer width shall be expanded to contain the zone of failure. Smaller buffers in isolated locations may be allowed where provision of the full width is impractical and bank stability concerns have been addressed.
4. No construction or disturbance of any type, including clearing, grubbing, stripping, fill, excavation, linear grading, paving, or building is allowed in the buffer zone except by permission of the City/County Engineer. Dense stands of native vegetation shall be maintained, particularly in the 25 feet closest to the top of bank.
5. Unless otherwise accepted by the City/County, any maintenance of riparian buffers shall be the responsibility of the property owner.
6. For work on existing facilities already located closer to the stream than allowed above, the new construction shall not encroach closer to the stream. Bank stability concerns shall be addressed. Formal designation of a buffer zone is not required.

5605.4 IN STREAM CONSTRUCTION - GENERAL REQUIREMENTS:

Construction in streams or their buffer zones shall conform to the general requirements adopted by the local jurisdiction.

5605.5 STREAM ASSESSMENT:

When conducted, a stream assessment will extend a minimum of one wavelength up and downstream of the area to be impacted by construction.

5605.6 DISCHARGE OUTFALLS:

Discharge points for inflows from enclosed systems or constructed channels shall be designed to requirements adopted by the local jurisdiction.

5605.12 BANK STABILIZATION PROJECTS:

Bank stabilization projects should generally be limited to cases where existing buildings or infrastructure face significant property damage or safety issues. Projects to stabilize banks to facilitate reductions in buffer widths for new construction should be avoided.

“If we cannot imagine a healthy, bountiful, and sustaining environment today, it will elude us tomorrow.”

Mark Dowie, Losing Ground

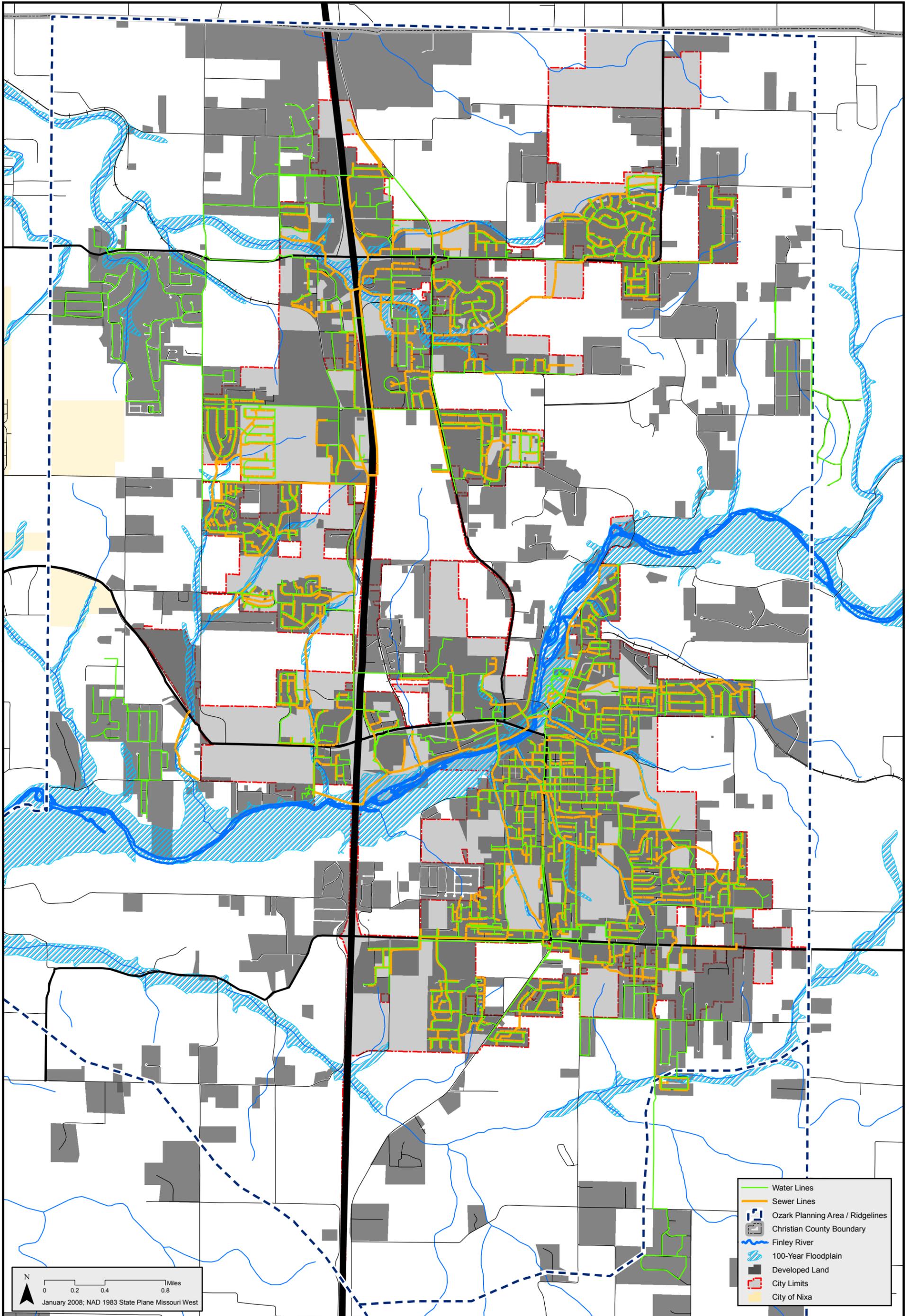


Project Consultant:



www.bwrcorp.com

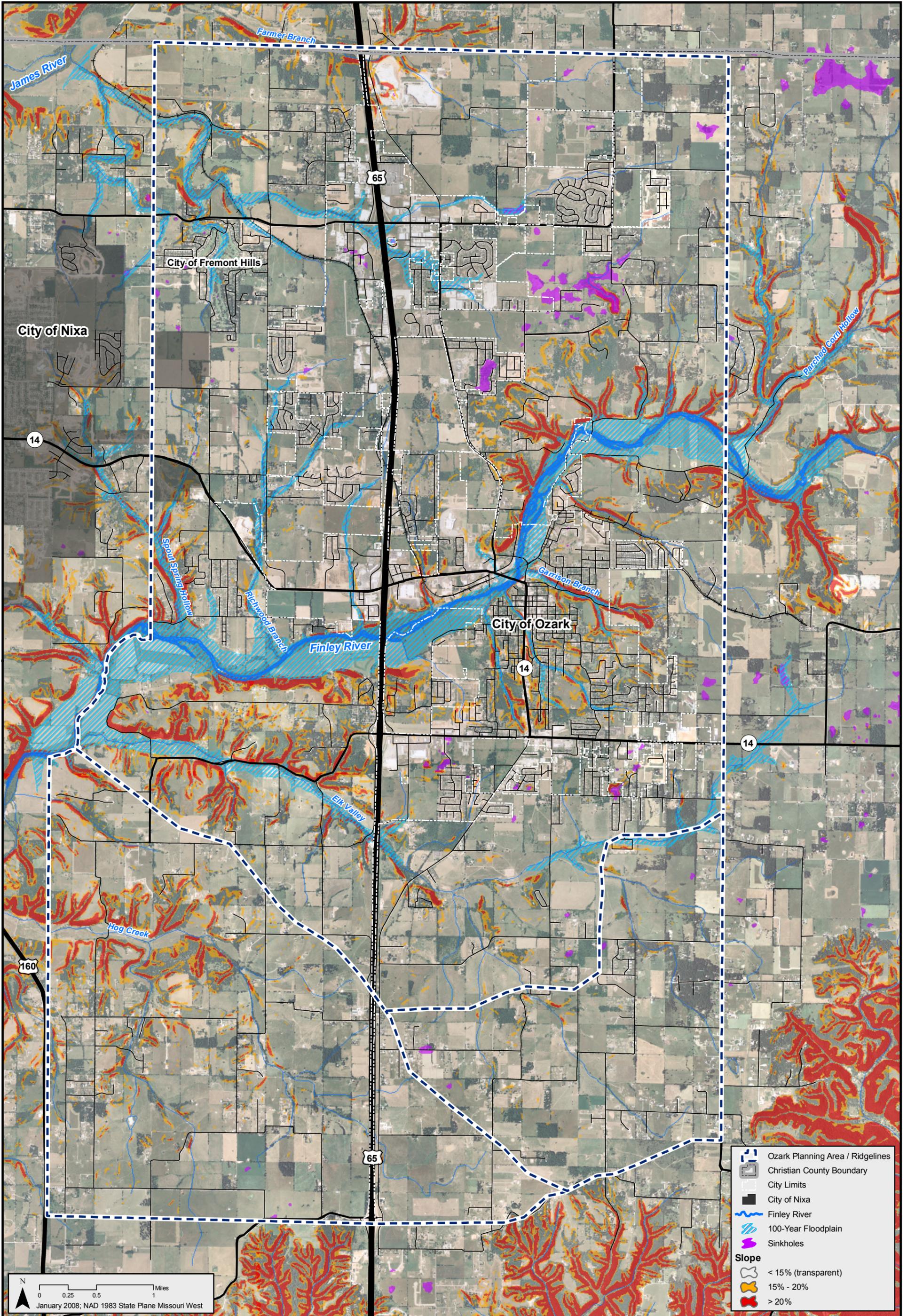
In association with:
Richard Caplan & Associates

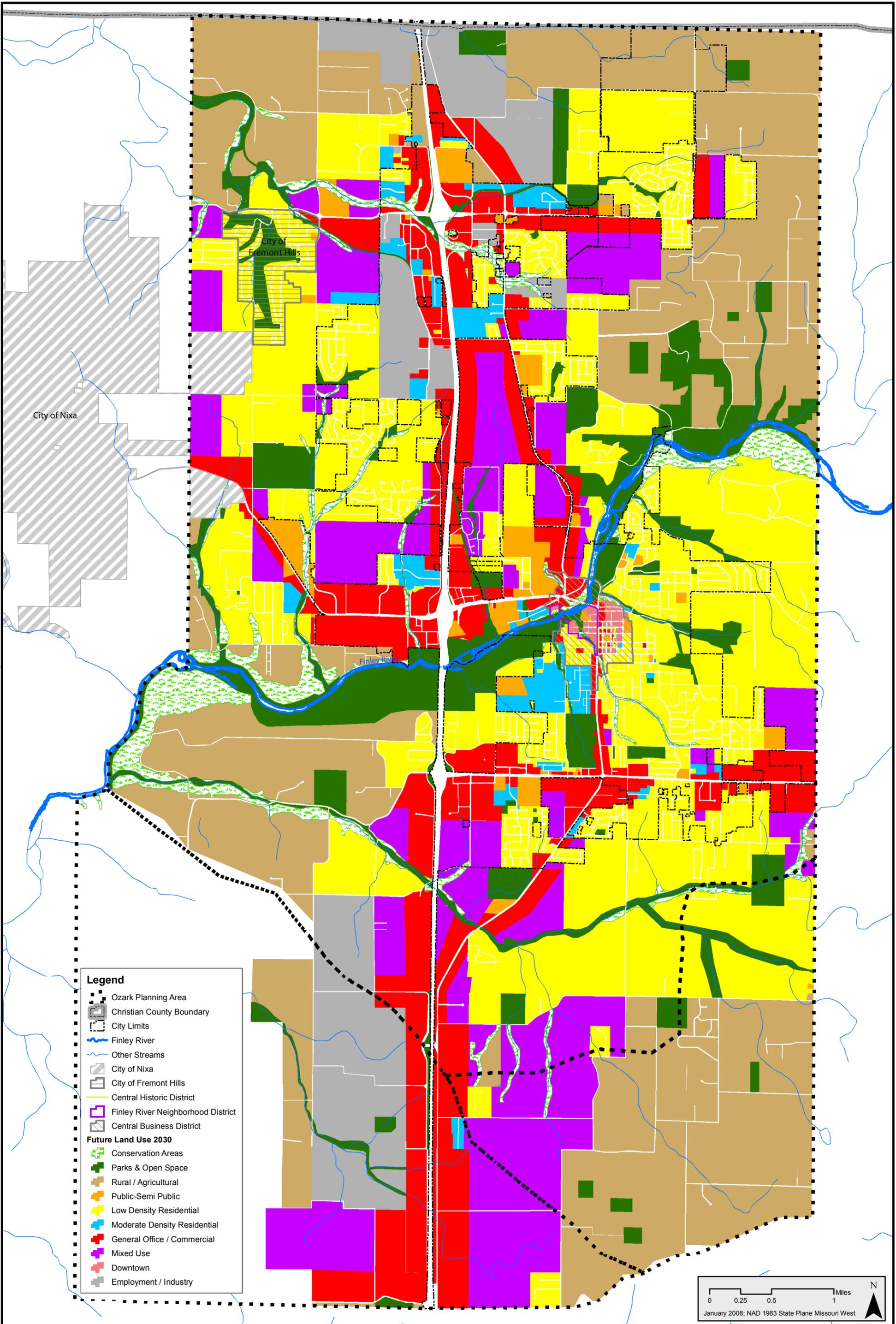


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 January 2008; NAD 1983 State Plane Missouri West

- Water Lines
- Sewer Lines
- Ozark Planning Area / Ridgelines
- Christian County Boundary
- ~ Finley River
- 100-Year Floodplain
- Developed Land
- City Limits
- City of Nixa



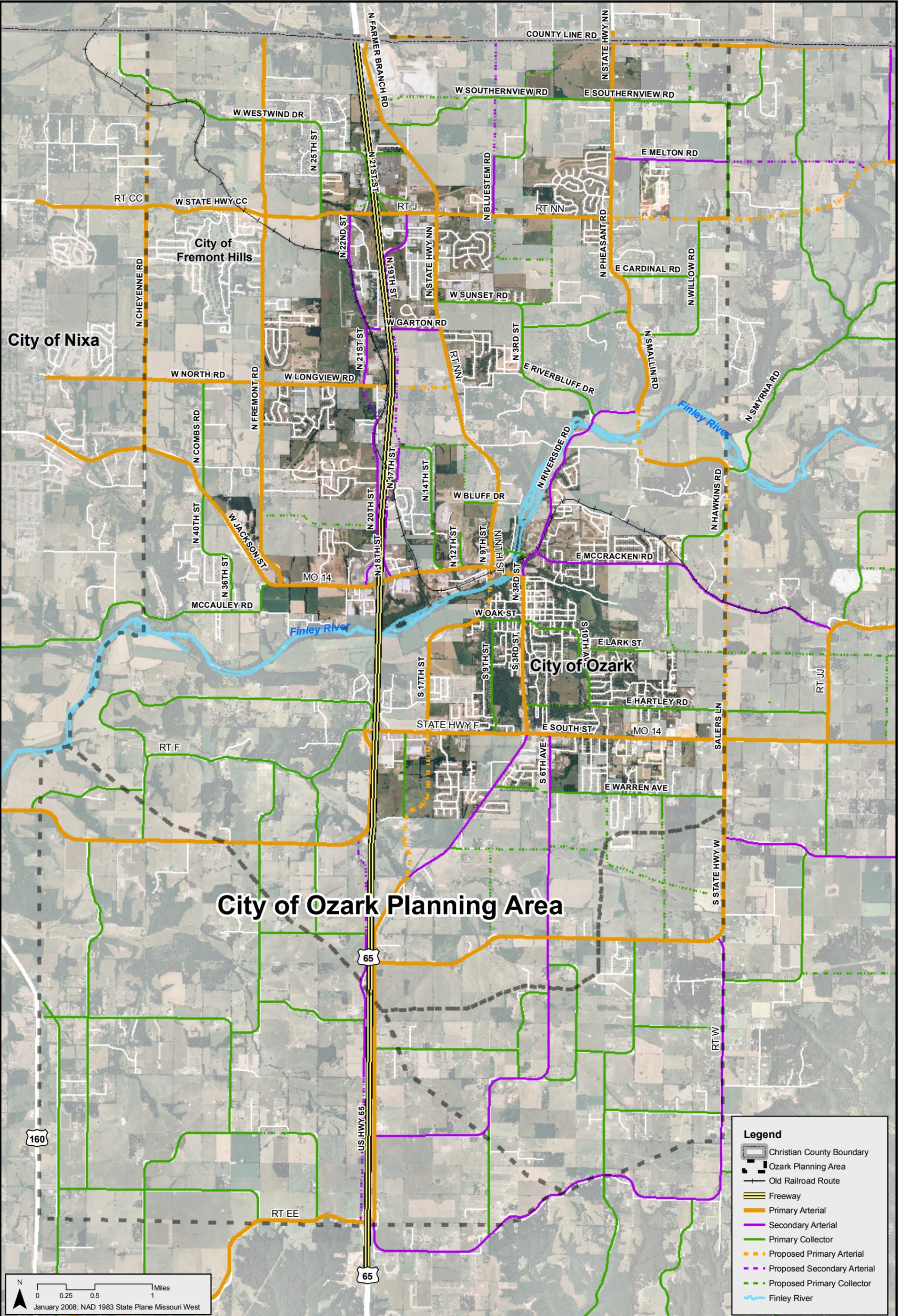




- Legend**
- Ozark Planning Area
 - Christian County Boundary
 - City Limits
 - Finley River
 - Other Streams
 - City of Nixa
 - City of Fremont Hills
 - Central Historic District
 - Finley River Neighborhood District
 - Central Business District
 - Future Land Use 2030**
 - Conservation Areas
 - Parks & Open Space
 - Rural / Agricultural
 - Public-Semi Public
 - Low Density Residential
 - Moderate Density Residential
 - General Office / Commercial
 - Mixed Use
 - Downtown
 - Employment / Industry

0 0.25 0.5 1 Miles
 January 2008; NAD 1983 State Plane Missouri West





City of Ozark Planning Area

- Legend**
- Christian County Boundary
 - Ozark Planning Area
 - Old Railroad Route
 - Freeway
 - Primary Arterial
 - Secondary Arterial
 - Primary Collector
 - Proposed Primary Arterial
 - Proposed Secondary Arterial
 - Proposed Primary Collector
 - Finley River

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 January 2008; NAD 1983 State Plane Missouri West

