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OVERVIEW: WHAT IS A COMPREHENSIVE PLAN?

Would you tell me, please, which way I ought to go from here?”
“That depends a good deal on where you want to get to,” said the Cat.
“I don’t much care where—” said Alice.
“Then it doesn’t matter which way you go,” said the Cat.
Alice’s Adventures in Wonderland, Chapter 6

Communities can grow by choice or chance – with a plan for growth toward a vision or without a plan that just takes Ash Grove to an unknown future.

Unlike Alice, who “doesn’t care much” Ash Grove’s stakeholders and citizens do care and it matters to them where our town goes as it grows. Through public participation in workshops, surveys, task forces and advisory committees, the community has made known their choices and desired outcome for the future of Ash Grove.

The Comprehensive Plan establishes the intent and goals of the community. Long range in nature, the Plan is intended to be a source of direction and guidance toward the community’s desired outcome. The plan is designed to meet short term planning needs as well as long-range planning needs, challenges and opportunities which will show up in 10-20 years; and in some issues, 50 years.

The development of the Comprehensive Plan is, by statute, is the responsibility of the Planning and Zoning Commission. Statute 89.340 of Missouri’s Revised Statutes says, “The commission shall make and adopt a city plan for the physical development of the municipality.”

The Plan may be adopted incrementally or as a whole. All land use changes including the ordinances for implementation of the plan require a public hearing.

Further instruction for the development of the plan is in Statute 89.350 - “In the preparation of the city plan, the commission shall make careful and comprehensive surveys and studies of the existing conditions and probable future growth of the municipality. The plan shall be made with the general purpose of guiding and accomplishing a coordinated development of the municipality which will, in accordance with existing and future needs, best promote the general welfare, as well as efficiency and economy in the process of development.” (*See Appendix – Missouri Revised Statutes Chapter 89 for knowledge of State Statutes for Zoning & Planning*)

Without a trained and knowledgeable planning staff to assist the Planning and Zoning Commission , the land use planning and zoning decisions fall to the volunteer “Citizen Planners” of the Planning and Zoning Commission and the Mayors and Aldermen who come and go with little to no knowledge of land use planning statutes, requirements, and especially the Plan.

While the City of Ash Grove Comprehensive Plan is the official planning document of the city for planning and zoning purposes, it must also be educational to help Citizen Planners of the Commission plus Council and Mayor to make informed decisions. The Comprehensive Plan Appendices contains information of general knowledge, statutes, and processes referenced in the Plan.

The Comprehensive Plan is not a “static” document and should be updated periodically by the Planning and Zoning Commission with Public Hearing as to changes.

OVERVIEW: HOW IS THE COMPREHENSIVE PLAN USED ?

The Comprehensive Plan is the legal framework on which the City's zoning and subdivision regulations are enacted and amended by the City Council upon recommendation from the City Planning Commission (after public hearing).

Subsequent land use planning and zoning recommendations (after public hearing) to the City Council shall be made by how the request fits within the community's goals established in the Comprehensive Plan.

* The Comprehensive Plan and the zoning ordinances are not the same thing, but they should relate closely to each other. The ordinances are the set of rules used to implement the plan.

OVERVIEW: JURISDICTION – ROLES OF P&Z & COUNCIL

Jurisdictional Responsibility

The Ash Grove Planning and Zoning Commission and the City Council are responsible for managing the growth and development of the City's incorporated area.

Development must occur in a manner that results in a logical urban pattern with long-term value rather than short-term gain. Without long term vision, development decisions will result in haphazard growth that negatively impacts future growth patterns, natural resources, environmental concerns, and traffic patterns.

Role of the Planning and Zoning Commission

The Planning and Zoning Commission is primarily an advisory body for the citizens of Ash Grove. Under Missouri State Statutes of Chapter 89 Zoning and Planning 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, following a public hearing, 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, following a public hearing, must adopt a Comprehensive Plan for the physical development of the City.

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 Ash Grove.

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 after public hearing.

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:

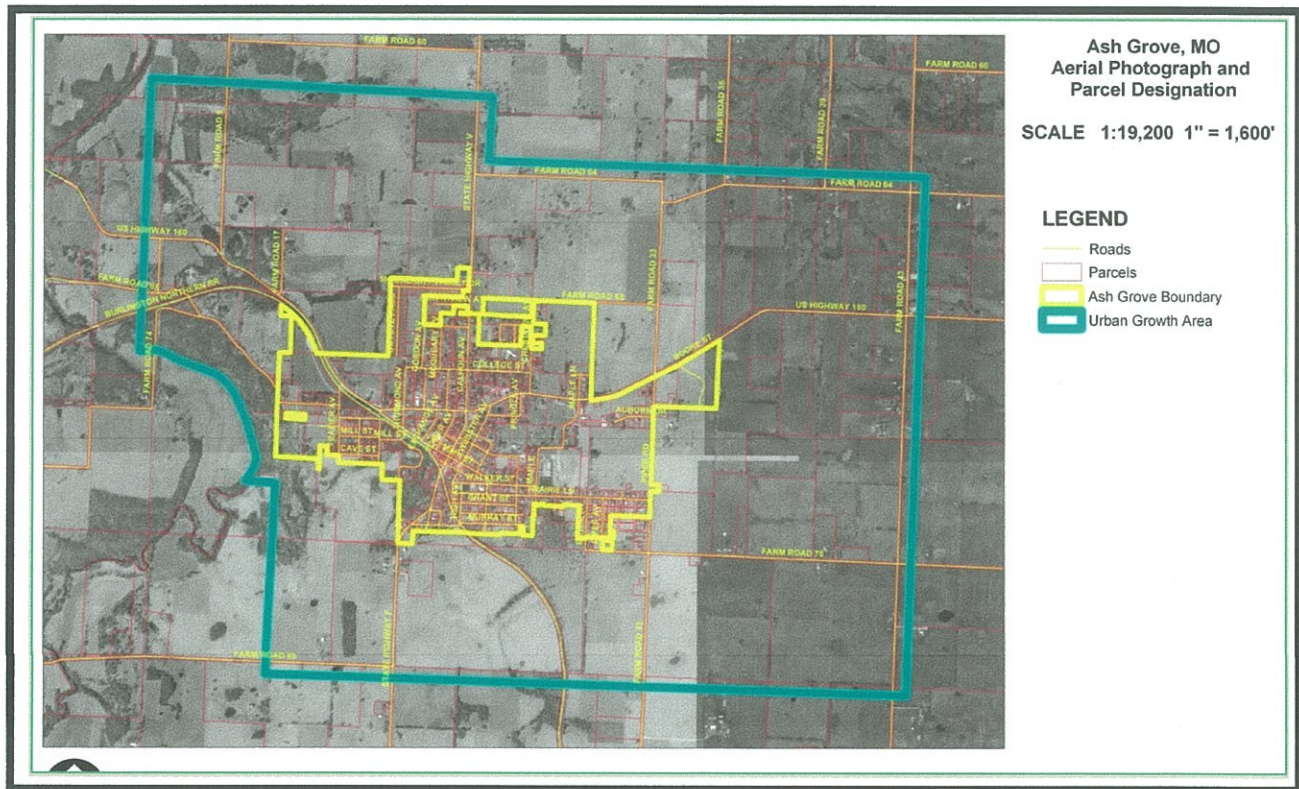
1. Adopt a resolution of support of the Comprehensive Plan.
2. Enact and amend the zoning and subdivision regulations of the Zoning regulations and the Zoning Map after considering the Planning and Zoning Commission's recommendation.
3. Approve conditional use permit applications following consideration 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.

Overview :

Planning Area

Several years ago, the Greene County Planning and Zoning Department asked each municipality in the county to map the area anticipated for future growth in the coming years. Ash Grove's Planning and Zoning Commission provided this estimation.

The City's "Planning Area" is within the city limits only. The Urban Growth area is under the jurisdiction of Greene County until land in that area is annexed into the City. Consideration of long term growth would be in the Urban Growth area. This information is helpful when deciding which direction the city is more likely to grow and locations of infrastructure.



Total acres within Ash Grove City Limits -

714 acres – 1.12 sq. miles

Estimated unoccupied acres within the City

459 acres – 64%

Total acres within the Urban Growth Area

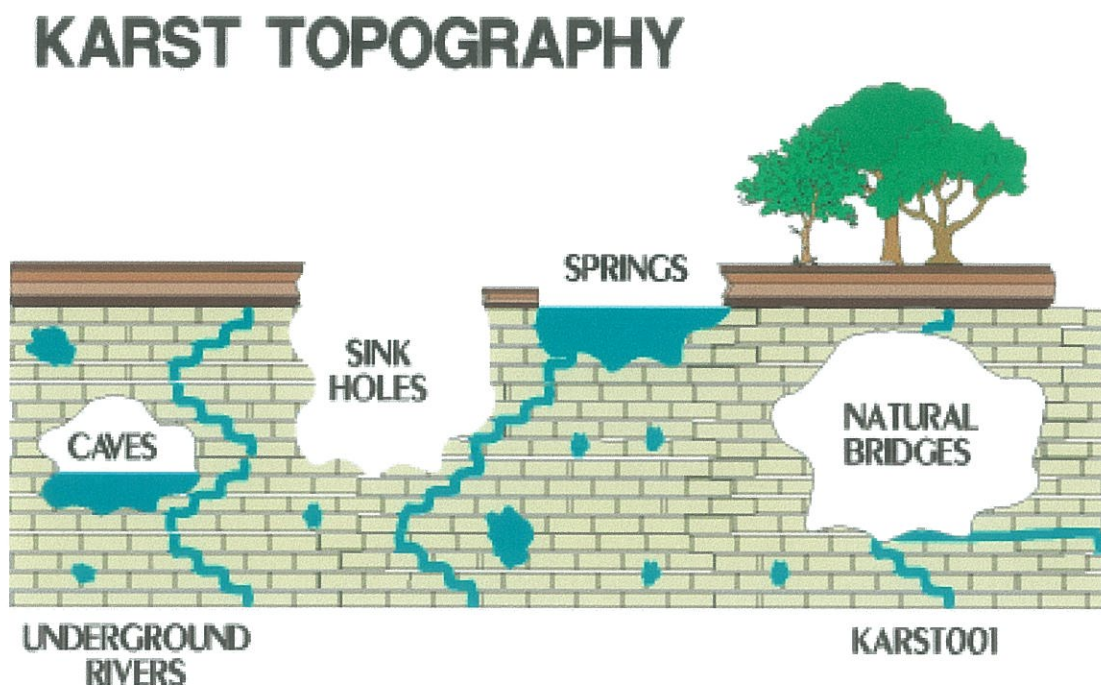
3,605 acres – 5.63 sq. miles

To understand much of our natural environment and the intrinsically linked features that create issues in planning, it is best to start at the “ground level.”

The Ash Grove area is predominantly karst topography. Karst landscapes form in regions of plentiful rainfall where the bedrock is mostly dissolvable such as limestone or dolomite as it is in much of the Ozarks.

Rainwater becomes slightly acidic from contact with the carbon dioxide of our soils and as it percolates downward from the soil to bedrock, it dissolves the bedrock creating spaces where the rock once was. Consequently, karst terrain is characterized by caves, sinkholes, springs, losing streams, closed depressions and aquifers that are highly productive but may be extremely vulnerable to contamination.

Residential and commercial development in a karst area pose environmental and logistical challenges and problems. (*See Appendix – Karst Topography and Formation of Sinkholes - Using LIDAR to Analyze Sinkholes and Floodplains in Greene County, Missouri*)



Although not as often used as “ Missouri – the Show-Me State”, Missouri is also known as the “ Cave State.” Southwest Missouri is home to 1,000 of the 6,000+ known caves in Missouri. Some are above ground and others we are living above. With our karst topography system, new caves are being developed continually. (*See Appendix – Caves*)

There are several caves of varying sizes in the Ash Grove area, but none as well known as Mason’s Cave located just outside Ash Grove’s city limits at the SW corner.

Mason’s Cave was a popular place for outings, dances in the ballroom portion (See Appendix-Holcombe Mason’s Cave) and many people who grew up in Ash Grove have their own stories to tell of exploration of the cave. Exploring THE cave was like a “ right of passage” for many daring young men and women. Local stories tell of a few rescues of these young folks.

The cave is now under private ownership but spelunkers (especially from the colleges and the high school) are often given permission to explore the cave.

The Mason Cave or Mason’s Cave has made its place in the annals of Boone Township and Ash Grove history. In the History of Greene County, Missouri 1883, R.I Holcombe, Editing Historian wrote of Boone Township - “*Boone Township abounds in natural curiosities and remarkable features. The most remarkable of these is the large cave near Ash Grove, known as Mason's Cave, that which there is no more interesting subterranean feature of the many caves, caverns and other characteristics of Southwest Missouri.*” (See Appendix – Holcombe Mason’s Cave) for his complete description of the cave.

In 1915, Edward M, Shepard wrote in the the Geology, Location and Topography section of

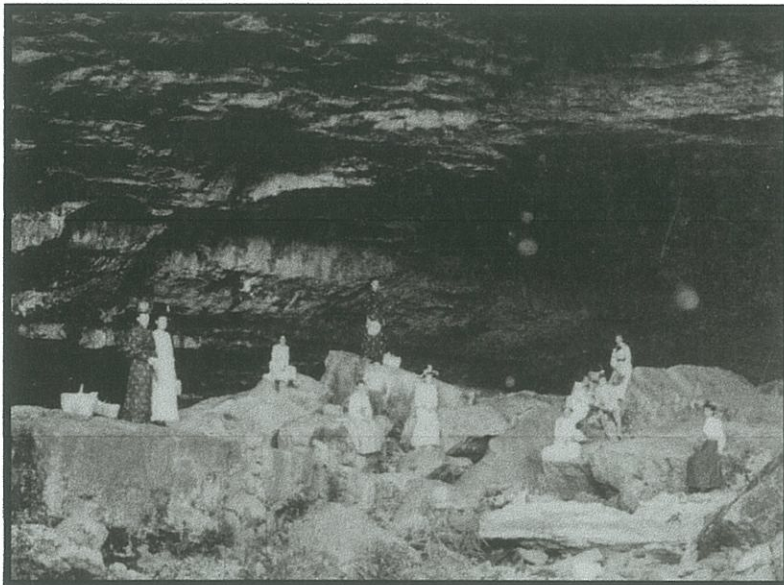


Photo from Tommy Clair Collection

Past and Present of Greene County, Missouri *The Mason cave, a remarkable cavern at Ash Grove, has two openings, one near the summit of a hill in the northwest end of a small valley, into which flows a small, wet-weather stream, called Dry creek. This opening is about eight by thirty feet. A great mass of rock has tumbled down in front of it, forming a wooded point about fifty feet to the northwest of the entrance.*

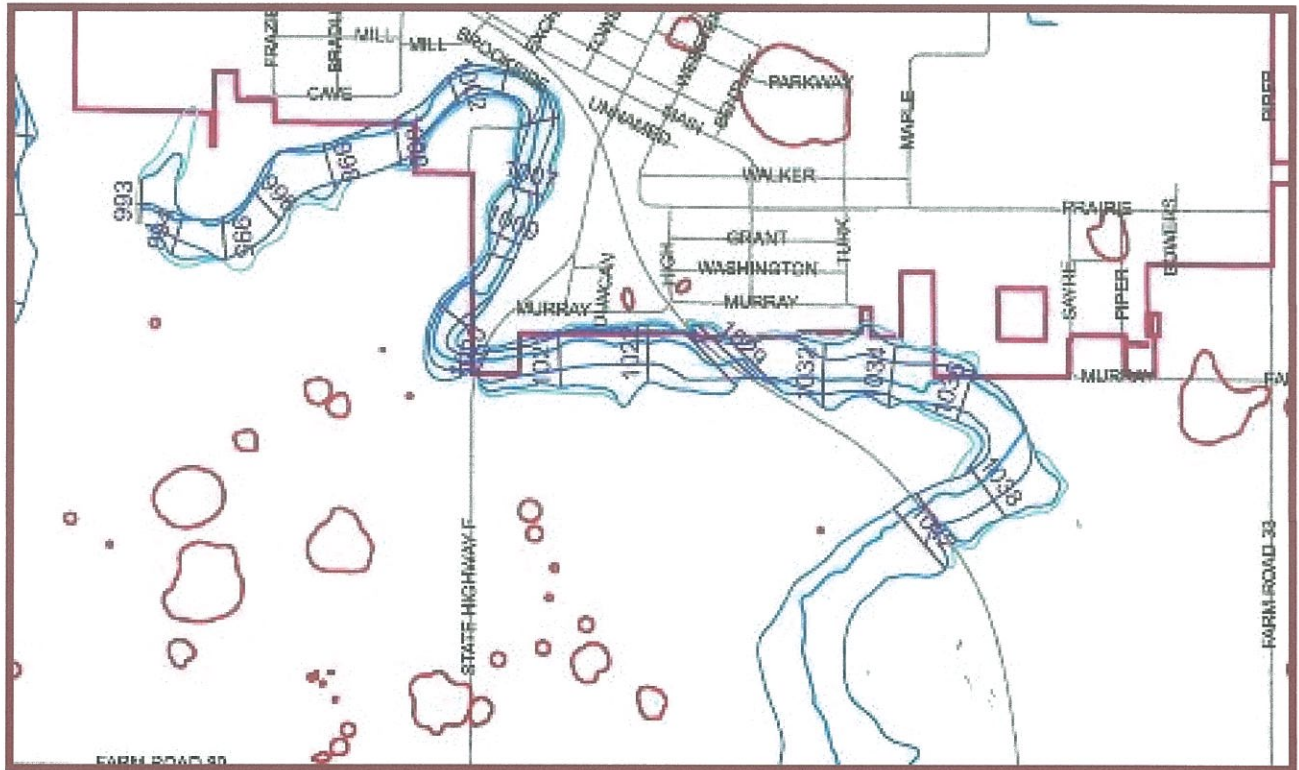
The entrance described by Shepard is shown in the photo

above. (See Appendix – Past and Present of Greene County for full article.)

Caves – continued

Holcombe and Shepard don't exactly agree in their descriptions of the cave, but both note about the stream that flows into the cave at the above entrance. Shepard refers to the stream as a wet weather stream named Dry Creek while Holcombe describes it this way, "a small stream, called Dry Branch, from the circumstances of it's containing no water the greater part of the year.) The stream is called Dry Branch.

For planning, that stream present some obstacles to future growth in the SW direction. The floodplain skirts the southern edge of the city limits then travels through the city limits at Bunker Hill and on to the west where it goes into the cave entrance and empties out into Sac River.



A sinkhole is an area of ground that has no natural external surface drainage. When it rains, all of the water stays inside the area and typically drains into the subsurface. With our karst topography, the subsurface rock dissolves and creates spaces underground. The land usually stays intact until the underground spaces just get too big. If there is not enough support for the land above the spaces, then a sudden collapse of the land surface can occur. Sinkholes have a direct route to ground water and can be a major cause of pollution to groundwater.

Sinkholes can vary from a few feet to hundreds of acres and from less than 1 to more than 100 feet deep. Some are shaped like shallow bowls or saucers whereas others have vertical walls. Some hold water and for natural ponds that can be in urban or agriculture areas.



Beacon Maps – Greene County Assessors Office

While smaller collapsed sinkholes appear periodically in private yards and on public property in Ash Grove, mapping shows only six mapped sinkholes in the city limits.

The largest is at the City Park where a major portion of the south side of the park and a smaller portion on the north side are part of the sinkhole that stretches beyond the park to adjoining properties. The red line on the map designates the area of the sinkhole.

It would be very difficult to even estimate how many years (perhaps thousands) ago this sinkhole developed and how many years it took for the soil and ground to redevelop in the depression.

Sinkholes – Continued

Storm water from the higher elevations surrounding the sinkhole and of the sinkhole naturally drains into the lowest elevation of the depression, plus there is a drain close to the intersection of Main, Walker, and Daniel that directs the storm water from more southerly areas and the streets into the depression. During heavy rain events, the lowest elevations of the depression becomes flooded with the storm water runoff – making the street impassable.

Photos of park area during December 2015 heavy rainfall event.



View to the west



View to the east

The flooded area of the sinkhole depression was very close to a home built at a low elevation on Staeger Street and within the depression.



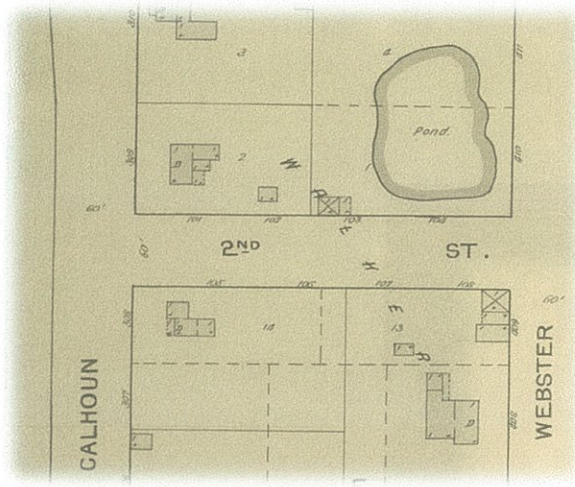
Photo credit - Sharon Enlow

One of the residents that lives in this home was known to remark, “It was the strangest thing, when we went to church, the water was still there. When we came home, it was gone.”

Bald Cypress, River Birch, Button Bush, Silver Birch, and Nine Bark trees – all “thirsty” trees, have been planted in the low areas to help with saturation, etc. during medium rainfall events. The trees’ effectiveness is probably limited in a heavy rainfall event in the winter.

Sinkholes - Continued

The next largest mapped sinkhole in the city limits is located at the intersection of Parkway and Webster. The historic Ash Grove Sanborn map of 1893 shows the area as a pond. In more recent years, the area was filled and now is just meant to be back yard.



Sanborn Map Ash Grove 1893



Beacon Map – Greene County Assessors Office

Sinkholes Issues in Planning

There are three major natural issues with future planning areas of Ash Grove – sinkholes, flood plains, and stormwater/watershed.

Sinkholes have been identified in the LIDAR maps on the following pages. (Maps are courtesy of the Greene County Resource Management Department.) Their LIDAR mapping allows subsurface sinkholes to be identified and mapped as were the ones identified in the city limits.

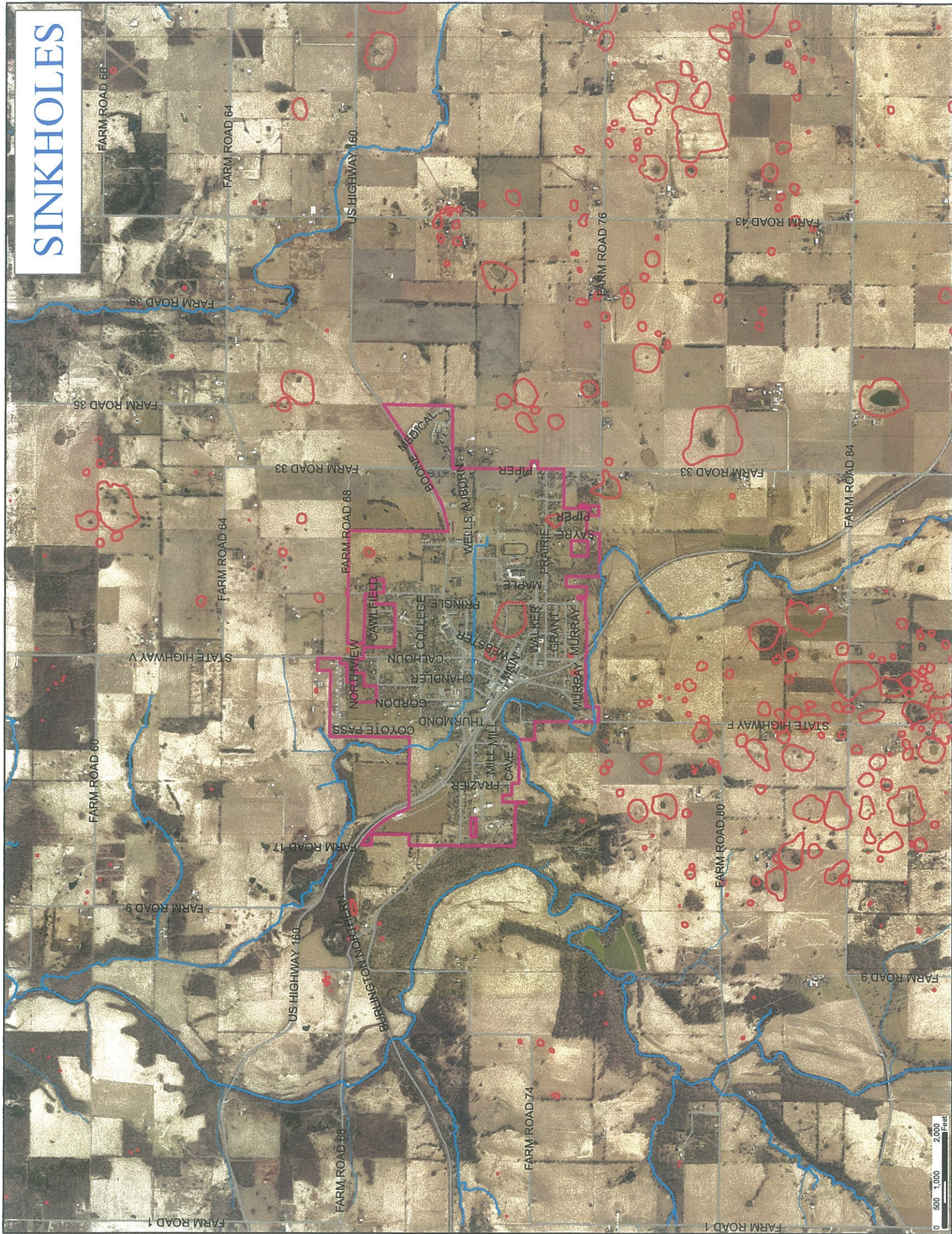
The mapping of the Urban Growth area shows significant numbers of sinkholes beyond the Ash Grove city limits to the East and Southwest.

When planning for future growth, the abundance of these sinkholes will present obstacles to the growth in those areas.

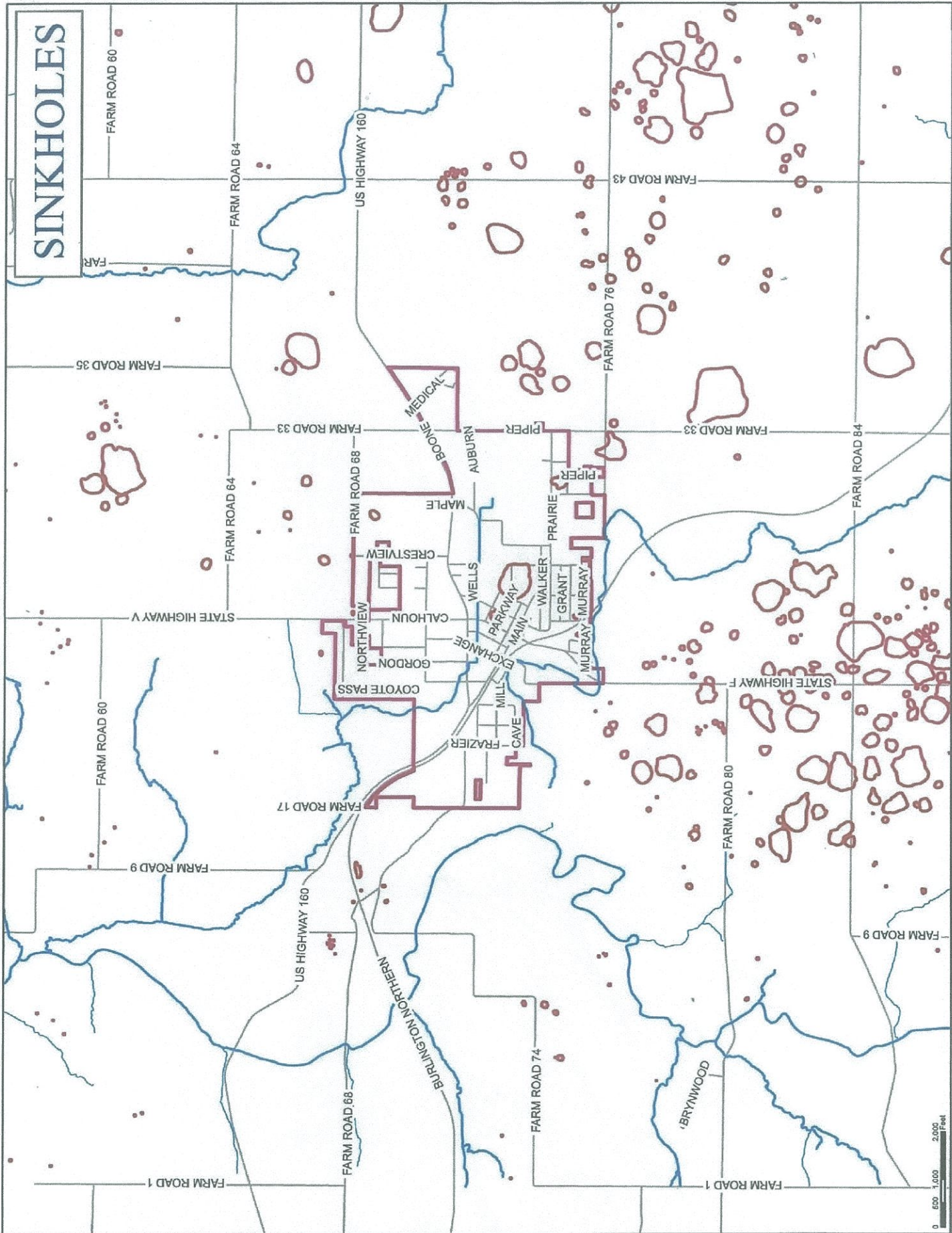
In addition to structurally impacting foundations of homes and other buildings, increased stormwater runoff resulting from impervious surfaces such as driveways, housetops, concrete pads and patios often is diverted into sinkholes.

The increased inflow of water not only can transport contaminants to our ground water but also can lead to the accelerated development and growth of sinkholes.

SINKHOLES



SINKHOLES



Stormwater runoff occurs when precipitation from rain or snowmelt flows over the ground. Especially during heavy rains, Ash Grove's natural topography of hills and valleys would cause some flooding. Add impervious surfaces like house tops, driveways, patios, sidewalks, parking lots and streets that create less area for the rain water to soak and a much bigger flooding event will happen.

As land is converted from fields or woodlands to roads and parking lots, it loses its ability to absorb rainfall. Urbanization increases the amount of impervious areas, causing runoff to be two to six times over what would occur on natural terrain.

<http://water.usgs.gov/edu/qafloods.html>

Stormwater management serves three purposes. (1) One is to manage flooding events (2) to protect the water quality of downstream lakes and streams in our watershed and (3) to recharge the groundwater.

Managing flood events often is seen as the only purpose for managing stormwater. As our streams, rivers, and lakes where we fish and play become polluted from the water that is sent downstream especially during floods, the focus should also include protecting the waters in our watershed.

Ash Grove has never had a piped storm sewer system. Storm water run-off is to go into grassy ditches or occasional pipes to be deposited in large grassy areas or in/near or access to the grassy FEMA designated Floodway that traverses the town.

Today, Ash Grove's system would be viewed as one of EPA's "best management practices" for stormwater management. Many of the "best management practices" recommendations have moved from piped storm sewers to management practices that encourage stormwater runoff to slow down the velocity with natural elements that allow stormwater to soak into the ground.

For low or medium rain events, Ash Grove's system works OK and it could work better if the original system elements were still in place. Through the years, many of the original ditches have been filled to the point they don't carry water. Some are filled and then covered with driveways of impervious surfaces. Most of the stormwater coming from S. Webster onto Main Street is piped into what was once a grassy ditch along Calhoun Street, but is now asphalted sending the stormwater swiftly down the hill to pool at the bottom.

Stormwater - continued

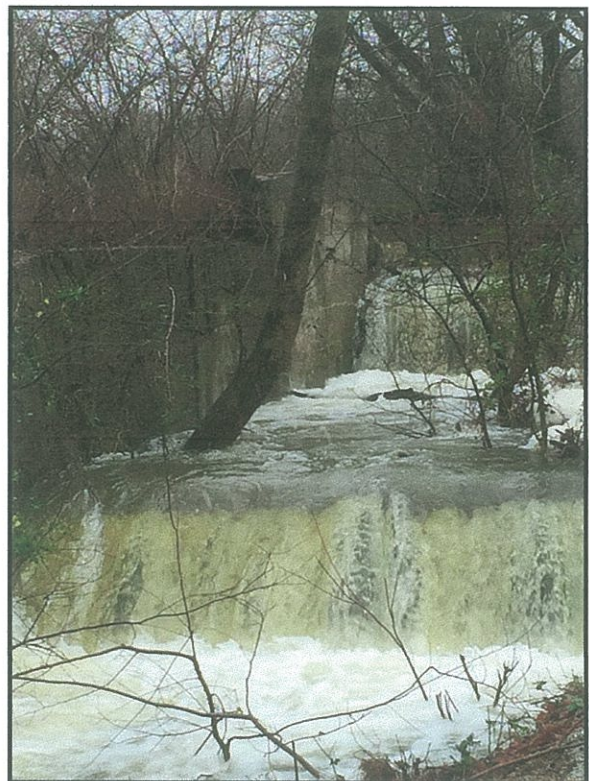


During a flood event, as rain falls and then becomes run-off, it picks up debris, oil, chemicals, dirt, and other pollutants collected on parking lots, paved areas, and streets; gasoline and oil spills from filling stations; and fertilizers and pesticides from lawns and gardens. The FEMA Floodway can't carry that amount of stormwater and typically, the Floodway overbanks to cause impassable streets. The stormwater winds its way to Cub's Lake. Although Cub's Lake, was constructed as a water source for

the Ash Grove Portland Cement quarry and as a recreational lake, it has become more of a retention basin for stormwater.

Usually a small stream of water is discharged from Cub's Lake into the nearby stream – a tributary of Sac River. During flooding events, the stormwater gushes from the lake into the tributary and makes its way to Sac River and other waterbodies used for swimming, fishing, and for some, a drinking water source.

Photo credits to Laura Scott for both Cub's Park photos taken during the December 2015 flooding.



Planning for stormwater:

What exists presently in Ash Grove's stormwater "system" of moving water along grassy ditches is a good starting point. Areas that have been made impervious should be studied and perhaps, "retrofitted" for ways to improve stormwater management.

To develop a planned system, it will be necessary to enlist the assistance of an engineer to develop a stormwater plan. As EPA, DNR, and others are encouraging the more natural ways of stormwater management, the selected engineer should have a good understanding of those management practices. The engineer would also need to provide the right language and graphics to present to developers so they can plan their development in accordance to the City's plan.

The present ordinances for street construction, driveways, parking lot construction, and off-street parking require impervious surfaces of concrete or asphalt. These issues need to be studied to learn of other surfaces, methods, etc. that would be acceptable and perhaps, encouraged by the City. Again, a knowledgeable engineer would need to provide proper language and graphics.

As the town grows with more rooftops, streets, parking lots, driveways and other impervious surfaces, less rain fall will soak into the ground. Consequently, most rainfall will be converted directly to storm water runoff. Storm water run-off, flooding, and watershed issues will be intrinsically intertwined issues as the town grows.

All stormwater, rivers, streams and underground waterways travel in one direction - either northerly or southerly toward a body of water. The total area that water runs over or under when draining to a stream, river, or lake is the watershed.

Ash Grove is in the Sac River Watershed. Ash Grove's stormwater drains to the Sac River and its treated waste water empties directly into the Sac River.

Each watershed is a part of a bigger watershed. The headwaters of Sac River Watershed begins in Lawrence, Christian and Greene Counties and flows northerly to cover all or parts of Barton, Cedar, Dade, Hickory, Lawrence, Polk, St. Clair and Vernon counties and on northerly to, via Stockton Lake, to drain into the Truman Reservoir sub-basin of the West Osage River basin.

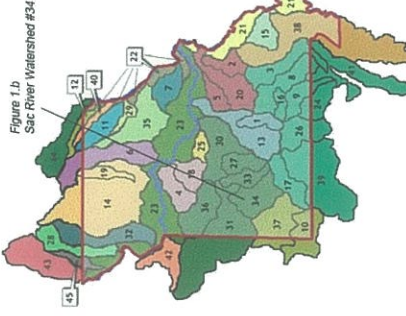
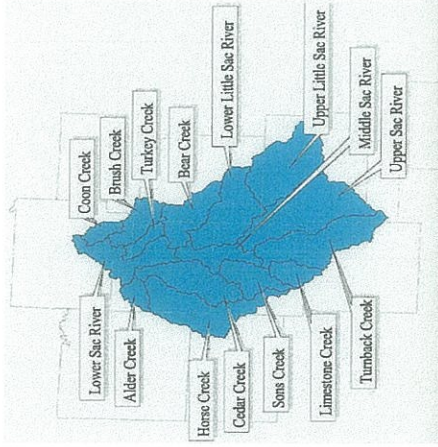
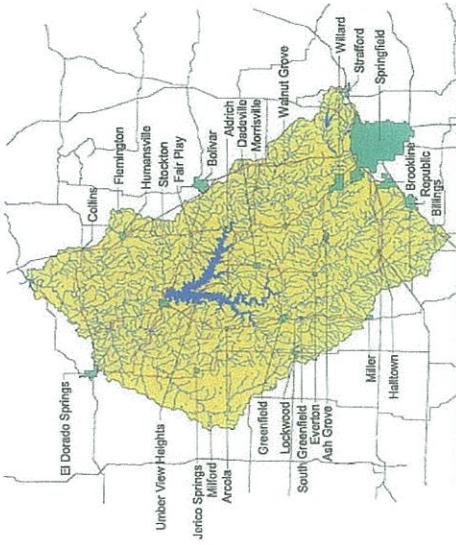
The interconnections of the watersheds is part of our natural environment that spreads from Ash Grove to the Gulf of Mexico. See illustrations on following page. The illustrations also show the number of watersheds just in Missouri.

The Department of Natural Resources has begun a schedule of doing studies on each of the Missouri watersheds within a 5 year period. (*See Appendix – Our Missouri Waters.*)

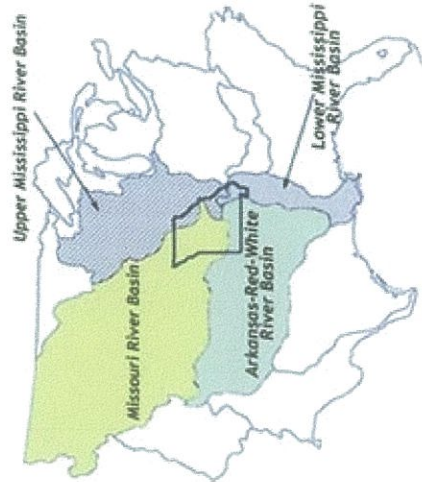
In DNR's "Our Missouri Waters" brochure, there are suggestions for stormwater management such as rain gardens and supporting developers who include rain gardens, stormwater retention basins and green space in their development plans – these stormwater management policies are also part of EPA's "Best Management Practices (BMPs.)" (SEE APPENDIX "OUR MISSOURI WATERS")

As Ash Grove grows, stormwater run-off and flooding plus the possibility of polluting waters in our watershed will become a major issue. The more impervious surfaces as mentioned in the first paragraph of the stormwater section – housetops, parking lots, driveways, streets, etc. that are constructed will cause more stormwater runoff. Even a medium rainfall could cause close to the same flooding problems we have now with heavy rainfalls except there will be more pollution in the water.

Watershed Continued



FROM ASH GROVE TO SAC RIVER WATERSHED TO MISSOURI RIVER WATER SHED TO



MISSISSIPPI RIVER BASIN WATERSHED TO THE GULF OF MEXICO

While flooding has already been addressed as a stormwater problem, the locations of the flood plains and their importance in future planning is also an issue. See Floodplain map on next page. *(Map courtesy of Greene County Resource Management Department.)*

To the western side directly south of the city limits, the location of the floodplain in addition to the sinkholes will present some obstacles to future growth in that area.

What the floodplain maps do not take into consideration is the topography of the area. The existing flood plain that traverses through town has a high elevation to the west and south of the flood plain. It would take careful planning for future growth in that direction if connecting streets needed to be built, etc.

The Sac River Flood Plain as delineated on the map is also very close to the western city limits on the south side of Highway 160. Again, topography would need to be taken into consideration.

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, insurance agents properly rate flood insurance policies, and lending institutions and Federal agencies determine flood insurance requirements.

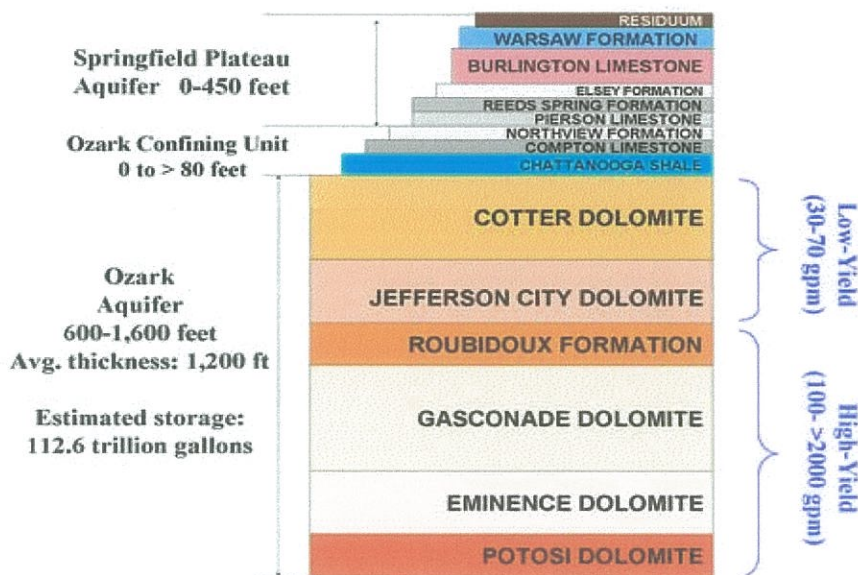
The City of Ash Grove manages the program within its corporate limits, interpreting the FIRM maps and requiring appropriate measures to assure proper floodplain practices—including elevation above base flood levels, or prohibiting floodplain development.

Groundwater is an important part of the continuous hydrology cycle as water evaporates, forms clouds, and returns to earth as precipitation (rain, snow, sleet, hail, or ice). Some precipitation moves from high areas to low areas on the earth's surface and into surface water bodies – lakes, rivers, streams. Other precipitation seeps into the ground and is stored as groundwater. Most people rely on that groundwater for drinking whether from private or municipal wells.

Losing the ability to absorb rainfall because of impervious surfaces threatens the need to “recharge” the groundwater stored in aquifers beneath the earth’s surface

A myriad of studies and reports have been done over the past few years to predict what level of growth, water hungry industries, and other water demands will reduce the groundwater supply so significantly that alternate water sources other than groundwater have to be found. Sadly, this has happened in neighboring areas including Springfield and Branson. Both cities have gone from dependence on groundwater to surface water from lakes.

The groundwater supply issue is not an existing condition for Ash Grove. Both wells in use - the new well located in the Industrial Center as well as the well on FR33 are both deep wells that extend into the Potosi formation – the deepest of the Ozark Aquifer. As the diagram shows below, the entire Ozark Aquifer can store 112.6 trillion gallons of water. Ray West, former Hood-Rich engineer who oversaw the well construction, estimates the well could pump 1,500 – 1,600 gpm. West’s opinion is the well depth should supply the City with adequate water for many years to come.



GROUNDWATER – CONTINUED

The last study of water supply, “Southwest Missouri Water Resource Study – Phase II Regional Supply Availability (2010-2060) March 2014 Final Report “ can be accessed at http://tristatewater.org/wp-content/uploads/2014/11/Phase-II-FINAL-Southwest-Missouri-Supply-Availability-Report-Final_March_2014-from-Mike-Beezhold-9-16-14.pdf

While groundwater water supply is not an existing problem, this study shows there could be some issues in our area in future years. The author of the study says, “The Ozark Aquifer contains over 100 trillion gallons of groundwater, yet there are localized declines and several documented cones of depression at Joplin, Springfield and Branson indentifying a physical and economic constraint even to such a large and seemingly infinite supply source.”

This is an issue that needs to be followed by future city officials. In the meantime, new stormwater management that allows more “seeping into the ground” is a good first step for Ash Grove.

Historic information indicates Ash Grove's population growth from 1990 to 2000 was its greatest period of growth since 1880 to 1890 when the railroads came to Ash Grove.

Ash Grove's Population from 1880 to 2010

| Year | Population | % Change |
|------|------------|----------|
| 1880 | 500.00 | |
| 1890 | 950.00 | 90.00% |
| 1900 | 1,039.00 | 9.37% |
| 1910 | 1,075.00 | 3.46% |
| 1920 | 1,000.00 | -6.98% |
| 1930 | 1,107.00 | 10.70% |
| 1940 | 1,101.00 | -0.54% |
| 1950 | 970.00 | -11.90% |
| 1960 | 886.00 | -8.66% |
| 1970 | 934.00 | 5.42% |
| 1980 | 1,157.00 | 23.88% |
| 1990 | 1,128.00 | -2.51% |
| 2000 | 1,430.00 | 26.77% |
| 2010 | 1,472.00 | 2.87% |

Source: Missouri Census Data Center (2004), Haswell (1915), and US Census Bureau

The information above reflects the history of Ash Grove's population trends responding to local issues or national issues. The 90% growth was obviously to the railroads coming to town and the explosion of growth in Ash Grove.

The 1920's was the heyday of Ash Grove and it enjoyed a 10% growth during that time. Then came the Depression; the closing of the White Lime Company; the Leaky Roof Railroad's demise; and then WWII when many folks moved to the bigger cities for work.

In the 1970's, there was a renewed interest in small towns outside of Springfield and especially in the vintage older homes. The interest in moving out to a smaller town continued until the recession.

Growth – continued

| POPULATION | Estimate | Percent |
|--------------------|----------|---------|
| Total population | 1,421 | 100.0% |
| Male | 646 | 45.5% |
| Female | 775 | 54.5% |
| Under 5 years | 64 | 4.5% |
| 5 to 9 years | 38 | 2.7% |
| 10 to 14 years | 112 | 7.9% |
| 15 to 19 years | 118 | 8.3% |
| 20 to 24 years | 107 | 7.5% |
| 25 to 34 years | 101 | 7.1% |
| 35 to 44 years | 164 | 11.5% |
| 45 to 54 years | 161 | 11.3% |
| 55 to 59 years | 120 | 8.4% |
| 60 to 64 years | 107 | 7.5% |
| 65 to 74 years | 136 | 9.6% |
| 75 to 84 years | 85 | 6.0% |
| 85 years and over | 108 | 7.6% |
| Median age (years) | 45.6 | (X) |
| 18 years and over | 1,122 | 79.0% |
| 21 years and over | 1,067 | 75.1% |
| 62 years and over | 383 | 27.0% |
| 65 years and over | 329 | 23.2% |

The 2010 – 2014 American Community Survey of the Census department shows Ash Grove had a estimated population decrease from 1472 (2010 Census) to 1421 in this period of time.

There can be many suppositions about why there is a decrease in Ash Grove’s population, but research shows that Ash Grove may be a part of a nationwide trend.

In an October 2006 article, “Finding Exurbia: America's Fast-Growing Communities at the Metropolitan Fringe” Researchers at the Brookings Institute defines an “exurb”

“as communities located on the urban fringe that have at least 20 percent of their workers commuting to jobs in an urbanized area, exhibit low housing density, and have relatively high population growth.”

http://www.brookings.edu/~media/research/files/report_s/2006/10/metropolitanpolicy%20berube/20061017_exurbia.pdf

In 2012, another article addressed the Exurb issue. Posted as:

<http://www.ssti.us/2012/04/exurban-development-continues-to-decline-while-cities-return-to-pre-recession-growth/> this article goes on to say. “Growth in urban-fringe suburbs, once the fastest-growing parts of metropolitan areas, has stalled, new Census data shows. From 1990 through the mid-2000s, growth in exurban counties was running at about 2 percent per year, according to an analysis by the *Brookings Institution*. But after peaking in 2006, that growth has steadily declined, to 0.4 percent in 2010- 2011. Central cities and inner suburbs have long lagged the growth rate of fringe counties, but now they are growing faster.”

Growth – continued

Our new housing starts seem to reflect the information in the above articles could be true. Ash Grove was experiencing good population growth for several years before the builder saw “the writing on the wall” indicating bad times ahead that became a national recession. The bigger suburban towns nearer to Springfield have “bounced back” from the recession much better than Ash Grove.

| ASH GROVE RESIDENTIAL BUILDING PERMITS 1999-2015 | | | | |
|--|-----------|-------------------------------|--------------------|---------------|
| YEAR | # Permits | EXISTING STREETS INFILL | SERENITY VALLEY | INFILL CUSTOM |
| 1999 | 8 | 2 | 6 | |
| 2000 | 3 | 1 | 2 | |
| 2001 | 4 | 2 | 2 | |
| 2002 | 1 | 0 | 1 | |
| 2003 | 6 | 2 | 4 | |
| 2004 | 3 | 1 | 1 | 1 |
| 2005 | 9 | 5 | 4 | |
| 2006 | 10 | 2 | 6 | 2 |
| 2007 | 4 | 2 | 1 | 1 |
| 2008 | 1 | | 1 | |
| 2009 | 1 | | | 1 |
| 2010 | 1 | | | 1 |
| 2011 | 1 | | | 1 |
| 2012 - 2015 | 0 | | | |
| Total | 52 | 17 | 28 | 7 |
| Estimate of 1997-98 | 12 | 9 | 3 | |
| Total | 63 | | 26 | 31 |

This table was created from the building permit information kept by the City Clerk. The City didn't keep records of new home construction permits until 1999. Added to this table are estimates of new home construction from 1997 – 1998 based on knowledge of the homes that were built.

The table shows 57 (with estimates of 97-98) new spec homes built between 1997 and 2008.

From 2008 through 2015, only one spec home built for sale had been constructed.

Streets

Most of the existing streets in town are in good condition. Recent upgrades after the water project was completed have improved many of the streets. However, the existing street ordinances are confusing for future planning. Most of the existing ordinance regarding streets are found in Chapter 410 – Subdivision Regulations.

One example of confusing ordinances:

In the Definitions Section - Collector Streets, Major Streets, and Minor Streets are defined as:

STREET, COLLECTOR

A street intended to serve and to provide access to neighborhoods or sub-neighborhoods.

STREET, MAJOR

A street designated as a major street or thoroughfare in the official major street plan and designated to accommodate primarily major traffic movements.

STREET, MINOR

Any street not designated as a major street or collector street, and intended to serve and to provide access exclusively to the properties abutting them.

According to the Required Improvements section of that same Chapter, these streets are to be improved in this way:

Residential collector streets to have a width of twenty-seven (27) feet, back of curb to back of curb for cul-de-sacs.

All other streets to have a width of thirty-one (31) feet, back of curb to back of curb.

In essence, our existing required improvements for a Collector Street that functions to carry heavier traffic as it allow access to neighborhoods is less than a street within the neighborhoods. Plus, it would be very unusual for a collector street to terminate in a cul-de-sac.

Other street ordinances “bring to light” missing elements of planning.

In the General Requirements Section

1. *The character and location of all streets shall conform with official plans including minimum width of rights-of-way of fifty (50) feet. The City Planning and Zoning Commission may permit adjustments in the location of major streets due to topographical conditions and public convenience and safety.†*

Streets and Sidewalks - continued

2. For streets not indicated on official plans, the arrangement of streets in the subdivision may provide for the continuation of appropriate projection of existing principal streets in the surrounding area except where topographical or other conditions make continuance or conformance to existing streets impractical.

The City has no official accepted streets list or street plan that has streets designated as to function, minimum rights of way width, etc.

Sidewalks

Sidewalks are critical transportation routes for communities. They allow school children to have safe walks to school, places for parents to safely push small children in strollers, older citizens without vehicles to safely get to needed facilities, and as more and more people are walking for their health, they provide a safer place to walk.

Early in its history when many people walked where they wanted to go, Ash Grove had a sidewalk system that connected throughout the town. With the advent of vehicle dependency, the sidewalks fell into disrepair. Now, what is left of that city-wide system is mostly remnants. Portions of the system have been partially or completely removed and other portions are hidden under soil and vegetation..

Some new sidewalks have been built that connect to the older sidewalks that are in relatively good condition. Generally, usable sidewalks are sporadically located with little connectivity.

There is no trail system with connectivity. Both the City Park and Cub's Park have trails but they are for walking exercising only.

There are also no marked bicycle facilities in the City.

Chapter Four – Zoning and Planning will need to be updated after the Comprehensive Plan is approved. The Subdivision Regulations will require the assistance of an Engineer to provide regulatory language to several of the ordinance especially as to streets and stormwater.

Subdivision Regulations To Be Studied

A street designated as a major street or thoroughfare in the official major street plan and designated to accommodate primarily major traffic movements.

The character and location of all streets shall conform with official plans including minimum width of rights-of-way of fifty (50) feet. The City Planning and Zoning Commission may permit adjustments in the location of major streets due to topographical conditions and public convenience and safety.

Street grades should be of sufficient slope to insure drainage of storm or surface water into natural or manmade ditches for disposal. Street grades shall be of minimum grade according to the Planning and Zoning Commission.

The subdivision shall be provided with a complete water main supply system which shall be connected to a municipal water supply, or with a community water supply approved by the engineer of the applicable water utility company, and the Director of Public Health and Welfare of the Missouri Division of Health, with satisfactory provision for the maintenance thereof, except that, when such municipal or community water supply system is not available, each lot in the subdivision shall be provided with an individual water supply system in accordance with minimum standards approved by the Director of Public Health and Welfare of the Missouri Division of Health.

b.

The plans for the installation of the mains of a water supply system shall be prepared for the subdivision with the cooperation of the applicable water supply agency and approved by its engineer. A statement of approval from the engineer of the water supply agency to which the subdivision will be connected shall be submitted to the Commission. Upon completion of the water supply system, one (1) copy of each of the plans for such system shall be filed with the Commission, the municipality, and the water system agency.

Sanitary sewers.

a.

The method of sanitary waste disposal shall be determined by the Commission, giving consideration to the following order of preference.

(1)

Connection to a public sanitary sewer system, to be in accordance with the requirements of the Sanitary Code of the Division of Health of Missouri.

(2)

Provision by the developer of a complete private sanitary sewer system using a treatment facility, shall be in accordance with requirements of the Sanitary Code of the Division of Health of Missouri.

(3)

Sewage disposal on individual lots.

b.

When the subdivision is to be provided with a sanitary sewer system to be connected to an existing public sanitary sewer system, a statement of approval from the engineers of the existing sewer system to which it will be connected shall be submitted to the Commission.

c.

When a complete private sanitary sewer system using a treatment plant is to be provided, a statement from the Missouri Water Pollution Board indicating compliance with the Sanitary Code of the Division of Health of Missouri. Adequate provision for the maintenance of such plant shall be furnished to the municipality in which the subdivision is located.

d.

In subdivisions where neither connection to a public sewer system nor a complete sanitary sewer system is required, sewage disposal shall be provided on individual lots, consisting of septic tanks and tile absorption fields. These individual systems shall meet all applicable standards in the Sanitary Code of the Division of Health of Missouri.

e.

The Commission reserves the right to require systems other than on-site systems in areas of twin, row or multi-family residential development.

f.

In areas where municipal sewers are expected to be installed within a reasonable time in the opinion of the Commission, based on studies in the area, the Commission shall require that capped sewer mains and house connections be installed in addition to the required on-site facilities.

g.

The minimum diameter of any sewer main shall be eight (8) inches and the minimum diameter of any lateral shall be four (4) inches.

h.

Storm sewers shall not be connected to sanitary sewers.

4.

Street improvements.

a.

Use minimum four (4) inch aggregate base course, using Type I materials, per MoDOT Specifications Section 304 and Section 1007. The compaction of the subgrade must be approved by the Superintendent of Public Works prior to installation of base course. Developer to be responsible for all costs associated with the sampling and testing.

b.

Use prime coat over aggregate base, per MoDOT Standard Specification Section 409 at minimum two-tenths (0.2) gallons per square yard.

c.

Use minimum four (4) inches of plant mix bituminous base course, per MoDOT Standard Specifications Section 301.

d.

Use minimum two (2) inches of plant mix bituminous pavement, Grade BP-2, per MoDOT Standard Specification Section 401.

e.

Core samples from the completed pavement courses at random locations designated by the City. Take a minimum of three (3) cores for each day's production or one (1) per each three hundred (300) tons of mixture placed, whichever is the greater number. Samples to be delivered to a recognized laboratory for testing density and mixture content if required by the City. Core samples shall confirm the minimum thickness of each course. Fresh plant mix bituminous pavement materials shall be used to repair the core holes and be thoroughly compacted and level with the finished paving. Developer to be responsible for all costs associated with the sampling and testing.

f.

Residential collector streets to have a width of twenty-seven (27) feet, back of curb to back of curb for cul-de-sacs.

g.

All other streets to have a width of thirty-one (31) feet, back of curb to back of curb.

h.

Concrete curb and gutter required. Construct per MoDOT Standard Specification Section 609.10. Construct two and one-half (2½) foot wide, six (6) inches thick, five and

three-fourths (5/4) inches gutter to top of curb and twelve (12) inches high back of curb. Laidback type not allowed.

i.

Sidewalks shall be four (4) feet wide, four (4) inches thick concrete placed on a compacted earth subgrade per MoDOT Standard Specification Section 608.

j.

Design of streets. Design plans shall be prepared by a professional engineer registered in the State of Missouri and bear his seal and signature.

k.

Roadway drainage, excavation, embankment compaction, and subgrade preparation shall comply with the design and construction standards of the Greene County Highway Department. Proof rolling of the roadway subgrade shall be performed by the use of a heavy loaded truck, with a minimum of sixteen (16) tons, driving over the subgrade. Any soft spots shall be removed, filled and compacted with suitable materials and retested. At the direction of the City, the embankment and subgrade may be required to have compaction testing to confirm the minimums of ninety-five percent (95%) density has been obtained. The developer shall be responsible for all costs associated with the sampling and testing.

5.

Storm drainage.

a.

Drainage facilities shall be designed by a professional engineer per Greene County specifications.

b.

Stormwater detention facilities shall be required per standards of Greene County for design and construction.

c.

Culvert pipes crossing streets shall be properly designed reinforced concrete with a minimum fifteen (15) inches diameter.

d.

Culvert pipes not under streets shall be properly designed reinforced concrete or corrugated galvanized metal.

6.

Street lights. The City shall make the determination on all placements of mercury vapor street lighting for each subdivision.

7.

Maintenance. The subdivider shall be responsible for all maintenance on streets, ditches, waterways for water runoff, sewer and water lines to the City's satisfaction for a period of one (1) year from the date the constructed improvements are approved by the City Engineer and the Board of Aldermen.

[1]:

Cross Reference — All Greene County specifications are on file in the city offices and shall be updated as Greene County updates their specifications.

| | |
|---|----------------------|
| <u>Missouri State</u> | 4.225% |
| <u>Greene County</u> | 1.250% |
| <u>Ash Grove</u> .1 Cent- Sales Tax (1996) 5 Cent – Park Tax (2000) | 1.500% |
| Total | <u>6.975%</u> |

Sales tax is imposed on retail sales of tangible personal property and certain services. All sales of tangible personal property and taxable services are generally presumed taxable unless specifically exempted by law. Persons making retail sales collect the sales tax from the purchaser and remit the tax to the Department of Revenue. The state sales tax rate is 4.225%. Cities, counties and certain districts may also impose local sales taxes as well, so the amount of tax sellers collect from the purchaser depends on the combined state and local rate at the location of the seller. The state and local sales taxes are remitted together to the Department of Revenue. Once the seller remits sales tax to the department, the department then distributes the local sales taxes remitted by the sellers to the cities, counties and districts.

Willard has a 2.00 local sales tax – Ozark has a 2.000 local sales tax – Springfield has 2.125 local sales tax

Ozark's local sales tax includes a .25% Waste Water Fund - .25% - Capital Improvements - .50% Parks and Stormwater Fund and a 1.0% General Fund for Public Safety

Census.gov distributes statistics about a community - population, age distribution, median/mean incomes, housing, employment, and just about every piece of data one could know about a community. This information is most important in planning. The data shows the present information about a community and also allows comparisons to study the changes over time.

Another major part of planning is to learn from the community what their opinions are on relevant issues within the community and what the community wants. These opinions cannot be garnered from census information.

Through the years, the City has invited citizen opinions with a survey in 1998, a visioning and planning charrette in 2004, and another survey in 2015. (See CHAPTER 3. WHERE DO WE WANT TO GO PUBLIC PARTICIPATION.) The 2015 survey used questions from the 1998 survey and from the 2004 charrette questionnaire to compare responses in order to see if opinions had changed during the span of these years.

Opinions had not changed on why residents had chosen to live in Ash Grove. Both the 1998 and 2015 surveys showed that Ash Grove's small town atmosphere and low crime rate were the two most important reasons people chose to live in Ash Grove. In 1998, the 'low crime rate' ranked just a small percentage (59.3%) above the 'small town atmosphere' (58.1%). In 2015, the percentage difference was still close, but 'small town atmosphere' (46.6%) moved to the top spot with 'low crime rate' at second most chosen. (44.6%.)

Opinions had also not changed on a question from the 2004 charrette questionnaire - "Which is more important to you – Sense of Security, Sense of Safety, Sense of Community, or are they all equally valued?" In 2004, 86% of the 110 people participating indicated they were all equally valued. In 2015, 79.6% responded they same.

So, the very basic of "Who We Are" – "We" are a community of people who chose to live in Ash Grove because "we" liked the small town atmosphere and the low crime rate. While the low crime rate gives a sense of security and safety, "we" value the sense of community the same as the sense of security and safety..

Community – continued

The 2015 Community Opinion Survey indicates shifts from the 1998 information as to where people lived before moving to Ash Grove

Three indicators changed rather significantly. The people who had been living in Springfield raised from 5.6% in 1998 to 19.4% in 2015; the people who have moved to Ash Grove from out-of-state raised from 15.6% in 1998 to 26.2% in 2015; and the people who grew up in Ash Grove or the Ash Grove area decreased from 28.1% in 1998 to 19.3% in 2015.

| WHERE DID YOU LIVE BEFORE MOVING TO ASH GROVE? | | |
|--|--------|-------|
| | 1998 | 2015 |
| Springfield | 5.6% | 19.4% |
| Elsewhere in Greene County | 15.0% | 14.5% |
| Elsewhere in Missouri | 24.61% | 22.3% |
| Another State | 15.6% | 26.2% |
| Grew up in Ash Grove/Area | 28.1% | 19.3% |

According to the 2015 survey, people who moved from Springfield are basically the same percentage as people who grew up in Ash Grove or Ash Grove area. People moving from another state are the highest percentage.

It is common knowledge that Ash Grove has had an influx of people moving in from other states. The small town atmosphere and the low crime rate are appealing to people moving from bigger cities with high crime rates, heavy traffic, postage stamp lots, and a variety of other reasons for moving to a quieter, simpler place.

Retirees especially appreciate Ash Grove's proximity to Springfield that allows for small town living in a town that has almost everything you need but yet close enough to use the amenities of a bigger town/city particularly specialist medical care and hospitals.

Another question's response that changed – "How would you like to see the population of Ash Grove grow?" In 1998, 48.5% indicated they wanted the town to grow at its present rate while only 20.4% wanted it to grow faster. In 1997-1998, there had been over 20 new homes built in Ash Grove. Serenity Valley subdivision was just getting started.

Since that time, we have had a nationwide recession and no new spec houses have been built in Ash Grove since 2008.

It is no surprise that responses in the 2015 Ash Grove Community Opinion Survey had changed. In 2015, 35.9% indicated they wanted the town to grow at its present rate while 45.6% wanted it to grow faster.

The information below gives a very thorough look at the housing in Ash Grove. All of the tables are created from the data of the 2010 -2014 American Community Survey Estimates.

| UNITS IN STRUCTURE | Number | Percent |
|---------------------|--------|---------|
| Total housing units | 637 | 637 |
| 1-unit, detached | 528 | 82.9% |
| 1-unit, attached | 6 | 0.9% |
| 2 units | 8 | 1.3% |
| 3 or 4 units | 39 | 6.1% |
| 5 to 9 units | 18 | 2.8% |
| 10 to 19 units | 4 | 0.6% |
| 20 or more units | 2 | 0.3% |
| Mobile home | 32 | 5.0% |
| Boat, RV, van, etc. | 0 | 0.0% |

The data indicates we have an estimated total of 637 housing units in Ash Grove. It also shows the types of housing and how many units are in each structure.

These estimates would include structures such as Senior Housing, the apartments in the old Methodist Church.

Of those units, there is also information about how many rooms are in each unit. The data shows the median number of rooms of all housing units in Ash Grove is 5.4

| NUMBER OF ROOMS | Number | Percent |
|---------------------|--------|---------|
| Total housing units | 637 | 637 |
| 1 room | 2 | 0.3% |
| 2 rooms | 4 | 0.6% |
| 3 rooms | 48 | 7.5% |
| 4 rooms | 96 | 15.1% |
| 5 rooms | 178 | 27.9% |
| 6 rooms | 152 | 23.9% |
| 7 rooms | 91 | 14.3% |
| 8 rooms | 28 | 4.4% |
| 9 rooms or more | 38 | 6.0% |
| Median rooms | 5.4 | (X) |

These estimates would include structures such as Senior Housing and the apartments in the old Methodist Church.

Housing – continued

In addition to the types of units, there is also information about how many bedroom those units – the number of units with each and the percentages of how many units in Ash Grove have that configuration.

| BEDROOMS | Number | Percent |
|---------------------|--------|---------|
| Total housing units | 637 | 637 |
| No bedroom | 2 | 0.3% |
| 1 bedroom | 40 | 6.3% |
| 2 bedrooms | 261 | 41.0% |
| 3 bedrooms | 276 | 43.3% |
| 4 bedrooms | 29 | 4.6% |
| 5 or more bedrooms | 29 | 4.6% |

| VALUE OF STRUCTURE | Number | Percent |
|------------------------|--------|---------|
| Owner-occupied units | 348 | 348 |
| Less than \$50,000 | 47 | 13.5% |
| \$50,000 to \$99,999 | 186 | 53.4% |
| \$100,000 to \$149,999 | 68 | 19.5% |
| \$150,000 to \$199,999 | 36 | 10.3% |
| \$200,000 to \$299,999 | 8 | 2.3% |
| \$300,000 to \$499,999 | 3 | 0.9% |
| \$500,000 to \$999,999 | 0 | 0.0% |
| \$1,000,000 or more | 0 | 0.0% |
| Median (dollars) | 85,100 | (X) |

This data applies only to owner-occupied units. It gives the estimated value - the number of homes in the price range and the number represented as a percentage of the owner-occupied units in Ash Grove.

It is no surprise that most of our homes built before 1939 – we are , after all, a historic town.

| YEAR STRUCTURE BUILT | Number | Percent |
|-----------------------|--------|---------|
| Total housing units | 637 | 637 |
| Built 2010 or later | 0 | 0.0% |
| Built 2000 to 2009 | 52 | 8.2% |
| Built 1990 to 1999 | 57 | 8.9% |
| Built 1980 to 1989 | 65 | 10.2% |
| Built 1970 to 1979 | 75 | 11.8% |
| Built 1960 to 1969 | 48 | 7.5% |
| Built 1950 to 1959 | 94 | 14.8% |
| Built 1940 to 1949 | 44 | 6.9% |
| Built 1939 or earlier | 202 | 31.7% |

Housing – Continued

This table answers the question of the percentages of rental and owner-occupied units and changes in those numbers from 2000 to the estimates of 2010 -2014.

COMPARISONS INCREASE/DECREASE OF OWNER OCCUPIED AND RENTAL UNITS

| HOUSING TENURE | 2000 Census | | 2010 Census | | 2014 Estimates | |
|------------------------|-------------|---------|-------------|---------|----------------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| Occupied housing units | 577 | 100.0 | 584 | 100.0 | 566 | 100.0 |
| Owner-occupied | 367 | 63.6 | 370 | 63.4 | 348 | 61.5 |
| Renter-occupied | 210 | 36.4 | 214 | 36.6 | 218 | 38.4 |

Source: U.S. Census Bureau,

It is often surmised that renters move to Ash Grove because the rentals are less expensive. This comparison shows Ash Grove rents are less than Willard, but the same as Springfield. It has to be taken into consideration that these figures include all rentals – apartments and single family homes.

COMPARISONS OF GROSS RENT BETWEEN ASH GROVE, WILLARD, AND SPRINGFIELD

| GROSS RENT | Ash Grove | | Willard | | City of Springfield | |
|----------------------------|-----------|--------|---------|--------|---------------------|--------|
| Occupied units paying rent | 209 | 100.0% | 683 | 100.0% | 36,388 | 100.0% |
| Less than \$200 | 18 | 8.6% | 0 | 0.0% | 410 | 1.1% |
| \$200 to \$299 | 4 | 1.9% | 55 | 8.1% | 1,134 | 3.1% |
| \$300 to \$499 | 36 | 17.2% | 52 | 7.6% | 6,145 | 16.9% |
| \$500 to \$749 | 89 | 42.6% | 262 | 38.4% | 15,423 | 42.4% |
| \$750 to \$999 | 40 | 19.1% | 221 | 32.4% | 8,935 | 24.6% |
| \$1,000 to \$1,499 | 22 | 10.5% | 93 | 13.6% | 3,418 | 9.4% |
| \$1,500 or more | 0 | 0.0% | 0 | 0.0% | 923 | 2.5% |
| Median (dollars) | 668 | (X) | 736 | (X) | 668 | (X) |

Source: U.S. Census Bureau

The two least important reasons for choosing to live in Ash Grove also remained the same in 2015 as in 1998. In 1998, ‘Grew up in Ash Grove’ and ‘Work in Ash Grove’ tied for the least important choices at 38.9%. In 2015, ‘Grew up in Ash Grove’ was 31% and ‘Work in Ash Grove’ was 26.2%.

There could be a couple of reasons that “Work in Ash Grove” was one the least important to people choosing to live in Ash Grove. Perhaps they already have a job before they move here. Perhaps, there are no job in Ash Grove that meet their interests and skills. Maybe, they are retirees and do not plan to work.

| PLACE OF WORK | Total | Male | Female |
|------------------------------------|--------|--------|--------|
| Worked in state of residence | 99.4% | 98.7% | 100.0% |
| Worked in county of residence | 85.5% | 89.1% | 82.5% |
| Worked outside county of residence | 13.9% | 9.6% | 17.5% |
| Worked outside state of residence | 0.6% | 1.3% | 0.0% |
| Living in a place | 100.0% | 100.0% | 100.0% |
| Worked in place of residence | 19.3% | 20.1% | 18.6% |
| Worked outside place of residence | 80.7% | 79.9% | 81.4% |

If people are not working in Ash Grove, where do they work?

From this data, we learn that 85.5% of them work in Greene County and 13.9% work out of Greene County.

| TRAVEL TIME TO WORK | Total | Males | Females |
|------------------------------------|-------|-------|---------|
| Less than 10 minutes | 25.1% | 26.7% | 23.8% |
| 10 to 14 minutes | 8.8% | 5.1% | 11.9% |
| 15 to 19 minutes | 6.0% | 2.1% | 9.4% |
| 20 to 24 minutes | 3.5% | 0.8% | 5.8% |
| 25 to 29 minutes | 2.5% | 5.5% | 0.0% |
| 30 to 34 minutes | 28.3% | 36.4% | 21.3% |
| 35 to 44 minutes | 16.6% | 16.5% | 16.6% |
| 45 to 59 minutes | 9.2% | 6.8% | 11.2% |
| 60 or more minutes | 0.0% | 0.0% | 0.0% |
| Mean travel time to work (minutes) | 23.1 | 23.8 | 22.5 |

The U.S. Census Bureau’s American Community Survey 2010-2014 show the estimated time Ash Grove workers travel to get to work (data chart on left.)

Some 25.1% travel less than 10 minutes while 9,2% travel from 45 min. to 1 hour. The majority travel between 30 – 45 minutes.

Employment – continued

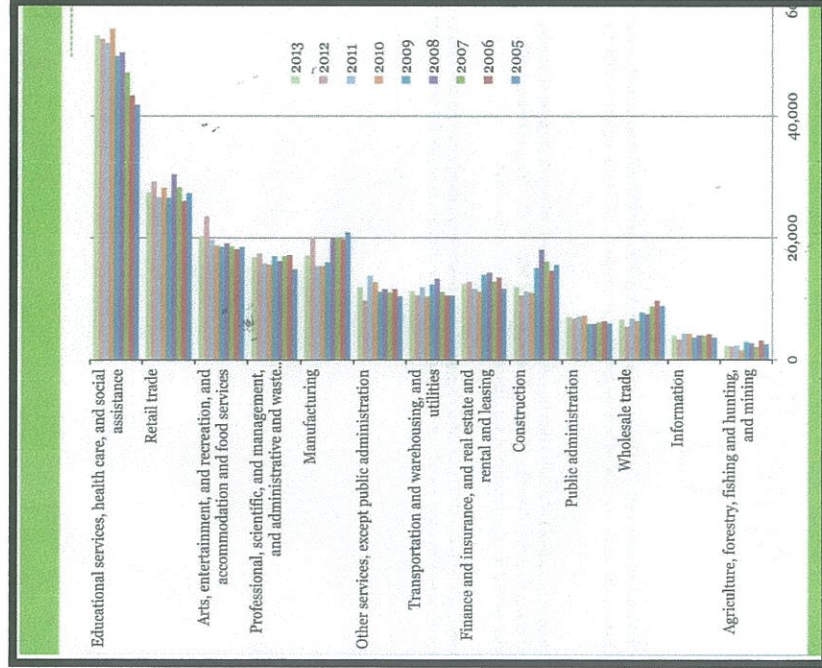
In addition to how long the travel time is, this data also tells when people have to leave to go to work. Data shows people are leaving from Ash Grove to work at all hours. According to the data, 19.3% of workers more men (30.1%) leave for work between 8:00 and 9:00 in the morning while more women (22.4%) leave after 9:00 a.m. and up to 11:59 p.m.

| TIME LEAVING TO GO TO WORK | Total | Male | Female |
|----------------------------|-------|-------|--------|
| 12:00 a.m. to 4:59 a.m. | 10.1% | 16.1% | 5.1% |
| 5:00 a.m. to 5:29 a.m. | 5.8% | 2.1% | 9.0% |
| 5:30 a.m. to 5:59 a.m. | 5.7% | 3.0% | 7.9% |
| 6:00 a.m. to 6:29 a.m. | 12.5% | 16.1% | 9.4% |
| 6:30 a.m. to 6:59 a.m. | 5.5% | 2.5% | 7.9% |
| 7:00 a.m. to 7:29 a.m. | 13.3% | 17.8% | 9.4% |
| 7:30 a.m. to 7:59 a.m. | 11.5% | 5.9% | 16.2% |
| 8:00 a.m. to 8:29 a.m. | 19.3% | 30.1% | 10.1% |
| 8:30 a.m. to 8:59 a.m. | 1.4% | 0.0% | 2.5% |
| 9:00 a.m. to 11:59 p.m. | 15.0% | 6.4% | 22.4% |

| MEANS OF TRANSPORTATION TO WORK | | | |
|---------------------------------|-------|-------|--------|
| Workers 16 years and over | Total | Male | Female |
| | 519 | 239 | 280 |
| Car, truck, or van | 95.6% | 91.6% | 98.9% |
| Drove alone | 87.1% | 80.8% | 92.5% |
| Carpooled | 8.5% | 10.9% | 6.4% |
| In 2-person carpool | 8.5% | 10.9% | 6.4% |
| In 3-person carpool | 0.0% | 0.0% | 0.0% |
| In 4-or-more person carpool | 0.0% | 0.0% | 0.0% |
| Workers per car, truck, or van | 1.04 | 1.07 | 1.03 |

With the high price of gas in these years, it is surprising that so few people carpooled.

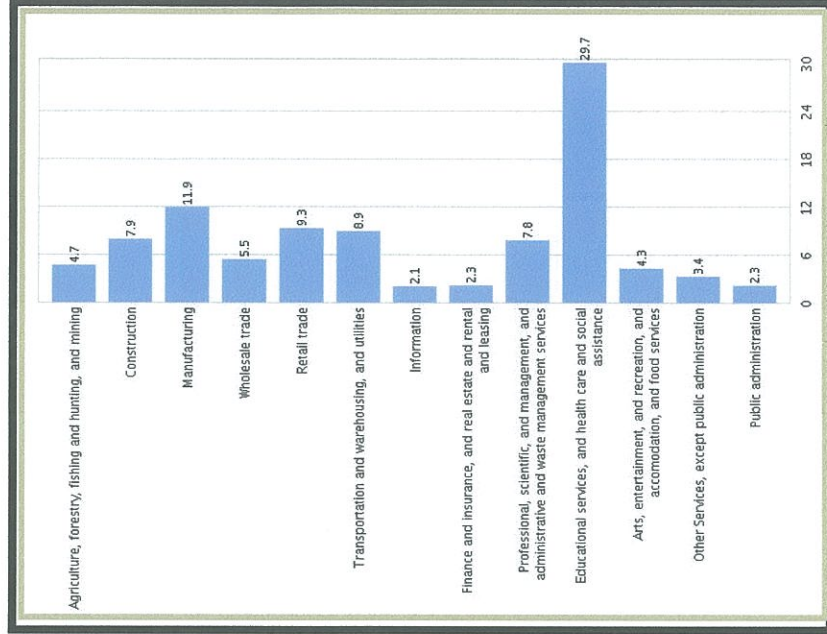
EMPLOYMENT - WORKFORCE BY INDUSTRY



Source: 2009-2013 ACS 5-Year Estimates

Graph on left was produced by the Ozarks Transportation Organization and represents residents of the Springfield Metropolitan Statistical Area (MSA) from 2005 to 2013. This MSA includes Christian, Dallas, Greene, Polk, and Webster counties.

Graph on right represents Ash Grove's population for the time period of 2010 - 2014, but can be used for comparison as to industries where residents in the MSA work/worked as compared Ash Grove's workers. (The industries are not in the same location on each graph, but are not difficult to find.)



Source: 2010 - 2014 ACS 5-Year Estimates

COMPARISONS OF 2010 – 2014 ASH GROVE DATA WITH THE SPRINGFIELD METROPOLITAN STATISTICAL AREA’S (MSA)DATA AS PRODUCED BY THE OZARKS TRANSPORTATION ORGANIZATION.

Mean travel time to work in minutes – MSA counties, Springfield, Missouri, and U.S.

| | Christian County | Dallas County | Greene County | Polk County | Webster County | Spfd | Missouri | United States |
|--------|------------------|---------------|---------------|-------------|----------------|------|----------|---------------|
| ■ 2009 | 24.1 | 0 | 19.5 | 24.7 | 29.1 | 17.6 | 23.1 | 25.2 |
| ■ 2010 | 24.1 | 27.9 | 19.4 | 26.0 | 30.3 | 17.3 | 23.2 | 25.2 |
| ■ 2011 | 24.5 | 27.9 | 19.2 | 24.8 | 31.1 | 17.3 | 23.3 | 25.4 |
| ■ 2012 | 24.9 | 28.4 | 18.8 | 24.8 | 31.2 | 16.9 | 23.2 | 25.4 |
| ■ 2013 | 25.6 | 31.0 | 19.0 | 24.3 | 30.7 | 17.3 | 23.1 | 25.5 |

Source: 2009, 2010,2011,2012 & 2013 ACS 5 Year Estimates

Ash Grove’s mean travel time to work is 23.1 minutes (the same as Missouri.)

The OTO does research and provides statistics to the Metropolitan Statistical Area (MSA) that includes five counties – Greene, Christian, Webster, Douglas, and Polk

The Ozarks Transportation Organization (OTO) is the name of the Metropolitan Planning Organization (MPO) for the area surrounding Springfield, MO. While Ash Grove is not a member of the OTO, its research and studies regarding the area’s pattern of growth is helpful to make reasonable and knowledgeable decisions in planning for Ash Grove.









“MPO stands for “Metropolitan Planning Organization.” The Ozarks Transportation Organization (OTO) MPO is the federally designated regional transportation planning organization that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies. MPO’s are charged with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and project programming process for the MPO’s study area. The study area is defined as the area projected to become urbanized within the next 20 years. The MPO includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Stafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.”

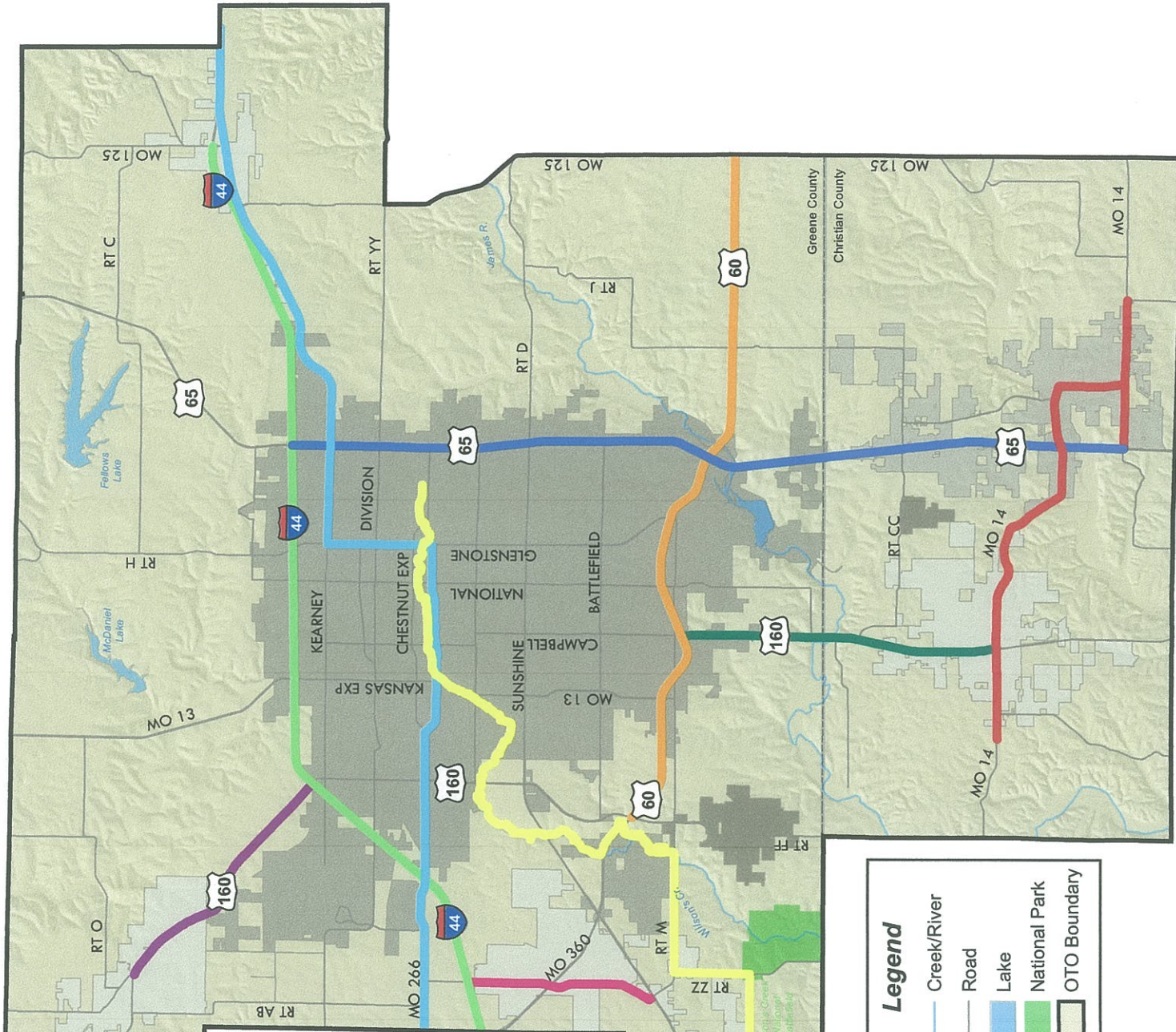


**OZARKS
TRANSPORTATION
ORGANIZATION**
A METROPOLITAN PLANNING ORGANIZATION






Priority Projects of Regional Significance

Adopted by the Board of Directors February 20, 2014



-  **U.S. 60/James River Freeway** - Capacity and Safety Improvements to Highway 60/James River Freeway from West Bypass to State Hwy 125
-  **U.S. 65** - Capacity and Interchange Improvements to Hwy 65 from I-44 to Route F in Ozark
-  **U.S. 160** - Capacity and Safety Improvements to Highway 160 from I-44 to Jackson Street in Willard
-  **U.S. 160** - Capacity Enhancing Improvements to Hwy 160/Campbell from U.S. 60 to St. Hwy 14 in Nixa
-  **SH 14** - Capacity Enhancing Improvements to Hwy 14 through Ozark (including Bus. 65 in Ozark) to future North/South Corridor in Nixa
-  **Rte MM** - Proposed capacity Improvements to Rte MM from U.S. 60 in Republic to Interstate 44 and pedestrian accommodations
-  **Route 66 Trail** and on-street bicycle and pedestrian accommodations
-  **The Creeks Trail** - Downtown Springfield to Downtown Republic via the Jordan Creek/Wilson's Creek/Shuyler Creek Trails and on-street routes as needed



Legend

-  Creek/River
-  Road
-  Lake
-  National Park
-  OTO Boundary

Statewide Priority Projects

-  I-44 - Expand Interstate 44 to Six Lanes from State Highway 360 to State Highway 125
-  U.S. 60 - Capacity Improvements to Highway 60 from Republic to Monett

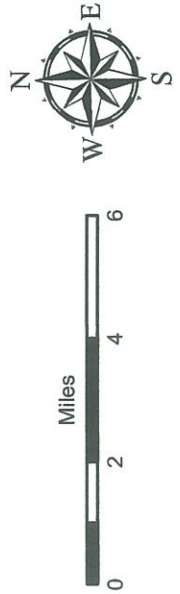
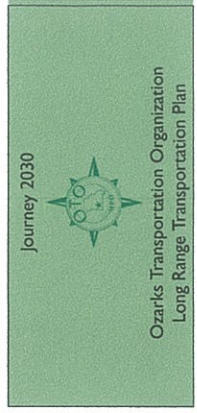


Figure 11.a

Comprehensive OTO Area Bicycle and Pedestrian Plan

Connections to Neighboring Communities

- Legend**
- City Limits
 - County Boundary
 - MPO Boundary
 - Future Linear Park Trails
 - On Street Connections
 - Sidewalks
 - Completed Linear Park Trails Per Vision 2020
 - Future Linear Park Trails Per Vision 2020
 - Connection to City Interior System
 - Future Park Per Vision 2020
 - City Park Properties
 - Wilson's Creek National Battlefield
 - Missouri Department of Natural Resources
 - Missouri Department of Conservation
 - School Properties
 - Lakes
 - Missouri Rivers

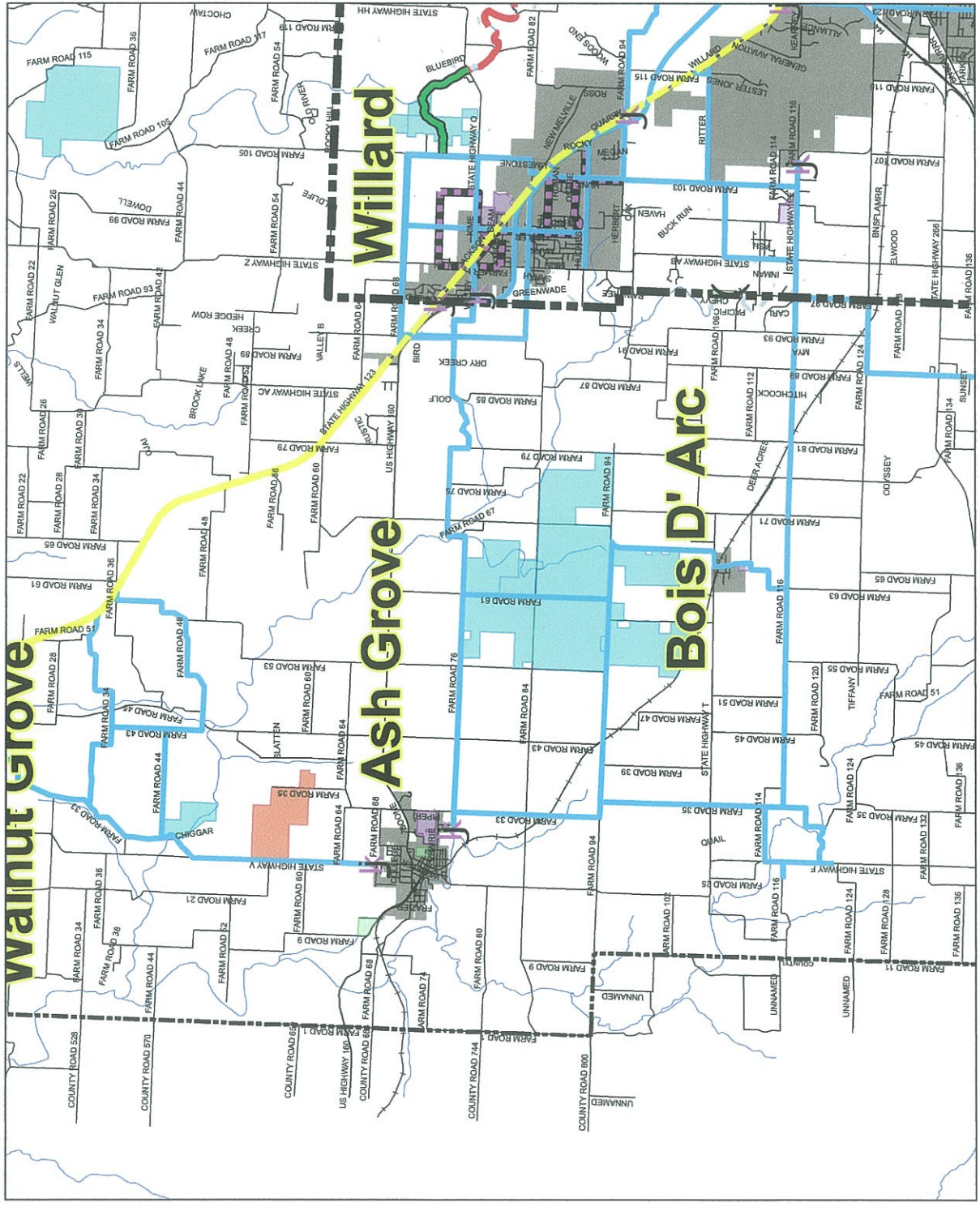


Sept 2005



DISCLAIMER: All information included on this map or plan is the property of the Ozarks Transportation Organization. It is provided for informational purposes only and does not constitute a contract. The information is provided as is, without warranty of any kind, express or implied, including but not limited to accuracy, completeness, or suitability for any purpose. The user assumes all liability for any use of the information. The information is provided for informational purposes only and does not constitute a contract. The information is provided as is, without warranty of any kind, express or implied, including but not limited to accuracy, completeness, or suitability for any purpose. The user assumes all liability for any use of the information.

Prepared by the Springfield-Greene
County Park Planning Office



Chapter 2. WHO ARE WE?

EDUCATIONAL ATTAINMENT

| EDUCATIONAL ATTAINMENT | 2010 – 2014 <i>Estimates</i> | | | 2006 – 2010 <i>Estimates</i> | | |
|---|---------------------------------|--------|--------|---------------------------------|-------|--------|
| | Total | Male | Female | Total | Male | Female |
| Population 18 to 24 years | 140 | 71 | 69 | 182 | 99 | 83 |
| Less than high school graduate | 9.3% | 18.3% | 0.0% | 23.1% | 18.2% | 28.9% |
| High school graduate (includes equivalency) | 49.3% | 33.8% | 65.2% | 33.5% | 38.4% | 27.7% |
| Some college or associate's degree | 38.6% | 42.3% | 34.8% | 43.4% | 43.4% | 43.4% |
| Bachelor's degree or higher | 2.9% | 5.6% | 0.0% | 0.0% | 0.0% | 0.0% |
| Population 25 years and over | 982 | 415 | 567 | 1,085 | 369 | 716 |
| Less than 9th grade | 5.9% | 6.5% | 5.5% | 8.5% | 6.5% | 9.5% |
| 9th to 12th grade, no diploma | 10.1% | 16.6% | 5.3% | 9.0% | 8.9% | 9.1% |
| High school graduate (includes equivalency) | 42.1% | 44.6% | 40.2% | 46.4% | 47.4% | 45.8% |
| Some college, no degree | 23.4% | 16.4% | 28.6% | 21.4% | 18.7% | 22.8% |
| Associate's degree | 5.6% | 3.1% | 7.4% | 4.5% | 5.4% | 4.1% |
| Bachelor's degree | 7.3% | 6.7% | 7.8% | 5.9% | 6.8% | 5.4% |
| Graduate or professional degree | 5.6% | 6.0% | 5.3% | 4.3% | 6.2% | 3.4% |
| Percent high school graduate or higher | 84.0% | 76.9% | 89.2% | 82.5% | 84.6% | 81.4% |
| Percent bachelor's degree or higher | 12.9% | 12.8% | 13.1% | 10.2% | 13.0% | 8.8% |
| Population 25 to 34 years | 101 | 36 | 65 | 93 | 36 | 57 |
| High school graduate or higher | 96.0% | 100.0% | 93.8% | 82.8% | 94.4% | 75.4% |
| Bachelor's degree or higher | 9.9% | 19.4% | 4.6% | 10.8% | 8.3% | 12.3% |
| Population 35 to 44 years | 164 | 54 | 110 | 201 | 74 | 127 |
| High school graduate or higher | 87.8% | 87.0% | 88.2% | 86.1% | 87.8% | 85.0% |
| Bachelor's degree or higher | 15.2% | 9.3% | 18.2% | 7.5% | 16.2% | 2.4% |
| Population 45 to 64 years | 388 | 187 | 201 | 392 | 179 | 213 |
| High school graduate or higher | 81.7% | 72.7% | 90.0% | 91.8% | 92.2% | 91.5% |
| Bachelor's degree or higher | 17.3% | 16.0% | 18.4% | 16.3% | 15.1% | 17.4% |
| Population 65 years and over | 329 | 138 | 191 | 399 | 80 | 319 |
| High school graduate or higher | 81.2% | 72.5% | 87.4% | 71.4% | 60.0% | 74.3% |
| Bachelor's degree or higher | 7.6% | 8.0% | 7.3% | 5.5% | 7.5% | 5.0% |

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates and 2006 – 2010 5 year Estimates

| INCOME AND BENEFITS (IN 2014 INFLATION-ADJUSTED DOLLARS) | Number Estimate | Percentage |
|---|----------------------------|-------------------|
| Total households | 566 | 566 |
| Less than \$10,000 | 61 | 10.8% |
| \$10,000 to \$14,999 | 61 | 10.8% |
| \$15,000 to \$24,999 | 82 | 14.5% |
| \$25,000 to \$34,999 | 88 | 15.5% |
| \$35,000 to \$49,999 | 105 | 18.6% |
| \$50,000 to \$74,999 | 97 | 17.1% |
| \$75,000 to \$99,999 | 51 | 9.0% |
| \$100,000 to \$149,999 | 12 | 2.1% |
| \$150,000 to \$199,999 | 6 | 1.1% |
| \$200,000 or more | 3 | 0.5% |
| Median household income (dollars) | 34,167 | (X) |
| Mean household income (dollars) | 41,652 | (X) |
| With earnings | 375 | 66.3% |
| Mean earnings (dollars) | 40,648 | (X) |
| With Social Security | 259 | 45.8% |
| Mean Social Security income(dollars) | 15,169 | (X) |
| With retirement income | 93 | 16.4% |
| Mean retirement income (dollars) | 17,481 | (X) |
| With Supplemental Security Income | 55 | 9.7% |
| Mean Supplemental Security Income (dollars) | 7,329 | (X) |
| With cash public assistance income | 18 | 3.2% |
| Mean cash public assistance income (dollars) | 1,850 | (X) |
| With Food Stamp/SNAP benefits in the past 12 months | 75 | 13.3% |

The American Community Survey collects data on household finances from as many as four dozen different sources. All of these possible money streams are aggregated together and categorized as "income."

Earnings make up the largest and most common income source. When the Census Bureau records earnings, it is tracking the wages and salary from a job. Yet, there are many families that earn income without having any earnings. Other possible sources include annuities, dividends from stocks, pensions, Social Security benefits, interest income from loans or rents from property.

Finances - continued

| INCOME BY AGE OF HOUSEHOLDERS | | |
|--|----------|----------|
| | Estimate | Estimate |
| Households | 566 | 34,167 |
| One race-- | | |
| White | 96.8% | 33,438 |
| Black or African American | 0.5% | - |
| American Indian and Alaska Native | 2.1% | - |
| Asian | 0.0% | - |
| Native Hawaiian and Other Pacific Islander | 0.0% | - |
| Some other race | 0.0% | - |
| Two or more races | 0.5% | - |
| Hispanic or Latino origin (of any race) | 0.5% | - |
| White alone, not Hispanic or Latino | 96.8% | 33,438 |
| HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER | | |
| 15 to 24 years | 4.8% | 37,813 |
| 25 to 44 years | 29.0% | 42,500 |
| 45 to 64 years | 32.9% | 40,000 |
| 65 years and over | 33.4% | 22,434 |
| FAMILIES | | |
| Families | 350 | 36,667 |
| With own children under 18 years | 41.7% | 36,500 |
| With no own children under 18 years | 58.3% | 36,731 |
| Married-couple families | 75.7% | 40,804 |
| Female householder, no husband present | 20.6% | 29,375 |
| Male householder, no wife present | 3.7% | 32,083 |
| NONFAMILY HOUSEHOLDS | | |
| Nonfamily households | 216 | 18,750 |
| Female householder | 50.5% | 14,563 |
| Living alone | 43.1% | 13,563 |
| Not living alone | 7.4% | 59,500 |
| Male householder | 49.5% | 20,729 |
| Living alone | 29.6% | 13,438 |
| Not living alone | 19.9% | 46,406 |

| POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT LEVEL | Total | Male | Female |
|--|--------------|-------------|---------------|
| Less than high school graduate | 17.3% | 8.0% | 32.7% |
| High school graduate (includes equivalency) | 15.9% | 15.1% | 16.7% |
| Some college or associate's degree | 16.2% | 9.0% | 19.4% |
| Bachelor's degree or higher | 7.2% | 5.9% | 8.1% |
| MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2014 INFLATION-ADJUSTED DOLLARS) | | | |
| Population 25 years and over with earnings | 27,458 | 32,083 | 25,769 |
| Less than high school graduate | 17,333 | 26,111 | 15,714 |
| High school graduate (includes equivalency) | 29,688 | 32,083 | 28,155 |
| Some college or associate's degree | 25,739 | 36,406 | 22,813 |
| Bachelor's degree | 40,547 | 41,250 | 40,385 |
| Graduate or professional degree | 35,357 | 36,250 | 27,188 |

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

| PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL | |
|--|-------|
| All families | 15.7% |
| With related children under 18 years | 28.1% |
| With related children under 5 years only | 63.6% |
| Married couple families | 10.9% |
| With related children under 18 years | 20.7% |
| With related children under 5 years only | 62.5% |
| Families with female householder, no husband present | 36.1% |
| With related children under 18 years | 40.0% |
| With related children under 5 years only | 64.7% |
| All people | 20.3% |
| Under 18 years | 31.1% |
| Related children under 18 years | 29.3% |
| Related children under 5 years | 58.1% |
| Related children 5 to 17 years | 20.6% |
| 18 years and over | 17.4% |
| 18 to 64 years | 18.3% |
| 65 years and over | 14.7% |
| People in families | 16.9% |
| Unrelated individuals 15 years and over | 30.2% |

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Public Participation

One of Ash Grove's most important piece of its history was "saved" by citizen participation – the preservation of Main Street is attributable to a group of former Main Street building and business owners who recognized the historic significance of Main Street and its buildings. They were concerned the historic buildings might be torn down or changed so significantly that Ash Grove would lose this integral part of its history.

A former member says the group researched and discussed ordinances from other towns with historic downtowns or Main Streets and came to a consensus of what they wanted in an ordinance. They enlisted assistance from a professor from the then Southwest Missouri State University to develop a proposal to present to City Council that would establish the Main Street commercial area as a Historic District.

The proposal was presented and an ordinance was passed on December 6, 1993 to establish Main Street as a Historic District and part of Ash Grove's Zoning regulations. The district remains in the Zoning regulations with a few changes and amendments. Because of these forward thinking citizens, Main Street buildings have remained intact.

In 1998, the City conducted a survey with the assistance of the Center for Resource Planning and Management of Southwest Missouri State University. Six hundred and seventy-one Community Opinion surveys were distributed to the residents of the community. One hundred and sixty-seven, or 24.8% were returned. The results were tabulated and made available to the City. *(See Appendix – Community Survey 1998)*

Based on the weighty responses to some of the questions in the survey, these issues were considered again in the next stage of planning.

From the 1998 Survey responses:

Question 3. Why did you choose to live in Ash Grove? The two top answers were (1) Low crime rate (59.3%) and (2) Small town atmosphere (58.1%).

Question 13. Do you think the Historical Main Street should be revitalized through (1) Road/sidewalk improvements (71.9%); Beautification and landscaping (61.7%); Refurbishing old buildings (77.8%); Increased parking (39.5%); and Attracting new businesses (78.4%)

Question 16. As new growth occurs, do you think it is important to maintain Ash Grove's small town image? Yes – (80.2%)

Public Participation – Continued

Question 20. Are you in favor of a beautification project along Highway 160 and the entrance into Ash Grove? Yes – (70.1%)

Question 21. Would you be willing to pay additional taxes to finance any of the following community improvements? Of the eight choices, only two received the majority “Yes” vote. Sidewalks (43.1%) and Community beautification (37.1%)

In an open-ended question to list the three best qualities and the three worst problems of Ash Grove. Quiet living/small town atmosphere was one of the top three while streets/sidewalks was one of the top three problems.

On November 17 -20 of 2004, a four-day visioning and planning *charrette was held in Ash Grove with Tony Nelessen of A. Nelessen and Associates, Bell Mead, N.J. as planner/facilitator. The \$40,000 cost of the visioning/planning charrette was underwritten by the National Association of Realtors’ Smart Growth program.

The charrette focused on the important issues raised in the 1998 survey (1) Downtown/Main Street, (2) Highway 160 and (3) Residential Growth using Smart Growth strategies that address maintaining the small town atmosphere as the town grows and good sidewalks for walkable communities.

Two sessions were held with 110 stakeholders participating - property owners within a few miles radius of Ash Grove who could be impacted by future growth (32%), Ash Grove residents (49%), property owners, business owners, local business managers, representatives of local organizations and institutions (19%) plus City Elected Officials.



Morning Session



Evening Session

** A charrette is an intensive planning session where citizens, designers and others collaborate on a vision for development . It allows everyone who participates to be a mutual author of the plan.*

Public Participation – Continued

Through a 3 ½ hour process, participants were given four tasks: (1) Answer thirty written questions (multiple choice) with his/her opinion on several issues - look of Highway 160, Main Street, arterials through town, unkempt buildings, signage, need for better standards, etc. (2) Answer an open-ended question that asked what was Ash Grove’s biggest obstacle for change.

(3) Complete the Visual Preference Survey of approximately 80 photos to rank from -10 to +10 as appropriate for Ash Grove and (4) Future land use planning. At tables of 5—7 people, there was a base map with an outline of the city limits and the urban growth area on each table. For each task, a thin sheet of paper was placed over the



base map. Mr. Nelessen would announce a task for all tables to complete. – Ex. “Draw where you think the highest density of population should be.” When completed, the top paper was replaced with a new piece and a another task would be announced. The stakeholders designated areas for preservation, rural reserve, density, zoning districts, trees, sidewalks, bike paths, street improvements, areas subject to change and other tasks.

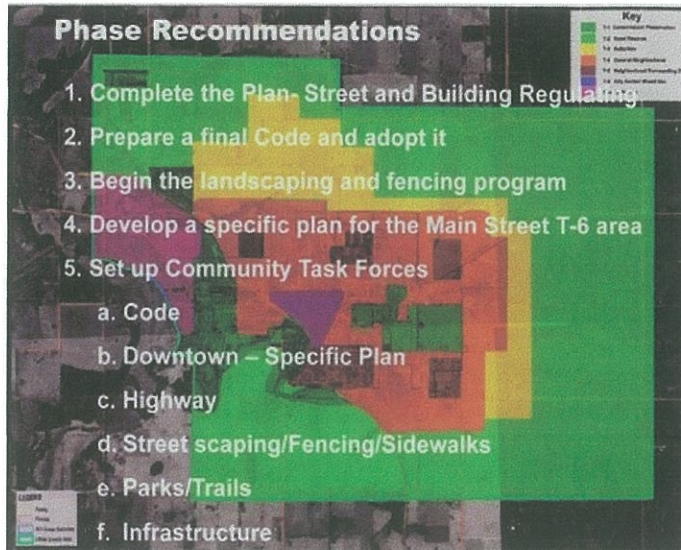
On the last day, sixty stakeholders returned for the final presentation. Mr. Nelessen presented the compiled results of all the citizen participation – the rankings of the photos from the Visual Preference Survey, the submitted answers to Ash Grove’s biggest obstacle to change, and the compiled maps for each land use planning task. What was revealed was the vision of the future Ash Grove based on the citizens’ input. He remarked he rarely saw a community that shared such a common vision.

(See Appendix – Charrette Visual Preference Survey 2004) for the complete Visual Preference Survey with photo ratings as appropriate or not appropriate for Ash Grove. (See Appendix -Charrette Final Presentation 2004) for questions and responses and the compilation of the land use planning exercise

**In September 2005, the City of Ash Grove was honored with an Excellence in Planning Award from the Missouri Chapter of the American Planning Association for the extensive involvement of its citizens in the charrette process.*

Public Participation – Continued

Mr. Nelessen then presented recommendations (See below) for steps needed to achieve the vision.



Recommendations to bring the community's vision to reality - 5 phases to accomplish with 5 citizen's task forces - Main Street, Highway, Sidewalks and Fencing, Codes, Parks/Trails, and Infrastructure . Task forces were to study their particular subject and make recommendations for implementation of their findings. Forty volunteers signed up to serve on different task forces with some signing for more than one..

In December 2004, the Council approved to follow the phase recommendations as the “plan” until the written comprehensive plan (#1 on Phase Recommendations) could be developed. The task forces met regularly – some as often as every week - and recommendations for funding and implementation were presented.

In 2005, the City employed a consultant from the Center for Resource Planning and Management of Missouri State University to prepare the Comprehensive Plan and to guide the Planning and Zoning Commission in the updates to Chapter Four – Zoning and Planning of Ash Grove’s ordinances. Due to unforeseen circumstances, neither of these were completed.

In 2006, the City hired the Center for Community Studies of Drury University, Springfield, MO to complete the Phase 4 recommendation “ Develop a Specific Plan for Main Street.” The Main Street task force citizen volunteers joined by two others became the advisory committee to work with the CCS design team in creating plan concepts and guidelines for revitalization of Main Street.

The Drury group and advisory committee did an excellent job and produced very detailed plan concepts including development in the undeveloped areas, sidewalk improvements, street lights, signs, awnings, locations and details for green spaces and small parks, buildings and much more. Large scale illustrations from the plan were on display at the library for several months for citizens to view, and a smaller version is available at City Hall

Public Participation - Continued

Also in 2006, the Masters of Business Administration graduating students with the Breech School of Business at Drury University worked with the Main Street Advisory group to produce a marketing plan for Ash Grove. This group produced good marketing suggestions and guidelines not just for Main Street but for the whole town.

In March of 2012, Ash Grove received a grant for assistance with Chapter Four Zoning Regulations updates. The Grantor selected Code Studio, Inc. of Austin, Texas for the consultation. The consultant spent two days in Ash Grove and sought input with two 1 ½ hour meetings with the citizens. The ordinances updates that were produced were exchanged electronically between the Planning & Zoning Commission and the consultant.

The most recent public participation process was a Citizen's Opinion Survey mailed (included in the water bill) or hand delivered to each household in the City in June 2015. Approximately 600 were distributed with 103 surveys returned (17%.) from a good representative group of respondents. Questions from both the 1998 Survey and the 2004 Charette were included in the 2015 Survey.

Objectives of the 2015 Survey were:

- (1) To compare public opinion of the 2015 survey to the 2004 Charrette and the 1998 survey to ascertain if public opinion on major issues had changed significantly.
- (2) Soliciting public opinion to ascertain if recommendations from the 2004 charrette needed updating before the Comprehensive Plan was written.
- (3) Soliciting public opinion to ascertain if the recommendations from the Drury Plan for Main Street needed updating before the Comprehensive Plan was written.
- (4) Soliciting public opinion for signage on both Main Street and Highway 160 for the Sign Ordinance update.

(See Appendix – Community Opinion Survey 2015)

The Commission will address each of the obstacles, updates needed, plans needed and the wants of the citizens to prepare a “work plan” with goals, objectives, and action steps to accomplish what is needed for Ash Grove’s physical development of the City.

The Commission will involve the City Officials, employees, and others who will have a role in the work that will need to be done whether in collaboration and advisement or participating in the work that must be accomplished.

All additions to the Comprehensive Plan, Ordinance updates and other changes related of the Land Use Chapter will have a public hearing for citizen’s input before any of the previously mentioned can be approved.

The accompanying page on Transportation is an example of how the work will be done.

CH 4. HOW DO WE GET THERE?

TRANSPORTATION

GOAL – TO CREATE A TRANSPORTATION NETWORK OF STREETS, SIDEWALKS, AND BIKE FACILITIES THAT ADDRESSES THE NEEDS OF ALL COMMUNITY RESIDENTS AND PROVIDES DESIGN GUIDANCE TO DEVELOPERS WHILE PROTECTING OUR NATURAL ENVIRONMENT.

OBJECTIVES:

1. DEVELOP AN ACCEPTED STREETS INVENTORY OF ALL EXISTING STREETS IN ASH GROVE WITH STREETS TO BE CLASSIFIED AS TO FUNCTION.

A. Action Steps:

- (1a) Public Works Department and City Clerk to prepare a list and map of all existing streets. Schedule for completion to be determined.
- (2a) Public Works and P&Z Commission and if needed, the City Engineer, to meet together to determine function of existing streets according to the following classifications:

STREET FUNCTIONAL CLASSIFICATION: Streets and roads are classified by their primary function in the City's transportation network. Design standards are related to functional classification. These functional classifications include:

Limited Access Highway: Connects the city to other areas and primary function is to move traffic through the city. Carries large volumes of traffic at high speeds. Access is typically limited to major interchanges and intersections.

Primary Arterial: A street intended to provide for high-volume, moderate-speed traffic movement through the community and between major activity centers. Access to abutting property is subordinate to the flow of traffic and entrances and exits to the arterial are subject to control.

Secondary Arterial: A street intended to provide for moderate-volume, moderate speed traffic movement between major activity centers and between neighborhood areas within the city. Access to abutting property is subordinate to the flow of traffic and entrances and exits to the arterial are subject to control.

Collector: A street that collects and distributes traffic to and from local streets and arterial streets, and is intended to provide for low to moderate-volume and low-speed, shorter length trips. The function of traffic movement and property access are balanced..

Local: A street intended to provide access to abutting property and designed for low-volume, low speed traffic.

Alley: A dedicated public right-of-way, other than a street, designed to extend only secondary access to the side or rear of those properties whose principal frontage and access is on some other street.

As the Goals, Objectives, and Action Plans are developed, a reasonable time frame will be set for completion of the task. When the task is completed, we will know we are there – for that particular task. While there will be specific tasks, it is understood there will always be more to do.