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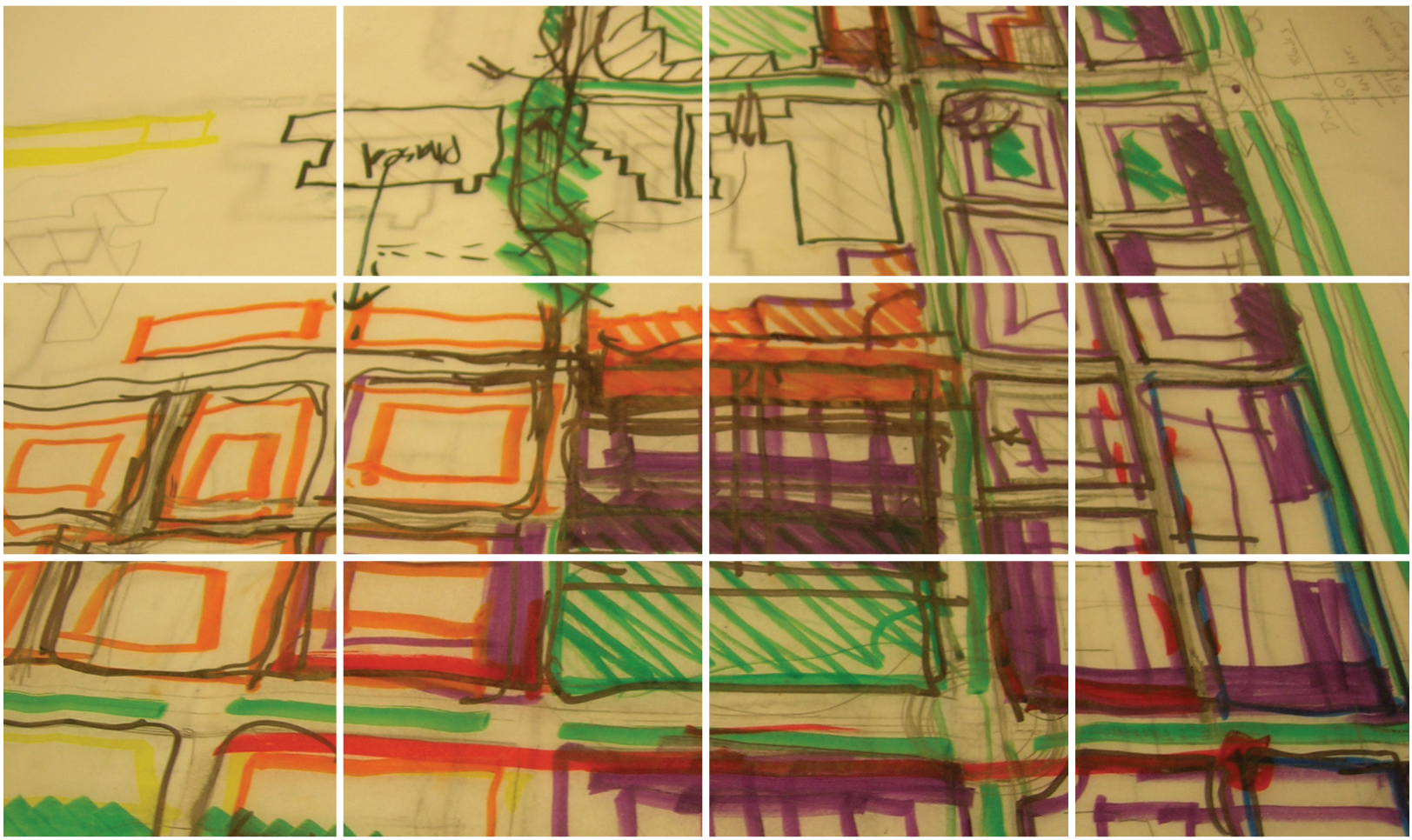
Appendix C: Comprehensive Housing Market Analysis for Joplin, Missouri 2012

Thank You!

The City of Joplin would like to thank the following partner-groups and institutions—in addition to the city elected and appointed officials, principal city staff, and the CART sector chairpersons listed on the Acknowledgements page—for their contributions in helping us conduct this 2012 update of the Joplin Comprehensive Plan:

- All CART participant volunteers who worked with CART sector chairpersons during the 2011-2012 recovery planning process
- Citizen stakeholder-participants (including students from the Joplin R-8 School District and Missouri Southern State University) who joined Joplin Planning & Zoning Commissioners in Plan 2012 work sessions in fall of 2011
- Joplin citizens who participated in Plan 2012 Open House sessions and Public Hearings in winter-spring of 2012
- Joplin R-8 School District
- Joplin Area Chamber of Commerce
- Joplin Area Home Builders' Association
- Ozarks Gateway Association of Realtors
- Joplin Housing Authority
- Local and regional government partners, in particular the City of Duquesne
- State and federal government partners, in particular:
    - MoDOT and Federal Highway Administration for project funding
    - Joplin Area Transportation Study Organization, and
    - FEMA ESF-14 Long Term Community Recovery program staff.

Joplin Moving Forward



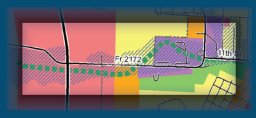
Comprehensive Plan 2012

Chapter One: Introduction

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Chapter One

Introduction





Purpose of the Plan

The **Comprehensive Plan 2012** (also referred to as "Plan 2012" and "the Plan") is a living document intended to be updated to retain its relevance, to reflect changing factors and to keep it useful as a community guide for development review and decision-making. Over the life of a plan, new and updated data will be collected, community priorities re-evaluated, goals realized, and new opportunities sought. The City of Joplin has a long history of community planning, and the Comprehensive Plan has been routinely reviewed and updated overtime.

The **Plan 2012** builds on that long history of the City of Joplin planning effectively with public and private sector partners. The Plan updates the City's "Future Land Use Plan Map" to outline the general location of future land uses by type and intensity of use; and for the first time designates "Plan Development Corridors" (**Ref Chapter 5**) and sets forth new "Development Standards" to guide decision-making when rezoning land and reviewing development permits and site plan proposals (**Ref Appendix A**).

The citywide Plan 2012 builds on the pro-active response of the Citizens Advisory Recovery Team (CART) to the F5 tornado of May 22, 2011, which has impacted all aspects of the Joplin Community (**Ref Appendix B**). CART called for the "Development Standards" to guide the review and approval of public- and private-sector re-investments in Joplin. This will promote economic development and help resolve disputes over inappropriate growth impacts, which in turn can impact the long-term growth and economic health of the City. The success of the Joplin community in recovery efforts to date from the tornado is garnering universal praise nationally (even internationally).

Content of the Plan

By Missouri State Statutes 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 Joplin includes multiple sections, all of which must be considered to interpret the Plan's intent.

The process of preparing the Plan itself helps build the content by obtaining community input through a participation process that identifies long-term planning goals and policies. These goals and policies represent the community's common understanding of what growth is expected and the strategies necessary to preserve the special characteristics unique to Joplin.

How the Plan is Used

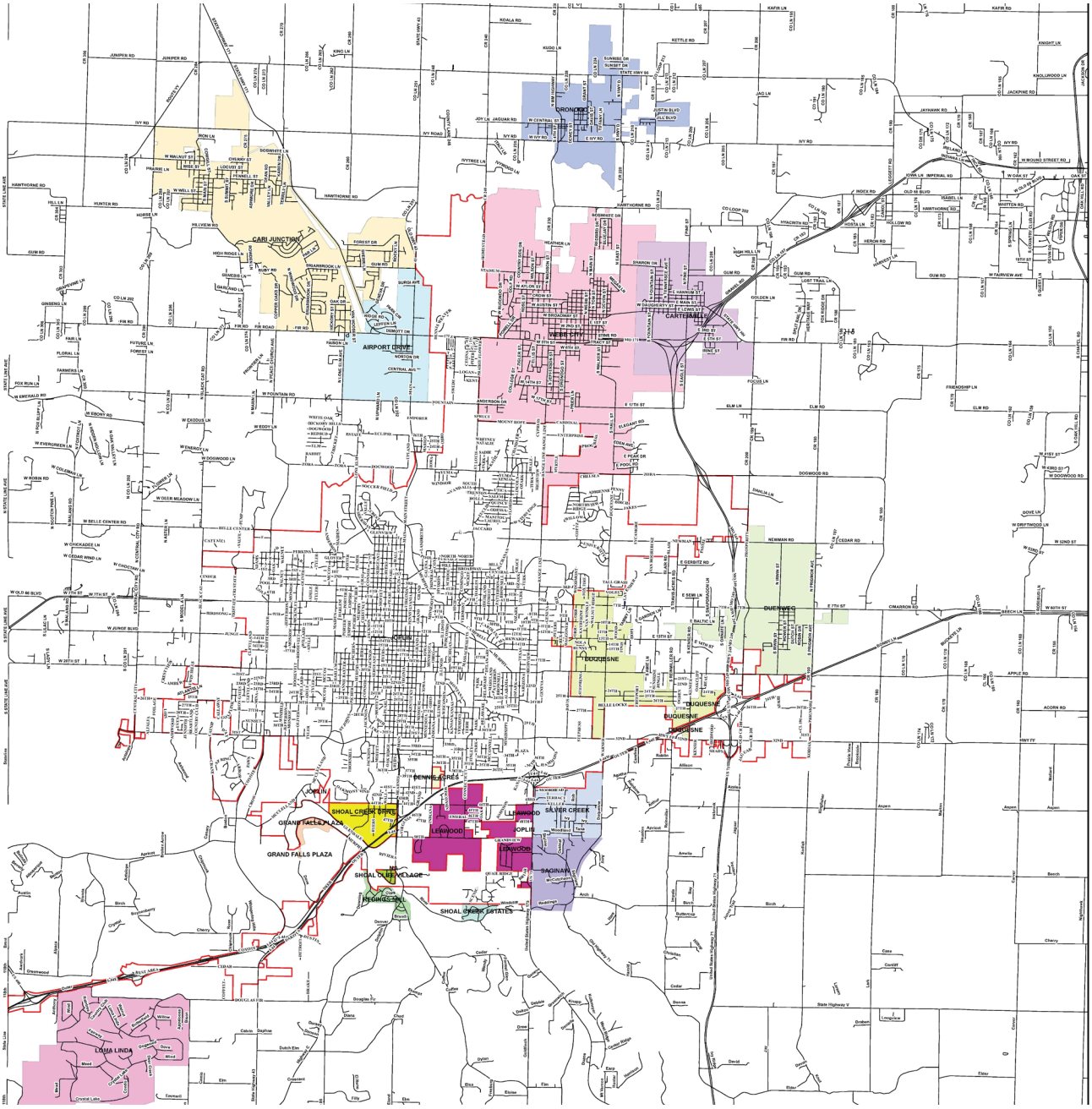
As the official policy guide for growth and development of the City of Joplin, the Comprehensive Plan includes issues and polices reflecting the City's overall direction when planning for land use change. The Plan also presents recommendations for how to implement the policies.

The Comprehensive Plan is the legal framework on which the City's zoning and subdivision regulations are enacted and amended by the City Council upon recommendation from the Planning and Zoning Commission. These regulatory ordinances shape the location, type, quality, and range of the City's physical development. Comprehensive Plan 2012:

- Serves as a public information source regarding population, economic development, housing, utilities, land use, the natural environment, public facilities and transportation.
- Analyzes the factors that affect Joplin's development and assesses planning implications.
- Looks into the future and delineates the City's major planning principles and strategies to be achieved by 2030, and beyond.

Joplin Planning Area

Joplin is the central city in southwest Missouri, 12 miles southwest of Carthage, the county seat of Jasper County. Joplin has annexed land west to the state lines of both Oklahoma and Kansas. Springfield, Missouri is a half-hour drive on Interstate 44 to the northeast; Tulsa, Oklahoma is an hour-plus drive to the southwest; and the Fayetteville-Rogers-Springdale metropolitan area a 45 minute-drive south. State Highway Business Route 43 travels through downtown Joplin; and the eastern edge-corridor of Joplin serves as the new bypass corridor for U.S. 71/I-249 north to Kansas City--eventually connecting Texas and Minnesota via a north-south freeway level interstate highway.

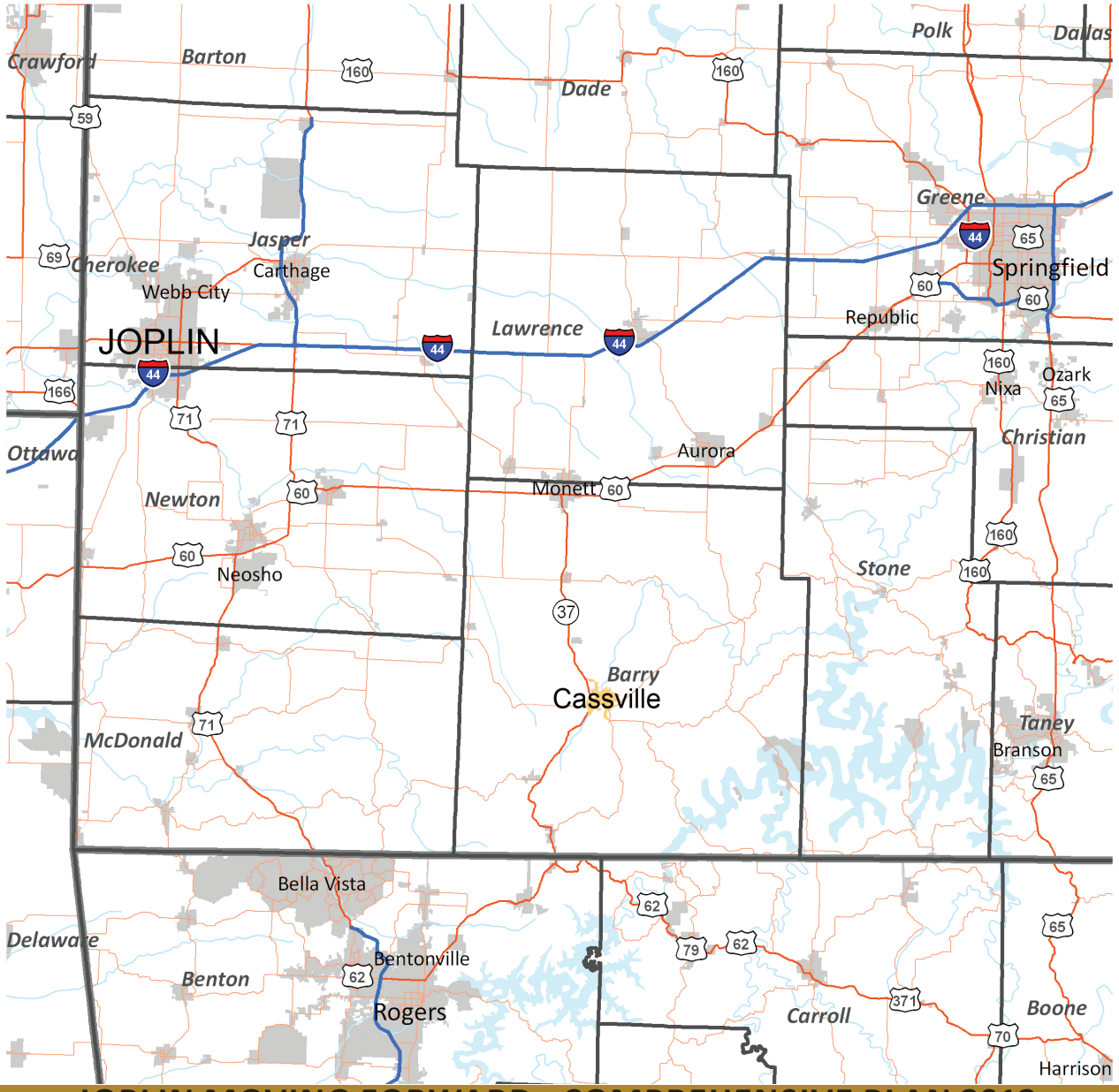


The City of Joplin anchors the southwest Missouri Region, with eleven small towns and villages surrounding the City--historic settlement whose roots were in lead and zinc mining.

Joplin is located at the intersection of two freeway-level interstate highways--the newly designated Interstate 249 from Texas north past Joplin to Kansas City and on to Minnesota, and I-44 from Tulsa past Joplin to St. Louis--and two Missouri state highways. The planning area for the Master Plan includes the existing city limits of Joplin as well as the surrounding unincorporated areas west to the Kansas/ Oklahoma state lines and east to the new I-249 Bypass. The east bypass is being completed, while the west bypass corridor (planned roughly along the J-Highway alignment) is partially planned by MoDOT at this time, starting from I-44 and going north.

Within Joplin's Planning Area the City has extended urban infrastructure, such as sanitary sewers, to serve urban development; and semi-public partners such as Missouri-American Water and Empire Electric Company have done the same. Added infrastructure can be cost-effectively extended based on favorable geographic features.

The four-state Joplin Market Area includes the greater southwest Missouri region, east to Springfield; the northwest Arkansas region to the Fayetteville-Rogers-Springdale metropolitan area; the southeastern counties of Kansas; and, the northeastern counties of Oklahoma.



Executive Summary: Joplin Comprehensive Plan 2012

The Joplin Planning and Zoning Commission and the City Council are responsible for managing the growth and development of the City's incorporated area. Growth management is implemented to allow the City to continue providing for (and planning) transportation, sanitary sewer, and public safety services in a cost-effective manner.

The Plan is a mechanism for the Joplin public-at-large to voice consensus about growth issues and for the City to adopt that consensus as policy. Joplin's Plan 2012 re-affirms that development and redevelopment should occur in a manner that results in a logical urban pattern with long-term value rather than only short-term gains. The citywide Plan 2012 builds on a long history of community planning in Joplin:

- Joplin Comprehensive Plans of 2002 and 1994
- Joplin Chamber of Commerce Vision 2020 Plan
- Downtown Joplin Revitalization Plan of 2004
- Connect2Culture Plans and Initiatives
- Area City Comprehensive Plans, including Carl Junction and Webb City
- The 2010 LRTP Update
- Joplin Metropolitan Area Origin-Destination Study
- Joplin Metropolitan Area Bicycle-Pedestrian Study
- Joplin Area Transportation Study Organization's Transportation Improvement Program
- Joplin Transit Study

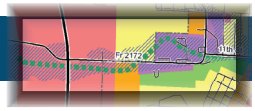
In particular, Comprehensive Plan 2012 has coordinated with the Joplin School District administration and the "Schools & Community Facilities" Sector Group of CART, as well as the other three CART Sector Groups of the Joplin Area Recovery Framework, which continues its vital work since the tragic F5 tornado of May 22, 2011.

Comprehensive Plan Sections

Plan 2012 recommends the future development of Joplin in policy and map formats. The policies serve as a guide and legal basis for planning decisions. Maps such as the **Future**



Joplin City Hall moved to 6th & Main Streets in the early 2000s as a successful adaptive reuse of the historic Newman Dry Goods store.



Land Use Map , **Transportation Plan Map, Infrastructure Plan Map,** and **Capital Improvements Program Map** are graphic representations of those general policies. The Plan presents a 5-year Capital Improvements Program as one key mechanism for implementing the Plan's recommendations; and it provides a basis for consideration and evaluation of future development, subdivision, and annexation decisions.

The focus of Plan 2012 is on land use policy and recovery:

- Chapter Two, Community Profile: Joplin Population Trends and Characteristics, Natural Features and Environment, and the Regional/Local Economy
- Chapter Three, Neighborhoods and Corridors: Vision for Revitalization, Planned Corridors, the Downtown Community Core, and Neighborhood Planning Districts, including Historic Preservation
- Chapter Four, Land Use Development Patterns, Housing Plans, School District Plans, Multimodal Transportation Plans, Revitalization Recommendations
- Chapter Five, Future Land Use Plan, and Development Standards for Planned Corridors
- Chapter Six, Infrastructure & Transportation Plans, Capital Improvement Program (CIP) Projects shown as updated CIP-priorities, such as storm damaged infrastructure repair. Area Projects are planned based on the successful 2011 sales tax vote and the upcoming 2014 vote, all planned in coordination with FEMA ESF-14 efforts and put in context of the City's long-range planning objectives.
- Chapter Seven, Implementation, and Goals, Objectives, and Policies

The Joplin *Comprehensive Plan 2012* sets forth new Development Standards that promote compatible site planning and appropriate development in key Planned Corridors (**Ref. Appendix A**). In addition, the Plan sets policy for a new "South Main Street Overlay District" to be adopted in the Zoning Ordinance as a new development district from south of Downtown to the emerging growth at the I-44 interchange and South Main Street.

The new Plan Corridor Development Standards focus on the street corridors, but also apply to land in the neighborhoods at the edges of the corridors. They provide direction to developers by clearly stating the development requirements of the City in review and approval of building permits, site plans and rezoning applications. The standards are applied:

- As conditions of **site plan approval,** or
- As conditions of **building permit approval,** or
- As conditions of **rezoning approval to a higher-intensity PD** classification in the corridors.



The Citywide Comprehensive Plan 2012 has been completed in association with community partners, such as Empire Electric District, the water company, the school district and many other institutional partners. The Citizen Recovery Advisory Team (CART) continues to facilitate valuable citizen input for ongoing tornado recovery planning in the Joplin community.

Public Benefits of the Plan

The new Development Standards are one of many ways that the Plan promotes compatible development citywide through "Action Steps" (**Ref Chapter Seven**). The Plan seeks "balance." Local governments must promote the public welfare. As local government regulates land use for the protection and promotion of the public welfare it must seek a balance with property owners' right to promote reasonable economic use of their property. The Plan seeks to balance the interests of all parties: the needs of individual property owners and the good of the community-at-large. The City of Joplin Capital Improvement Program (CIP) has been reassessed given post-storm recovery strategies and citywide commitments from the successful 2011 sales tax vote for stormwater improvements and parks and recreation investments. Comprehensive Plan Update; and recommendations for the upcoming 2014 sales tax renewal vote for citywide transportation improvements.

Role of the Planning and Zoning Commission

The Planning and Zoning Commission is primarily an advisory body for the incorporated area of Joplin and its "planning area" which extends to the villages of Leawood, the city of Duquesne and to the City's "growth areas" in the Rt. J Corridor west to the state line and in the I-294 Bypass Corridor west. Under the Zoning regulations, a primary duty of the 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 growth and development. The Commission is required to adopt a recommendation to the City Council regarding rezoning and subdivision of land, special use permits, and text amendments to the regulations. Similarly, 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. The council amends the Zoning Map for the city of Joplin; and their role 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 distinct from the Planning and Zoning Commission, the City Council accepts the Comprehensive Plan. By statute, the preparation and adoption of the 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, special 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 may be summarized as:

- Adopt a resolution of support of the Comprehensive Plan.
- 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.
- Approve site plan applications following consideration of the Planning and Zoning Commission's recommendations:
- 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.
- Approve engineering plans for construction of public improvements.
- Approve financial guarantees or financing mechanisms to ensure construction of all public improvements within subdivision plats.
- Appoint members of the Planning and Zoning Commission and the Board of Zoning Adjustment.



Comprehensive Plan 2012

Chapter Two: Community Profile

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Chapter Two

Community Profile





Identity and Spirit of Joplin

To plan for the future it is important to understand the community's past, as well as issues facing Joplin today. The opportunities and challenges facing the City today require new ways of thinking about the future and new ways of engaging the community to collectively respond to crisis. Yet, all the reasons for updating Joplin's citywide comprehensive plan in 2012 remain just as compelling as before May 22, 2011. Therefore, the City of Joplin Comprehensive Plan 2012 has been conducted by coordinating with community-wide recovery planning in the devastated neighborhoods and districts, while also crafting a long-range plan and development policies for ALL of Joplin.

Everything has changed for the Joplin Community since the F5 tornado. The City is obligated to do more than update its conventional comprehensive plan. The opportunities and challenges facing the City today require new ways of thinking about the future and new ways of engaging the community to collectively respond to crisis; which is why it's all the more important now for the City to craft a long-term citywide plan and development policies.

Joplin is implementing Downtown plans for streetscape improvements (left) while keeping its historic land use patterns in place, as shown in the pre-improvement photo of 2004-era Downtown (above).

Since the tragedy of May 22, 2011, the greater Joplin Community has contributed volunteer time and care beyond measure. This citywide Comprehensive Plan 2012 (also referred to as "Plan 2012") has made good on the commitment by the City to build upon the Citizen Advisory Recovery Team (CART) initiatives and published recommendations--adopted by the City and its CART partners (including the school district and area chamber of commerce) on January 19, 2012; and continued by the Joplin Community in the months since . . . and in the years to come. CART summary recommendations are in **Appendix B**. The Plan 2012 has also followed FEMA's ESF-14 LTCR public workshop and charrette recommendations.

This chapter provides a summary of the community's demographics--using the 2010 Census as a "benchmark" of population historically and prior to the storm; and of the commercial market, historical background, and past City plans. It also provides an overview of Joplin area housing market data as it was analyzed (ironically) in a consultant's report dated May 23, 2011 for purposes of planning for the future of the housing community.

Population Trends and Characteristics

Joplin is recognized as the central sub-regional city of the four-state southwest Missouri region. The City's day-time population is closer to 250,000 than its 2010 Census population of 50,000. Its most severely damaged major industry from an employment perspective--the health care industry and the loss of St. John's Hospital--is recovering from reinvestment, as symbolized by the new Sisters of Mercy Hospital planned for South Main Street at I-44, as well as the rebuilding of medical and dental clinics and offices in the City and the metropolitan area. So Joplin's historic employment base is recovering from the tragic storm. The regional industrial centers of employment--the industrial and business parks--largely were not damaged in the storm; and the Range Line Road and other retail-commercial corridors are rebuilding, as well. Continuing to build on this long-standing position of Joplin in the region is a key strategy for long-term economic stability.

Population Trends

On February 24, 2011, the U.S. Census Bureau released the first look at Missouri´s detailed Census counts. The information comes from the Public Law (P.L.) 94-171 file. The file includes population counts and limited demographic and housing data. More in-depth information will be available from the Census Bureau in summer of 2012.

Missouri´s population is 5,988,927 as of April 1, 2010--a seven percent growth rate during the first decade of the new millennium. The nation´s population grew at a rate of 10 percent during the 2000s. State and national growth was slower this past decade than in the 1990s. Missouri grew at a rate of nine percent in the 1990s, while the nation´s growth rate was 13 percent.

Table 2.1: County Population Change (2000-2010)

Name	2000 Census Total Population	2010 Census Total Population	Population Change Over the Decade	Percent Change
Jasper	**104,686**	**117,404**	**12,718**	**12%**
Newton	**52,636**	**58,114**	**5,478**	**10%**
Barton	12,541	12,402	-139	-1%
Greene	240,391	275,174	34,783	14%
McDonald	21,681	23,083	1,402	6%
Lawrence	35,204	38,634	3,430	10%
Average % Change	**309,817**	**349,293**	**39,476**	**12%**
Missouri	**5,595,211**	**5,988,927**	**393,716**	**7%**

Source: Census 2000 - SF1 and 2010 P.L. 94-171

Table 2.2: City Population Change (2000-2010)

Name & Census Designation	2000 Census Total Population	2010 Census Total Population	Population Change Over the Decade	Percent Change Over the Decade
Joplin	**45,504**	**50,150**	**4,646**	**10%**
Springfield	151,580	159,498	7,918	5%
Carthage	12,668	14,378	1,710	13%
Jefferson City	39,636	43,079	3,443	9%
Lamar	4,425	4,532	107	2%
Mount Vernon	4,017	4,575	558	14%
Webb City	9,812	10,996	1,184	12%
Average % Change Cities	**267,642**	**287,208**	**19,566**	**7%**
Missouri	**5,595,211**	**5,988,927**	**393,716**	**7%**

Source: Census 2000 - SF1 and 2010 P.L. 94-171



Historic Joplin Area Population Growth

The City of Joplin had slow-but-steady growth in the late 20th century, adding about 6,500 people in the three decades 1970s-1990s, growing to more than 45,500 people in 2000. The City of Joplin's population grew at about the same pace as the state of Missouri in the 1990s (about 8.6%) . The Joplin Metropolitan Statistical Area (MSA) grew 16.6% the end of the 20th century, which was double the average rate of growth in the Midwest (Source: US Census).

Recent Joplin Population Growth

By 2010, the Joplin city population had grown 10 percent during the decade of the 2000s to more than 50,000 people. The City of Springfield, by comparison, grew half as fast (5%) during the decade 2000-2010 **(Ref. Table 2.2)**. The City of Joplin's growth out-paced the State of Missouri growth (7%) during the 2000s, and out-paced the average rate of growth of cities in the southwest Missouri/I-44 corridor cities during the first decade of the 21st century (also about 7%).

The two-counties of Jasper-Newton County grew 12 and 10 percent, respectively, during the decade 2000-2010 **(Ref. Table 2.1)**, which out-paced the State of Missouri growth as a whole during the 2000s. The Joplin MSA grew at a similar rate as the state of Missouri as a whole in the decade since the 2000 Census.

Historic Joplin Population Projections

The "Recent Migration Scenario" population projection by the state of Missouri accurately projected Joplin's growth to 2010 based on county growth trends from the 1990s. The May 2011 storm, however, has changed the demographics in ways that the City is still tracking and evaluating; and will continue to do so for years to come as it partners with the private sector and peer public sector institutions in support of on-going recovery efforts **(Ref. Chapter 7, Implementation).**

Joplin Housing

The National Association of Home Builders (NAHB) published a "Metro Area Impact of Home Building in Joplin," (Eisenberg, May 23, 2011) and showed the impact of new home building on the local economic markets just prior to the storm. Average new home construction prices as of May 2011 were estimated at $197,999; and average raw lot costs were $7,900. Annual property taxes in 2011 averaged $1,801. NAHB estimated that the cummulative impact of building 166 new homes in one year--averaged over 15 years--would generate revenues of $17.1 million over the 15-year period in the Joplin area market.

A new Joplin Area Housing Study will be published in summer 2012 with the first assessment of post-storm market trends. It is recommended to use this 2011 pre-storm data as a "benchmark" and to adopt the soon-to-be published 2012 study data as "trendmark" data moving forward, for future planning goals, objectives and policies, as an update to Plan 2012.

Table 2.3: Population Projections (From the Prior Comprehensive Plan 2002, Table 2.5)

SCENARIO		1970	1980	1990	2000	2010	2020
I	**Using Linear Regression for population 1960 to 2000**						
	Linear Projection	39,014	41,468	41,888	45,504	46,941	48,930
	Growth rate					3.16%	4.24%
State Projections							
II	Joplin grows like Counties (Long-term migration)	39,014	41,468	41,888	45,504	47,618	49,679
	Jasper and Newton Counties Long-term Migration Scenario			134,910	141,625	148,206	154,620
	Growth rate				4.98%	4.65%	4.33%
III	Joplin grows like Counties (Recent migration)	39,014	41,468	41,888	45,504	47,827	50,041
	Jasper and Newton Counties Recent Migration Scenario			134,910	142,432	149,703	156,632
	Growth rate				5.58%	5.10%	4.63%
IV	Joplin grows like Counties (Zero migration)	39,014	41,468	41,888	45,504	47,537	49,768
	Jasper and Newton Counties Zero Migration Scenario			134,910	139,901	146,150	153,011
	Growth rate				3.70%	4.47%	4.69%

Source: Missouri Office of Administration, US Census Bureau, BWR Corp.,

Schools and Community Facilities Project Recommendations

The adopted CART report,"Listening to Joplin" recommended specific projects relevant to the school district and are addressed by the City's Comprehensive Plan 2012:

1. **House Franklin Technical Center** with the **New High School**
2. **Community Gathering Spaces** - Provide community space for more special events and activities for all age groups.
3. **Develop a Center for Arts and Entertainment**
4. **Improve and Expand Farmers Market and Community Gardens**
5. **Build a Memorial to Commemorate Tornado Victims**

On March 15, 2012 the Joplin School District completed the property purchases around Joplin High School and Franklin Technology Center to allow for the rebuilding and expansion of the combined JHS and FTC. Joplin Schools purchased 75 properties for a total of $1.37 million. An additional property was generously donated.

The purchase prices for the properties ranged from $7,500 to $116,000. The average cost per lot was $16,800. Size, location and condition of properties affected the purchase prices, including any improvements that existed or had been made, along with costs associated with clean up and debris removal. (Source: Joplin School District website)



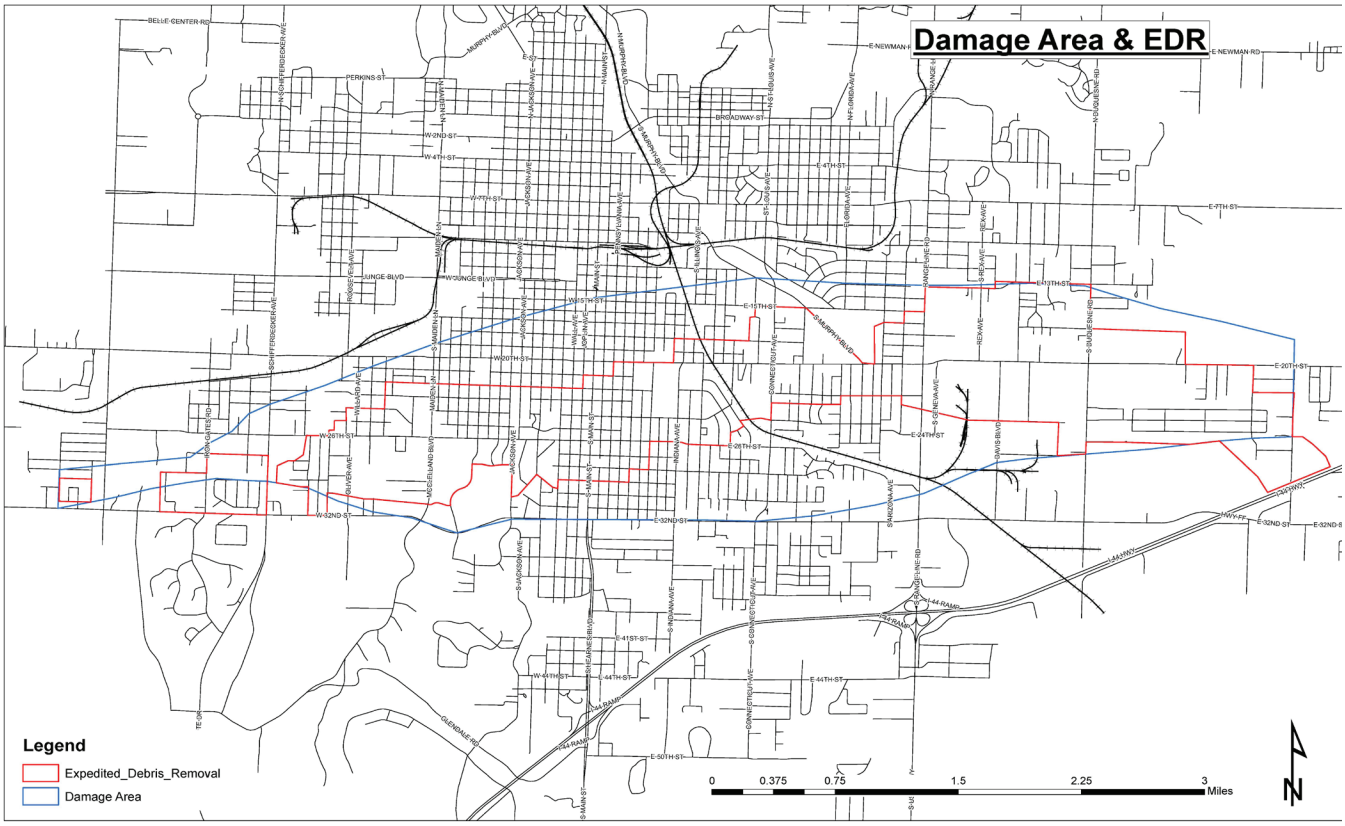
The new "Multi-use Development Standards" for the 20th Street Corridor at the new Joplin High School require corridor site plans to provide their fair share of multimodal transportation, to link the school facilities and the neighborhood to trails and bike improvements.



*The South Middle School at 50th Street, east of the new Mercy Hospital complex, is one of many Joplin School District facilities not needing reconstruction or rehabilitation. The public supported the multi-million dollar recovery plans in successful bond issue vote in April. Joplin school sites citywide are priorities for CIP projects, such as multimodal trail extensions and Safe Routes to School sidewalk and crosswalk investments (***Ref. Chapter 6***). The Transportation Plan Map of Plan 2012 calls for bike lanes on South Connecticut Street over I-44 on the overpass, linking to 50th Street and South Middle School.*



Downtown Joplin (pictured here near City Hall at 6th and Main Streets) sets a model for citywide reinvestment in buildings and infrastructure--and for the new "Development Standards" for Planned Corridors (**Ref Chapter 5**).



The "Damage Area" is also referred to as the "tornado path" or the "fish boundary". The EDR is the Expedited Debris Removal area, a designation that was defined by FEMA.

Recovery Area Planning

Background

The City of Joplin is recovering from an F-5 tornado that eviscerated all in its path for a 9-mile long scour, one half-mile to one-mile wide, from the west edge of the City to beyond its eastern corporate limits. Everything changed for the greater Joplin community since the tragedy of May 22, 2011. The Joplin Community engaged the public with a new Citizens Advisory Recovery Team (CART) process, to "set the standard for disaster recovery by demonstrating to America its can-do attitude. We will be recognized as a city that encourages green alternatives and healthy lifestyles." (Source: CART Report)

Thousands of homes and businesses were destroyed. The Joplin Community is making good on the CART pledge to "set a standard for disaster recovery," and the American public is taking note: Joplin continues to garner nationwide praise for its recovery successes; and, the City must continue helping residents overcome crisis-recovery obstacles, such as barriers to land assembly which can prevent many home owners from returning to their devastated building lots and rebuilding. The City should help by:

- assembling parcels of land to help overcome risky barriers to making incremental building decisions, and
- paving the way for low-and moderate-income home owners to return to the Recovery Area and rebuild homes on assembled parcels of contiguous lots.

Joplin is making the most of resources at the local, state, and federal levels. The resources will continue to help fund essential planning and implementation tools for catalyst projects: planning the corridor/neighborhood reinvestment strategies, and assembling land parcels for rebuilding of low-and moderate-income housing—all on locally adopted planning principles and development standards. Key projects can serve as model strategies for Joplin neighborhoods spared the tornado destruction.

Project Strategy

The Joplin Plan 2012 calls for Neighborhood Housing Infill Projects along key recovery Corridors and "Opportunity Areas" (for project focus), and extending into adjoining neighborhoods:

- Acquisition and site-preparation of 2- to 5-acre Opportunity Area sites, overcoming market obstacles to reinvestment and paving the way for a new vibrant neighborhood with context sensitive public infrastructure investments.
- Use of best practices for land use planning and economic development strategies for catalyst projects consisting of new infill housing with mixed-use incentives for new sustainable growth.



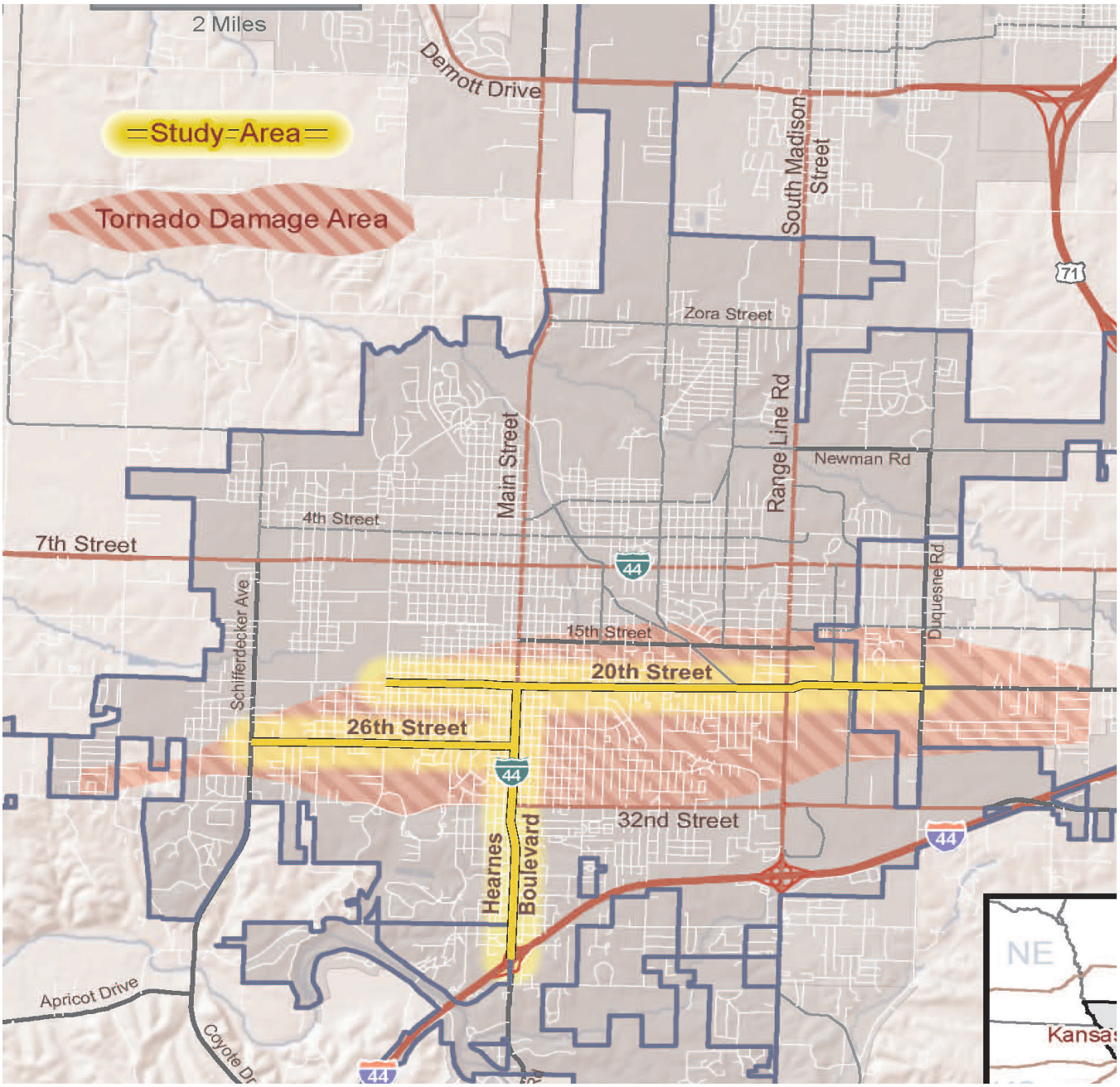
- Adopt new Joplin City standards for sustainable practices related to redevelopment in the Opportunity Area sites and extending throughout the Project corridors and into adjoining Neighborhoods.
- Implement catalyst projects through the strategic acquisition of several clustered land parcels (four or five clusters of 5-acre parcels in the tornado devastated area) for rebuilding of 75 low-and moderate-income homes.

The Recovery Area needs bolstering of economic confidence: acquire land for catalyst projects to restore investor confidence; assemble parcels for infill housing. The catalyst projects can be models for revitalization citywide.

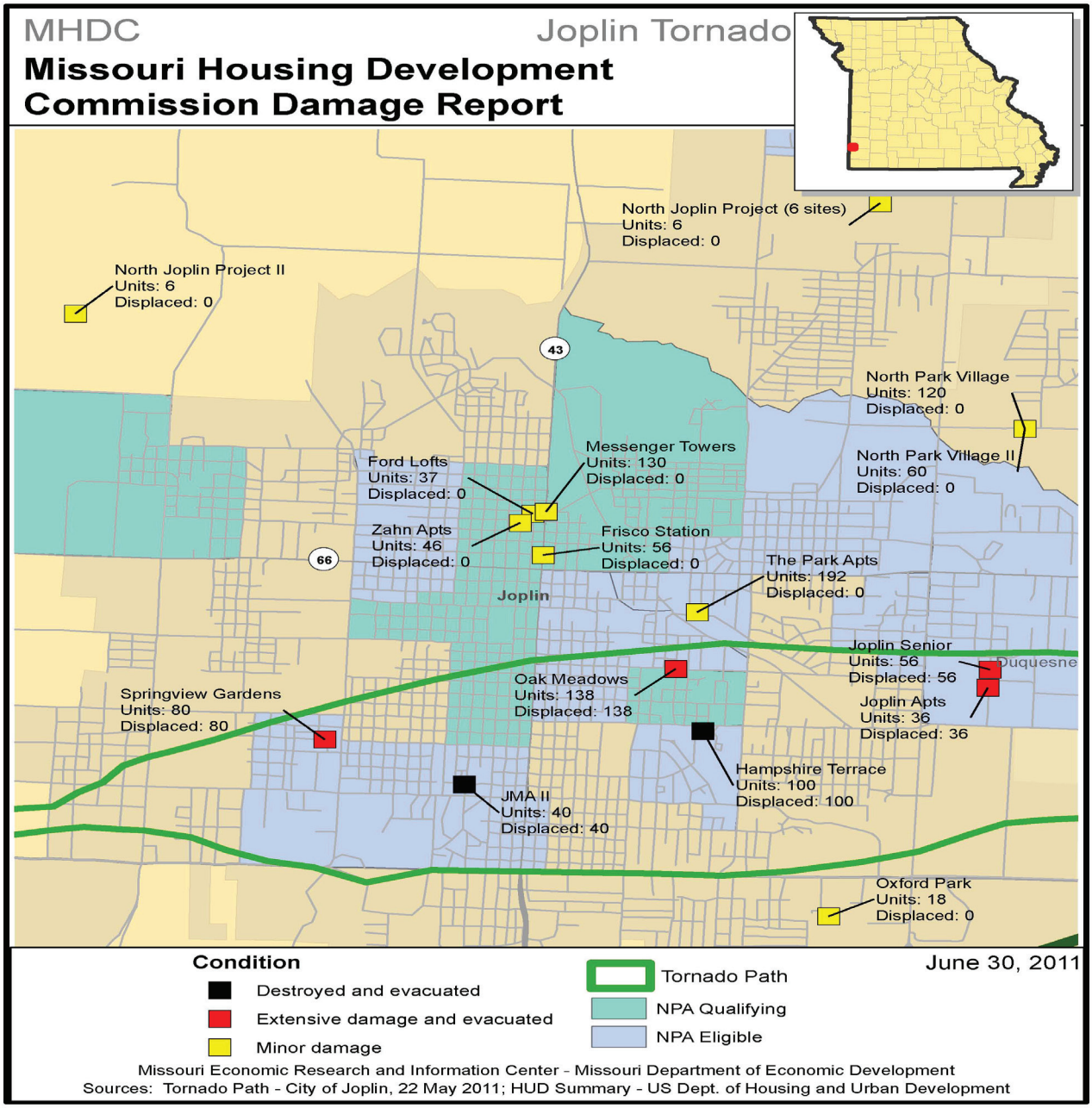


JOPLIN NEIGHBORHOOD HOUSING INFILL RECOVERY AREA MAP

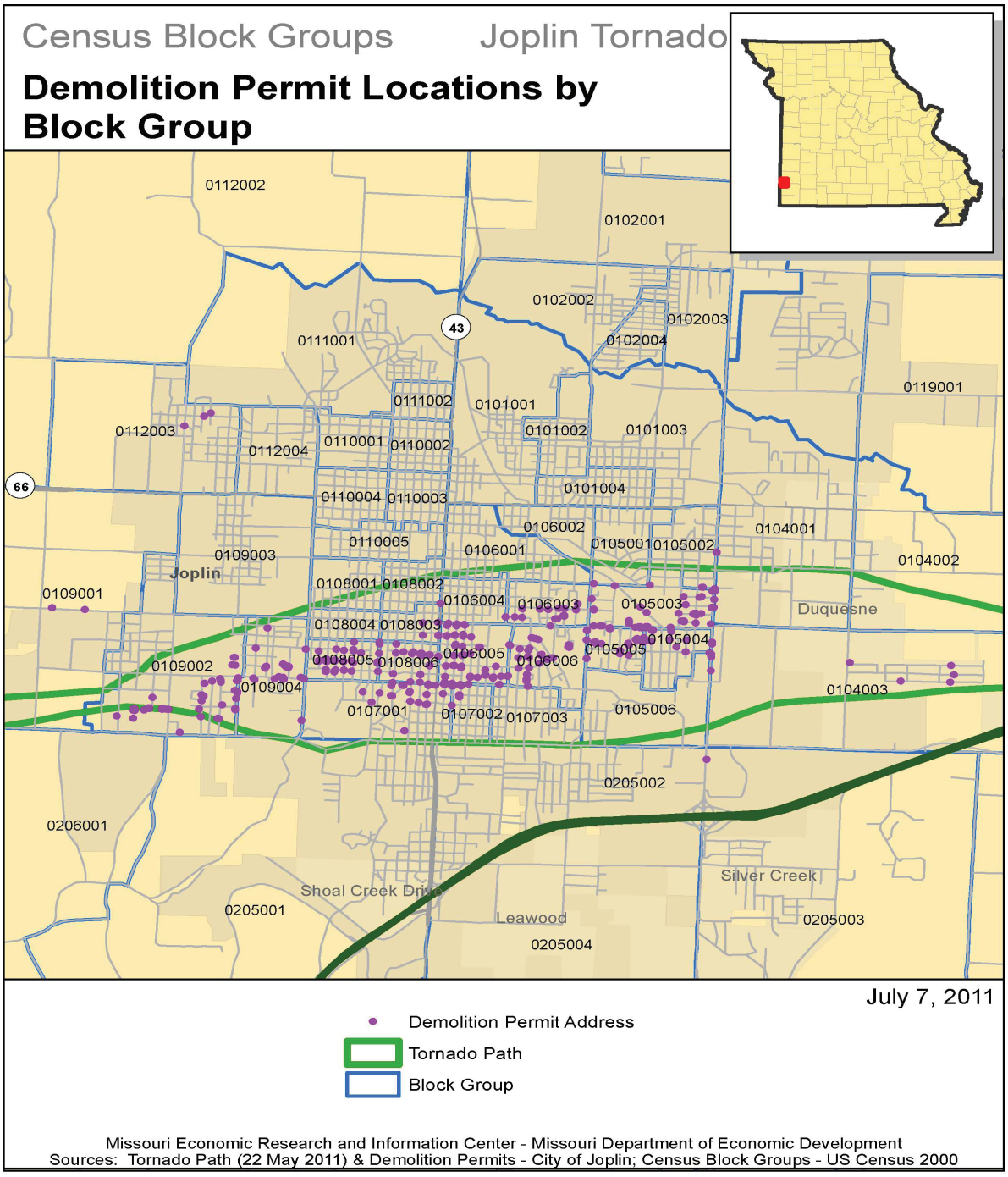
The Joplin Neighborhood Housing Infill Planning Recovery Area targets a 2-mile square "Opportunity Study Area" of the 5-square mile tornado devastation area. The area should be targeted for catalyst projects and revitalization, focused on affordable housing infill strategies. Targeted land acquisition will implement the strategies for catalyst projects to a) overcome market obstacles and b) stimulate reinvestment.



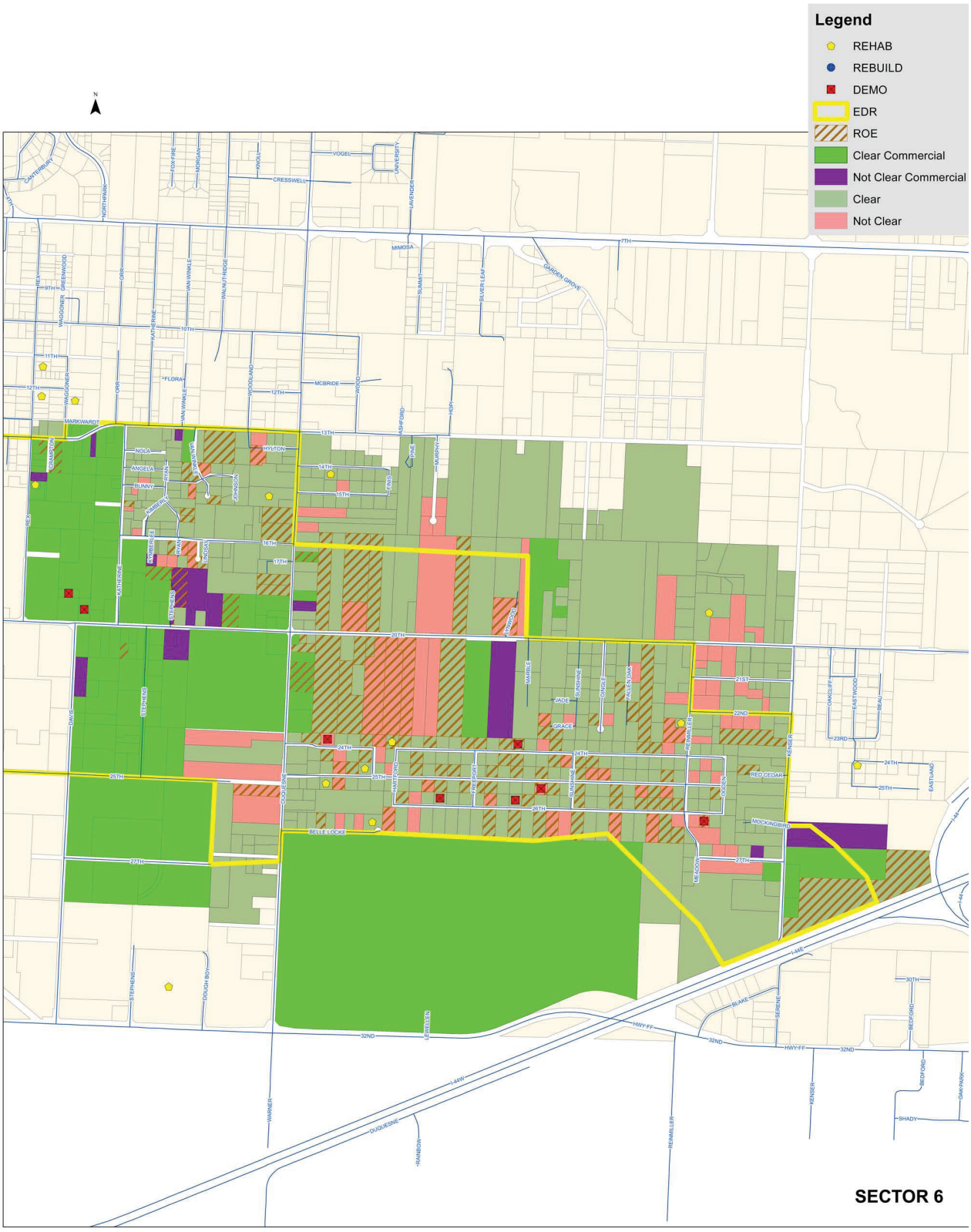
The project area extends approximately ¼ mile on both sides of the South Main Street, 20th Street / W. 26th Street Corridors through the heart of south-central Joplin where there were once stable neighborhoods, commercial districts and employment centers.



The City of Joplin recovery from an F-5 tornado of May 22, 2011 has mandated that new data be generated and maintained. The Joplin Community Development Department, with state and federal assistance, is mapping recovery damage data and recovery data. The City and the community-at-large has engaged the public with a new Citizens Advisory Recovery Team (CART) process, to "set the standard for disaster recovery by demonstrating to America its can-do attitude." The City and CART are making good on their pledge to "be recognized as a city that encourages green alternatives and healthy lifestyles." (Source: CART Report)



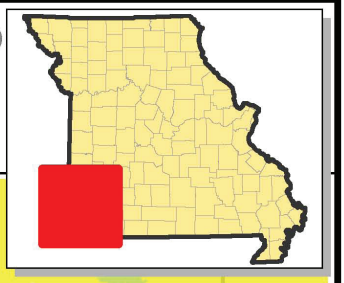
The City of Joplin is tracking demolition permit activity by land use type, housing tenure and market sector in attempts to document where rebuilding is underway and which property owners have initiated projects. On the following two pages is a summary of a recommended redevelopment strategy that Plan 2012 presents, based on grant application strategies already pursued by the City for acquiring and assembling land parcels in the recovery area: to partner with private sector in overcoming obstacles to reinvestment in housing, where uncertainty about neighboring reinvestment plans become barriers to recovery and rebuilding on a case-by-case basis.

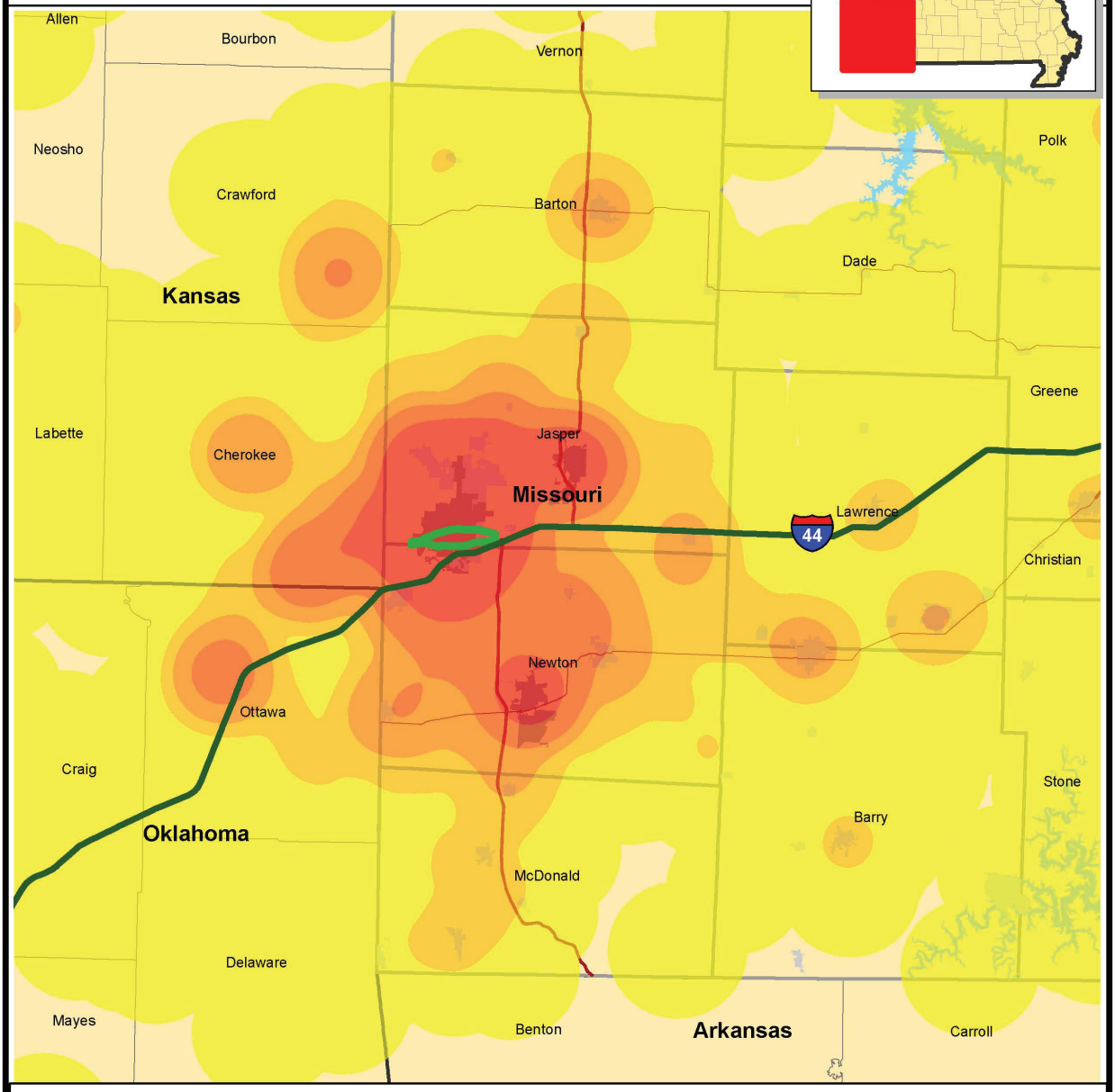

Legend
REHAB
REBUILD
DEMO
EDR
ROE
Clear Commercial
Not Clear Commercial
Clear
Not Clear
N
SECTOR 6



LED Estimates Joplin Tornado

Home Location of People who Worked in the Tornado Path





June 13, 2011

Tornado Path

Residential Density

High Medium Low

Missouri Economic Research and Information Center - Missouri Department of Economic Development
Sources: Tornado Path - City of Joplin, 22 May 2011; Local Employment Dynamics (LED) 2009 Dataset - OnTheMap 5.2.1

Community Revitalization Profile

JOPLIN HPC

Working with the Missouri Advisory Council on Historic Preservation, the Joplin Historic Preservation Commission (HPC) has designated the following districts:

- the Joplin and Wall Historic District
- the 5th and Main Historic District,
- Main and 8th Street Historic District, and
- the South Main Street Historic District.

The "Murphysburg" historic area was recently surveyed and is being considered for historic district designation. The current districts were approved by the Joplin HPC and some are considered for nomination to the National Register of Historic Places. As commercial districts, the designation can bring tax benefits to qualifying projects.

The new City of Joplin "Neighborhood Development Standards" should be applied to proposed site plans, rezoning applications and building permit applications in existing historic districts *(***Ref. Chapter 5 and Appendix A***)*. The new standards should also be applied in architectural-surveyed area such as the historic Murphysburg area.

While the local residential district is larger, the surveyed area is within the boundary of the 100-600 Blocks of South Sergeant and South Moffet Avenues, as well parts of Byers Avenue. This surveyed area is based on concentration of intact homes and streetscapes. The new Development Standards should be applied in the Murphysburg area for reasons stated in the Historicjoplin.org website: "for its depth of participation in the historical patterns of Joplin's original growth. Murphysburg pre-dates the incorporation of the City of Joplin and retains original structures built and lived in by architects such as Joplin born Austin Allen . . . who is responsible for designing many of the national register landmarks within the City." (Historicjoplin.org)

SCHOOLS + COMMUNITY FACILITIES

Working with the Joplin School District has been a top priority of the City in the crisis-recovery efforts from the F5 tornado that leveled the high school, one middle school and six elementary schools, in addition to other school district losses. The City's community revitalization objectives as relates to the school district key off of CART recommendations and include:

1. **Plan for a "Community Arts Center":** Support shared sites for school programs (sciences) as well as citywide needs.
2. **School District-City Plan Coordination:** Plan for low-intensity multi-uses around schools according to "Complete Street" principles that give students more walkable neighborhoods,
3. **School District-Park Board Coordination**: Plan for key parcels to become "neighborhood school parks," which links to the plan for creating multimodal choices.
4. **Partner with the School District, MSSU and the Chamber of Commerce:** Support training for job skills to promote economic development as a "Certified Workforce Community."
5. **Plan to extend the trails/paths system to schools.**



*The Zoning & Planning Commission Work Sessions in fall 2011 documented how the CART-recommended walks and trails and crosswalks should be planned for revitalized school sites, such as the Irving Elementary School being rebuilt south of 32nd Street. The new CIP ranks "Safe Routes to School" projects as top priorities. (***Ref. Chapter 6***)*



INFRASTRUCTURE + ENVIRONMENTAL PLANS AND CAPITAL IMPROVEMENTS

Working with all Joplin institutional stakeholders, the City is committed to helping pass a 2014 CIP Sales Tax for Transportation, in keeping with the successful public vote in 2011 for the 2012 CIP Sales Tax for Stormwater and Parks. The City's community revitalization objectives as relates to Infrastructure + Environmental Plans and Capital Improvements include:

1. **New "Best Management Practices (BMPs)":** Study BMPs for public and private use of "Low Impact Development" (LID) techniques for stormwater detention and pre-treatment facilities—bioswales in off-street parking lots, rain gardens, and related options.
2. **Incentivize BMPs:** Plan financial and CIP-targeted incentives for private development of LID improvements.
3. **Educate the Public LID Technologies.** Educate the development community about "green" LID infrastructure and its capacity for pay-back in energy efficiency.
4. **Adopt LID Administrative Practices**. Educate developers to voluntary, cost-effective measures of implementing LID technologies, not as code mandates.
5. **Regional Detention.** Plan for regional detention as part of a coordinated strategy to improve detention sites with amenities that promote economic development of land.
6. **Work with MOAW on a 15-year Water System Service Plan**: Include strategies for reinvestment in recovery areas.
7. **Prioritize CIP Projects for Stormwater/Parks & Recreation.** Adopt 10-year priorities for implementing the 2011 CIP with direction from the Plan 2012.



The Plan spells out multimodal transportation choices (as called for by the Joplin public in the CART-process) in preparation for the 2014 CIP initiatives; and shows how to meet ADA and traffic safety requirements, while also meeting aesthetic streetscape and parking lot design standards of the Plan.

REVITALIZATION NEEDS

1. **Development Standards.** Create new Planned Corridor Development Standards based on "Planning Principles" of balancing safety/ mobility/community/and environmental design objectives with aesthetics as an integral pat of good design.
2. **Multimodal Street Sections**: Meet related planning objectives for multimodal travel when drafting the new Development Standards.
3. **Partner to Meet Labor Needs.** Partner with the Joplin Area Chamber of Commerce to meet workforce need and their broad-based "Quality Jobs for Joplin" program.
4. **Site Assembly**: For business park and industrial development:
    - The City's primary responsibility should be to insure that appropriate sites are available and provided with necessary infrastructure and entitlements to accommodate new investment in an expeditious manner. The Chamber's job will be to market those promising sites and locations to businesses and institutions desiring expansion within or relocation to the City of Joplin. Priority should be given to business sectors engaged in selling goods and services beyond the community, thereby increasing the size of the local economic pie with new dollars.
    - The City's responsibility for housing infill development should be as outlined for the Recovery Area, assembling land parcels that can be provided to the housing developers to help remove uncertainty of the market (**Ref. Chapter 7, Implementation**).
5. **Partner to Meet Housing Infill Needs.** The assembly of sites suitable in location and size to new increments of real estate development will be critical to the successful rebuilding of the Recovery Area. This will require:
    - definition of a general concept of compatible and interrelated future land uses for the area,
    - rigorous but flexible design and planning standards,
    - effective use of public funds and incentives to induce private investment in necessary public infrastructure – especially roads, electric, gas, water, sanitary and storm sewage facilities, and public open space and parks.

Private investment in rebuilding a devastated area of any city is expensive and inherently risky. Assuming the challenge of achieving appropriate and necessary site assembly is addressed, there will still be overwhelming risks relative to potential rewards to be overcome by the owners and investors in new housing as well as job-producing businesses. The State of Missouri along with the federal government offers an array of tools that can be stitched together to close this gap (**Ref. Chapter 7, Implementation**).

DEVELOPMENT DISTRICTS AND CORRIDORS

The Plan 2012 set forth and adopts certain Overlay Districts, Plan Corridors and Opportunity Areas (**Ref. Chapter 5, Future Land Use**). The distinctions among the Overlay Districts, Corridors and Areas are as follows:

- **Overlay District**: A Zoning District Classification that establishes mixed-use zoning for the land uses within the corridor, as adopted into the Zoning Regulations in Chapter 17, "Overlay Districts," and recorded on the City Zoning Map as a map amendment--thereby effectively rezoning the land to the mixed-uses permitted in the new district.
- **Plan Development Corridors:** Designated linear corridors, focused in the Recovery Area, where reinvestment is uncertain and where "Development Standards" are needed to bring more certainty to rezoning and site plan proposals, and where higher development standards are in the public interest.
- **Future Infill Corridors:** Designated linear corridors largely outside of the Recovery Area, where infill development will occur over time in more standard patterns, yet where the new "Development Standards" are needed to assure to higher development standards for rezoning and site plan proposals.

South Main Street Overlay District

The Joplin Plan 2012 sets forth a new "South Main-to-Downtown Overlay District" for the Main Street Corridor from the I-44 Gateway of Joplin north to Downtown. Consideration was given to extending the northern boundary of the Main Street Overlay District to 7th Street; but, given that the



700 and 800 blocks of South Main Street were already in a historic district, and the 10th-to-15th Street area was largely intact from the storm, it is recommended that the zoning Overlay District begin at 15th Street.

Development Standards and Targeted Plan Corridors

The Joplin Plan 2012 calls for implementing good site planning principles and policies through new Development Standards in key Plan Development Corridors. The Plan outlines expectations and policies to guide the implementation of those new standards (**Ref. Chapter 5 and Appendix A**). Further, they provide the basis for drafting amendments of the standards over time for quality development desired within the key corridors of the Joplin community through Plan 2012 Goals, Objectives and Policies:

- **Development Standard Objectives** state the "intent" for applying the standards. They should be referenced by City Staff, the Zoning & Planning Commission and the City Council when applying the new Standards as promulgated in the Appendices of Plan 2012.
- **Development Standards Policies** provide specific the public policy basis for achieving the community's objectives of good site planning and building design, massing, and compatibility with neighboring residential land uses.

Development Standard Types

The Development Standards must be organized to address the following land use types:

- Residential Medium-density, such as for senior housing, congregate living, and apartments--all of which have been identified in the Plan 2012 as having near-term market niche opportunities.
- Retail-Commercial
- Office/Institutional

Additional Development "Best Practices" are provided for stormwater management in the Capital Improvements Program (**Ref. Chapter 6)**.





New Development Standards of the Plan promote compatibility among multi-uses of land within the Planned Corridors, for example, between commercial centers and neighboring residential districts, with architectural guidelines and principles--applied not as codes, but as site planning standards when reviewing and approving building permits, site plans, and PD rezoning applications to higher-intensity zoning classifications.

Development Standard Intent

The intent of Planned Corridor Development Standards is to promote preferred mixed-use and multi-use land development patterns and quality building in key corridors of the City of Joplin as recommended by citizens in recovery public outreach efforts. The purpose of the standards is to accommodate needed private-market choices of Joplin land owner-developers along certain Principal Streets; while applying new standards that promote preferred development options.

These standards will provide a needed policy link between Plan 2012 and the City and the zoning regulations to

promote compatible site planning and land development should be updated for review of rezoning applications of land next to long-standing neighbors along the key Planned Corridors. The new standards should provide for:

1. **Mixed-Use Development (in the new Main Street Overlay District)**
2. **Neighborhood Development**
3. **Multi-Use Residential-Commercial-Office/ Institutional Development**
4. **Multi-Use Commercial Development**

Application of Development Standards

The application of the standards will vary depending on the type of development, its location, and the surrounding context in the adjacent neighborhoods. Future review of development in the Corridors should be coordinated with the Policies set forth by this section and throughout the Plan. The Future Land Use Plan Map shows the general locations of the Planned Corridors where these standards apply. The Development Standards will be enforced as:

- Conditions of **site plan approval**, or
- Conditions of building permit approval, or
- Conditions of rezoning approval to a higher-intensity **Planned Development (PD) zoning** classification.

Development Standards do not apply to single-family residential uses already in R-1 Zoning Districts. PD zoning applications should be required for any proposed rezoning of land to a higher-intensity land use than as zoned prior to adoption of Plan 2012. The minimum depth required of Planned Development (DP) Zoning District applications for each set of Development Standards, as measured from the nearest Principal Street right-of-way front lot line to the nearest rear lot line of the proposed development parcel from the Principal Street, will set in the zoning regulations for each district. Because each site plan is unique in its topography, its relationship to neighboring districts and land uses, its access to public rights-of-way, and its market opportunities and



New Development Standards promote compatibility among multi-uses of land within the Planned Corridors, for example, requiring 360-degree facade finishes of commercial buildings on the Plan Corridors where adjacent to residential development.

constraints, the corridors are designated officially by the approval of each unique site plan over time, when found to be in accordance with the subject Development Standards. The purpose of the Planned Corridor Development Standards is to allow the City of Joplin--when considering applications for rezoning and/or site plan approval in key community corridors on Principal Streets--to accommodate needed private-market choice by Joplin land owner-developers, while also guiding preferred development patterns with new development standards as envisioned in the Plan.

These recommendations extend to review of zoning district amendment applications, subdivision plans and plats, site plans, and capital improvement program (CIP) planning--including the pre-planning of the upcoming CIP public vote in 2014 for transportation and parks & recreation projects.



Comprehensive Plan 2012

Chapter Three: Community Revitalization

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Chapter Three

Community Revitalization



CART Vision and Recommendations

The Citizens Advisory Recovery Team (CART) was formed at the suggestion of the FEMA Long-Term Community Recovery Task Force after the tornado of May 22, 2011. The CART was composed of city officials, business leaders, community leaders and residents. Its purposes was to:

- First and foremost, to engage residents to determine their recovery vision for Joplin and to represent their views to the community
- To provide a systematic way to address recovery through a planning process
- To bring all segments of the community together to share information and work together

The CART divided into four sectors – Housing and Neighborhoods, Schools and Community Facilities, Infrastructure and Environment, and Economic Development. Each sector was comprised of CART members as well as additional community members that work as part of the group. The successful process process led to a communitywide adoption of a vision statement and goals and recommendations in January 2012 in each of the four CART sectors, based on citizen input and community priorities. Each sector used the goals to develop potential projects that could be used as catalysts for recovery; and the CART lives on indefinitely for guidance of Joplin's ongoing recovery.



Comprehensive Plan 2012 Public Participation Process

The citywide Comprehensive Plan 2012 was launched in late summer of 2011 once the initial recovery planning from the F5 tornado had begun. To engage the public and build on the focused CART process, Plan 2012 facilitated work sessions hosted by the Zoning & Planning Commission in fall 2011 with stakeholder-participants, which included CART Sector Leaders and other community leaders. The citywide Plan consultant team facilitated the 2011 work session in cooperation with City elected and appointed officials and City staff. The issues-identification sessions helped build agreement on principles and recommendations of the Plan.

Action steps for the Comprehensive Plan 2012 are reproduced in Chapter Seven, "Implementation" and are an expression of how the Plan 2012 built on and honored the community-wide input of Joplin area citizens in the official CART "Listening to Joplin" report of January 2012. Plan 2012 community participants included stakeholder groups, landowners, CART leaders, MSSU students, local service providers, municipal representatives and members of the public-at-large. The public participation process in spring 2012 included:

- Open House and Public Hearing in February-March to adopt the Future Land Use Plan Development Standards.
- Final work sessions and Open House in April-May to adopt the full Plan 2012.
- Public Hearings in May-June to adopt the full Comprehensive Plan 2012.



Institutional Partners and Community Revitalization

The Plan 2012 was created with input from institutional partners citywide, in addtion to the CART sectors. The Joplin Area Chamber of Commerce played active roles in defining development challenges and opportunities. The Joplin hospitals and healthcare professionals are active citywied. A daily newspaper and three local television stations, along with radio stations, covered the plan process. The Joplin Historic Preservation Commission and the Parks & Recreation Board provided input. Missouri Southern State University (MSSU) students and Joplin High School students participated in Plan 2012 work sessions. The citywide plan seeks to support these insttutional partners in accommodating their ongoing reinvestment in Joplin, as outlined in this Chapter, beginning with the Joplin Area School District plans for revitalization.

Joplin Area School District Plans

On April 3, 2012, Joplin voters showed their support for the Joplin Schools Bond Request by voting a 58% approval. Plans call for Irving Elementary, East Middle School, and the elementary at East to be open by December 2013. The combined High School/Franklin Technical Center will tentatively open in August 2014. The community "YES" for the future of Joplin Schools is another indication of Joplin's success story in recovery from the May 2011 tornado.

The damage to Joplin schools was significant. Total losses:

- Joplin High School
- East Middle School
- Franklin Technology Center
- Irving Elementary School
- Emerson Elementary School
- Old South Middle School (transitional facility vacant at time of storm)

Damaged or partial losses:

- Cecil Floyd Elementary School
- Duquesne Elementary School
- Kelsey Norman Elementary School
- Roi S. Wood Administration Building

School District Construction Timeline

- Demolition Fall - 2011
- Design Services Winter - 2011
- Ground Breaking at All Sites - Spring 2012
- Ribbon Cuttings Primary Schools - Winter 2013
- Ribbon Cutting HS/Franklin Tech Center - Summer 2014



*The Plan 2012 calls for "Multi-use Development Standards" for key Planned Corridors that include 20th Street (Joplin High School) and other principal street that serve Joplin primary schools. (**Ref. Chapter 5 and Appendix A**) The new standards require site plan to provide their fair share of multimodal trails and bike improvements to school sites.*



*The Zoning & Planning Commission Work Sessions in fall 2011 documented how the CART-recommended walks and trails and crosswalks should be planned for revitalized shool sites, such as the Irving Elementary School being rebuilt on south 32nd Street. The new CIP ranks "Safte Routes to School" projects as top priorities. (**Ref. Chapter 6**)*

Schools and Community Facilities Project Recommendations

The adopted CART report,"Listening to Joplin" recommended specific projects relevant to the the school district and are addressed by the City's Comprehensive Plan 2012:

1. **House Franklin Technical Center** with the **New High School**
2. **Community Gathering Spaces** - Provide community space for more special events and activities for all age groups.
3. **Develop a Center for Arts and Entertainment**
4. **Improve and Expand Farmers Market and Community Gardens**
5. **Build a Memorial to Commemorate Tornado Victims**

On March 15, 2012 the Joplin School District completed the property purchases around Joplin High School and Franklin Technology Center to allow for the rebuilding and expansion of the combined JHS and FTC. Joplin Schools purchased 75 properties for a total of $1.37 million. An additional property was generously donated.

The purchase prices for the properties ranged from $7,500 to $116,000. The average cost per lot was $16,800. Size, location and condition of properties affected the purchase prices, including any improvements that existed or had been made, along with costs associated with clean up and debris removal. (Source: Joplin School District website)



The new "Multi-use Development Standards" for the 20th Street Corridor at the new Joplin High School require corridor site plans to provide their fair share of multimodal transportation, to link the school facilities and the neighborhood to trails and bike improvements.



*The South Middle School, south of I-44 and east of the proposed new Mercy Hospital complex, is one of many Joplin School District facilities not needing reconstruction or rehabilitation as part of the multi-million dollar recovery plans--affirmed by the successful bond issue vote of the Joplin public in April. Nonetheless, this school and other Joplin schools in the north part of the city are priorities for CIP projects, such as multimodal trail extensions and Safe Routes to School sidewalk and crosswalk investments (***Ref. Chapter 6***). The Transportation Plan Map of Plan 2012 calls for bike lanes on South Connecticut Street over I-44 on the overpass, linking to 50th Street and South Middle School.*

Parks & Recreation Master Plan and the Comprehensive Plan

The City of Joplin updated the Citizens Park System Master Plan with a successful vote by the Joplin public for a 10-year ¼ cent sales tax extension for stormwater and park system improvements identified in the Plan. Joplin officials worked with citizens to approve $12.8 Million in future park improvements as shown below. The Parks & Recreation Board has secured citizen involvement over the years toward sale tax vote success: success that can be attributed to the fact that citizens felt they were involved in the planning process. The public venues have included: a) direction and advice from a citizens steering committee; b) individual interviews with key opinion leaders in the community, c) planning charrettes; d) public meetings; e) interviews with organized user groups of the city's facilities; and, f) the completion of a statistically valid citizen survey which was crucial to the study team's understanding of the needs and preferences of the silent majority.

Joplin Parks and Recreation Plans

The May 2011 tornado impacted parks and recreation facilities at Parr Hill Park, Cunningham Park, Landreth Park, and recreation facilities. The Parks Department will be focusing on recovery plans for these and related park improvements, while continuing to implement past park plans, including the following:

- the commitment to offering more recreation programs;
- continued working relationship with the Sports Authority and the Convention and Visitor's Bureau;
- continued improvement in key facility areas such as athletic fields, trails and park improvements;
- improving the opportunities for citizen involvement in the planning of parks and programs;
- improved integrated management systems;
- work to improve and increase the number of partnerships; and,
- improve marketing of programs and services.

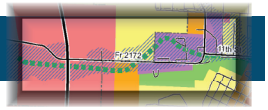
Parks and Trails to be Completed

The City of Joplin is gearing up for a 3/8 cent sales tax extension vote in 2014 that would fund multimodal transportation needs for another 10-year period. This would affect linear parks and trails throughout Joplin—to build on the recently completed trail extensions. Those projects are listed in Table 3.1: 1/4 Cent Sales Tax Projects, 2012-2022. The Plan 2012 calls for CIP Projects to be given high priority where trails can be extended to recovering parks (such as Cunningham Park pictured at right), and to Joplin schools being rebuilt in the Recovery Area; and to older Joplin schools outside the Recovery Area where Safe Routes to School conncections must be made to correct deficiencies.

Table 3.1: 1/4 Cent Sales Tax Projects, 2012-2022

¼ Cent Sales Tax : August 2011 Vote			
Number	**Projects**	**Costs ($000)**	
5A	Softball Complex Amenities	$1,195	
1C	Trail Amenities	200	
2L	Schifferdecker Park	327	
2J	Parr Hill Park	70	
6A	Skate Pods	240	
2K	Athletic Complex	77	
2A	Cunningham Park	150	
2B	Ewert Park	50	
1A	McClelland to Town Green Trail	1,098	
2H	Campbell parkway	60	
2C	Garvin Park	13	
2F	Leonard Park	45	
2G	McClelland Park	63.5	
2D	Humphrey Park	57	
2M	Overlay 13 Outdoor Basketball/Tennis Facilities	227.5	
2E	Landreth Park	120	
2I	Spiva Park	50	
8A	Wildcat Glades & Audubon Center	150	
1B	Low Water Bridge to Grand Falls Trail	1,300	
7B	Aquatic Center Option B	5,800	
4A	Off leash Dog Park	51.5	
3A	Annual Maintenance for 10 years	1,447	
Totals	Cumulative	$12,793	





Parks & Recreation and Comprehensive Plan Projects

Plan 2012 builds on CART recommendations for parks & recreation projects. The Parks & Recreation Board is urged to consider specific projects, such as links to the Missouri Southern State University (MSSU) campuus, and targeted capital improvements for the new Joplin High School and all other School District sites planned for revitalization.

Neighborhoods Parks Projects

At the Plan 2012 Work Session, Joplin Planning Commission members and key stakeholders identified projects for parks and recreation improvements:

1. **Pilot Neighborhood Parks – Target School-area parks** with green space, walkability, connectivity, and crosswalks for a sense of community.
2. **Neighborhood Architectural Advisory Board –** Composed of professionals and community leaders with expertise on neighborhood parks best practices.



Infrastructure and Environment

1. **Multimodal**: Improve bike lanes on Principal Streets according to the CIP Plan Map, prioritizing multimodal projects that link to Joplin School District sites.
2. **Sidewalk Reinvestment**: Install sidewalks on both sides of local streets in recovery areas; and on Principal Streets in all commercial office/institutional districts.
3. **Trails Systems**: Link parks/green space areas as a primary objectives when implementing the Parks & Trails CIP., prioritizing multimodal projects that link to Joplin School District sites.
4. **Low Impact Stormwater Systems**: Create stormwater retention and bioswale **systems in public parks** (where appropriate) to capture and slow storm water runoff; and rain gardens with appropriate planting species.
5. **Public Education**: Educate citizens about stormwater management, recycling, and other sustainability principles and practices in neighborhood parks.
6. **Sustainability Incentives**: Explore project-specific incentives for sustainable infrastructure projects in parks.



Development Standards

1. **Development Standards:** Apply Neighborhood Development Standards to implement park projects.
2. **Fair Share Improvements**: require landscaping of park streetscape to implement corridor standards, and trail linkages to and from parks to extend trail systems.



Historic Preservation Commission Plans

The Missouri Advisory Council on Historic Preservation has approved 21 buildings in the 800 to 900 block of Main Street for registration on the National Register of Historic Places (it requires a final approval in D.C. from the keeper of the National Registry). The two areas that the city wants to join the Sunshine Lamp District include an area located between Joplin and Wall and 1st and 3rd streets and would be known as the Joplin and Wall Historic District. The other would be the South Main Street Historic District, an area on the west side of Main Street between 1st and 2nd Streets. The Missouri Advisory Council on Historic Preservation must recommend the nominations before being forwarded for consideration on the Federal Register of Historic Places. If placed on the national register, buildings in the districts could qualify for federal and state tax credits.

Joplin HPC

Working with the Missouri Advisory Council on Historic Preservation, the Joplin Historic Preservation Commission (HPC) has designated the following districts:

- the Joplin and Wall Historic District
- the 5th and Main Historic District,
- Main and 8th Street Historic District, and
- the South Main Street Historic District.

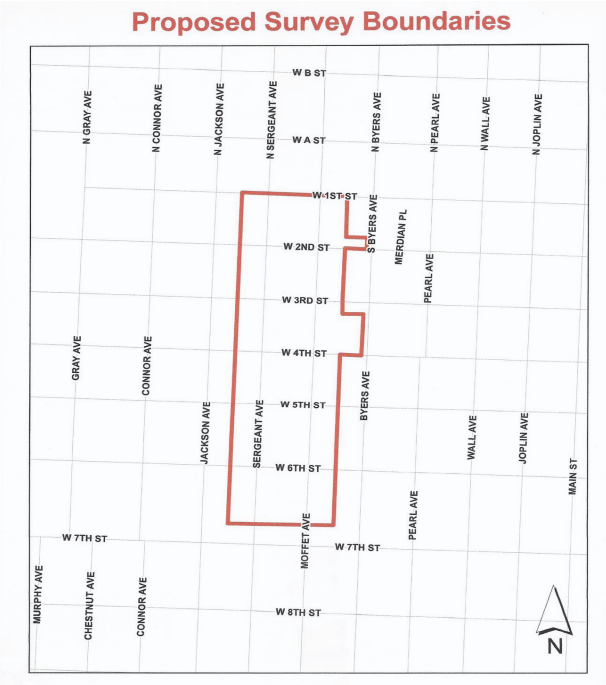
The "Murphysburg" historic area was recently surveyed and is being considered for historic district designation. The current districts were approved by the Joplin HPC and some are considered for nomination to the National Register of Historic Places. As commercial districts, the designation can bring tax benefits to qualifying projects.

The new City of Joplin "Neighborhood Development Standards" should be applied to proposed site plans, rezoning applications and building permit applications in existing historic districts *(***Ref. Chapter 5 and Appendix A***)*. The new standards should also be applied in architectural-surveyed area such as the historic Murphysburg area.

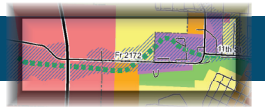
While the local residential district is larger, the surveyed area is within the boundary of the 100-600 Blocks of South Sergeant and South Moffet Avenues, as well parts of Byers Avenue. This surveyed area is based on concentration of intact homes and streetscapes. The new Development Standards should be applied in the Murphysburg area for reasons stated in the Historicjoplin.org website: "for its depth of participation in the historical patterns of Joplin's original growth. Murphysburg pre-dates the incorporation of the City of Joplin and retains original structures built and lived in by architects such as Joplin born Austin Allen . . . who is responsible for designing many of the national register landmarks within the City." (Historicjoplin.org)



The Union Depot is on the National Register of Historic Places and continues to garner interest and support from the Joplin Community for adaptive re-use projects.



The new "Neighborhood Development Standards" of Plan 2012 include historic preservation guidelines for historically sensitive infill development, which would apply to areas such as the surveyed Murphysburg historic area shown here.



Revitalization Issues

From the community input of the CART process and the Zoning & Planning Commission work sessions in 2011, the Plan 2012 has recommended immediate (1-3 year term) and longer (10-year term) projects for implementation **(Ref. Chapter 7, Implementation**). These recommendations are based on the following **needs** for growth and revitalization of Joplin and changes in market demand.

Land Use Revitalization Needs

Residential Low-density: Continue investing in single-family development in long-standing, low-density neighborhoods.

Residential Recovery Areas and Moderate-density Housing: Incentivize moderate-density housing in targeted neighborhoods and R-3 Zoning Districts. There is a market gap that exists today in assembling land in the Recovery Area, where income stratification has been disrupted by the tornado. There is a need for the public sector to partner with the private sector in filling this "market gap" in assembling land for housing infill and resolving the income stratification needs in the Recovery Area.

Office/Institutional Multi-uses: The Plan provides new Development Standards based on new concepts of "multi-uses of land" as called for in the CART process, with moderate-density residential allowed on Development Standards.

Retail-commercial: Joplin has a high "location quotient" for retail commercial, given its role as a Southwest Missouri Region center for shopping. The Plan provides new Development Standards for higher quality, compatible commercial development next to lower-intensity land uses.

Industrial: Joplin has a high "location quotient" for manufacturing plants, given its role as a regional employment center. Manufacturing, warehousing, wholesale, storage, and similar industrial uses need to be accommodated with access to regional transportation, such as at the new I-249 Bypass.

Central Business District: The Plan recognizes the unique character of Downtown Joplin. Higher-density residential uses are encouraged, with continued implementation of the Downtown Plan of 2005.

Public-Semi Public: The rebuilding of Joplin school facilities should be planned with City capital improvements designed to implement the multimodal transportation plans.

Parks and Open Space: The successful Public Sales Tax vote to extend past 2012 another ten years for parkland, trails, and recreation uses needs to augmented with the upcoming proposed vote for 2014 for multimodal trails extensions, in coordination with other transportation projects.

Greenways: Linear park extensions along Turkey Creek and Shoal Creek, including multi-purpose trails, need to be planned in the Joplin 10-year CIP.

Planned Corridor Development Standards: New Corridor Development Standards are called for in the CART recommendations; and supported by the fall 2011 Planning Commission work sessions. The need is to promote preferred mixed-use and multi-use patterns of land development along key Principal Streets, and as infill in residential neighborhoods, to accommodate needed private-market choice while also allowing the City of Joplin to assure compatible development in site plan approval. The following Development Standards are needed at this time:

1. South Main Street Overlay District Standards
2. Neighborhood Development Standards
3. 20th/26th and Connecticut Avenue Corridor Standards
4. South Range Line Road Corridor Standards

South Main Street Overlay District Development Standards: To implement the new Development Standards more immediately in the South Main Street Corridor, the Plan calls for a zoning text amendment to create--not a generalized corridor--but a zoning map amendment for a new Overlay District: the South Main Street Overlay District. This map amendment, establishing a new zoning overlay on South Main, will immediately implement the CART recommendations: It will rezone the Main Street land to Mixed-Use commercial/office/high-density residential, to be developed on the new site planning standards.

Community Revitalization Objectives

Schools + Community Facilities

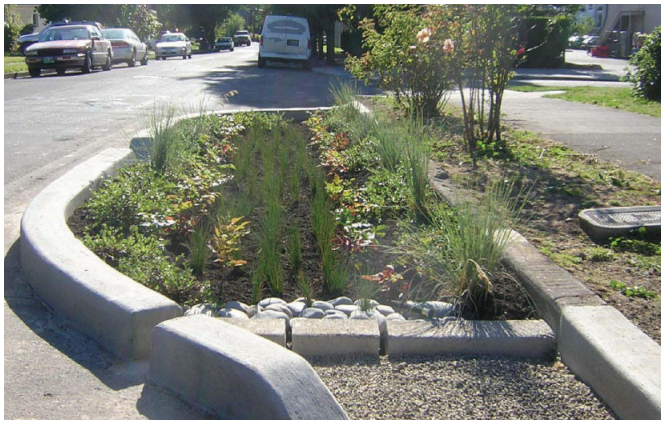
1. **Plan for a "Community Arts Center":** support shared sites for school programs (sciences) as well as citywide needs.
2. **School District-City Plan Coordination.** Adopt a Future Land Use Plan with low-intensity multi-uses around schools, which gives students more walkable neighborhoods, promote multimodal choices.
3. **Partner with the School District, MSSU and the Chamber of Commerce.** Develop job skills to promote economic development as a "Certified Workforce Community."
4. **Coordination of Parks & Recreation with Schools**: Strategically acquire/plan for key parcels to become "neighborhood school parks," and do the same to extend the trails/paths system, and on-street bike lanes.



The Plan 2012 calls for the City to coordinate with the Joplin School District in supporting school reinvestments, such as with strategic neighborhood CIP projects for crosswalks.

Infrastructure + Environmental Plans and Capital Improvements

1. **New "Best Management Practices (BMPs)":** Adopt BMPs for public and private use of "Low Impact Development" (LID) techniques for stormwater detention and pre-treatment facilities—bioswales in off-street parking lots, rain gardens, and related options.
2. **Incentivize BMPs:** Create financial and CIP-targeted incentives for private development of LID improvements.
3. **Educate the Public LID Technologies.** Educate the development community about "green" LID infrastructure and its capacity for pay-back in energy efficiency.
4. **Adopt LID Administrative Practices**. Educate developers to voluntary, cost-effective measures of implementing LID technologies, not as code mandates.
5. **Regional Detention.** Plan and develop regional detention at Murphy Blvd and 15th Street, Arizona Avenue and 32nd Street, and outside the City. Improve detention sites with amenities that promote economic development of land.



Adopt BMPs for public and private use of "Low Impact Development" (LID) techniques for stormwater detention and pre-treatment facilities.



The LID technologies can pay for themselves, with incentives in a public-private partnership.

6. **Work with MOAW on a 15-year Water System Service Plan**: Include strategies for reinvestment in recovery areas.

7. **Prioritize CIP Projects for Stormwater/Parks & Recreation.** Adopt 10-year priorities for implementing the 2011 CIP with direction from the Plan 2012.

Development Strategies

1. **Development Standards.** Implement the new Planned Corridor Development Standards based on "Planning Principles" of balancing safety/ mobility/community/ and environmental design objectives with aesthetics as an integral pat of good design. Meet related planning objectives, such as accommodating multimodal travel, when drafting the Development Standards.

2. **Partner to Meet Labor Needs.** Partner with the Joplin Area Chamber of Commerce to meet workforce needs. A broad-based "Quality Jobs for Joplin" program should be launched as a partnership between the City and the Chamber of Commerce. The City's primary responsibility would be to insure that appropriate sites are available and provided with necessary infrastructure and entitlements to accommodate new investment in an expeditious manner. The Chamber's job will be to market those promising sites and locations to businesses and institutions desiring expansion within or relocation to the City of Joplin. Priority should be given to business sectors engaged in selling goods and services beyond the community, thereby increasing the size of the local economic pie with new dollars.

3. **Partner to Meet Housing Infill Needs.** The assembly of sites suitable in location and size to new increments of real estate development will be critical to the successful rebuilding of the Recovery Area. This will require:

   - definition of a general concept of compatible and interrelated future land uses for the area,
   - rigorous but flexible design and planning standards, and
   - effective use of public funds and incentives to induce private investment in necessary public infrastructure – especially roads, electric, gas, water, sanitary and storm sewage facilities, and public open space and parks.



Educate the public about multimodal transportation choices in preparation for the 2014 CIP initiatives.







New Development Standards promote compatibility among multi-uses of land within the Planned Corridors.

4. **Land for Reinvestment**: Partner with the private sector to plan for land assembly, for low-to moderate-income housing, and for development of major mixed-use anchor projects in key areas, applying the new Development Standards.

Private investment in rebuilding a devastated area of any city is expensive and inherently risky. Assuming the challenge of achieving appropriate and necessary site assembly is addressed, there will still be overwhelming risks relative to potential rewards to be overcome by the owners and investors in new housing as well as job-producing businesses. The State of Missouri along with the federal government offers an array of tools that can be stitched together to close this gap (**Ref. Chapter 7, Implementation**).

Development Standards for Revitalization

The Joplin Plan 2012 sets forth a means of implementing land planning principles and policies through new Development Standards in key Planned Development Corridors. The Plan outlines expectations and policies to guide the implementation of those new standards (**Ref. Chapter 5 and Appendix A**). Further, they provide the basis for drafting amendments of the standards over time for quality development desired within the key corridors of the Joplin community.

- **Development Standard Expectations** identify the "intent" for applying the standards. They should be referenced by City Staff, the Zoning & Planning Commission and the City Council when applying the new Standards as promulgated in the Appendices of the Plan 2012.
- **Development Standards Policies** provide specific the public policy basis for direction to achieve the community's expectations for good site planning and building design, massing, and compatibility with less-intense land uses.

The application of the standards will vary depending on the type of development, its location, and the surrounding context in the adjacent neighborhoods. Future review of development in the Corridors should be coordinated with the Policies set forth by this section and throughout the Plan.

This recommendation extends to review of zoning district amendment applications, subdivision plans and plats, site plans, and capital improvement program (CIP) planning--including the pre-planning of the upcoming CIP public vote in 2014 for transportation and parks & recreation projects.

Development Standard Types

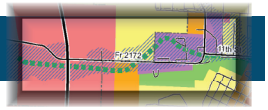
The Development Standards Expectations and Polices are organized to address the following land use types:

- Residential Medium-density, such as for senior housing, congregate living, and apartments--all of which have been identified in the Plan 2012 as having near-term market niche opportunities.
- Retail-Commercial
- Office/Institutional

Additional Development "Best Practices" are provided for stormwater management in the Capital Improvements Program (**Ref. Chapter 6)**.



Planning Commission "Visual Preference Survey" in fall 2011 documented the need for development standards promoting well-designed and aesthtically pleasing crosswalks: for pedestrain safety and for integration of streetscape with private landscaping improvements.



Development Standards Intent

The intent of Planned Corridor Development Standards is to promote preferred mixed-use and multi-use land development patterns and quality building in key corridors of the City of Joplin as recommended by citizens in recovery public outreach efforts. The purpose of the standards is to accommodate needed private-market choices of Joplin land owner-developers along certain Principal Streets; while applying new standards that promote preferred development options.

These standards provide a needed policy link between the Comprehensive Plan 2012 and the City Zoning Regulations to promote compatible site planning and land development next to long-standing neighbors along the key Planned Corridors. The new standards are set forth in **Appendix A of the Plan** are:

1. **Mixed-Use Development Standards--for the new South Main Street Overlay District**
2. **Neighborhood Development Standards**
3. **Multi-Use Residential-Commercial-Office/ Institutional Development Standards**
4. **Multi-Use Commercial Development Standards**

Application of Development Standards

The Future Land Use Plan Map of the Plan shows the general locations of the Planned Corridors where these standards apply. The Development Standards will be enforced as:

- Conditions of **site plan approval**, or
- Conditions of **building permit approval**, or
- Conditions of rezoning approval to a higher-intensity **Planned Development (PD) zoning** classification.

Development Standards do not apply to applications for land use permits or building permits for single-family residential uses already in R-1 Zoning Districts.

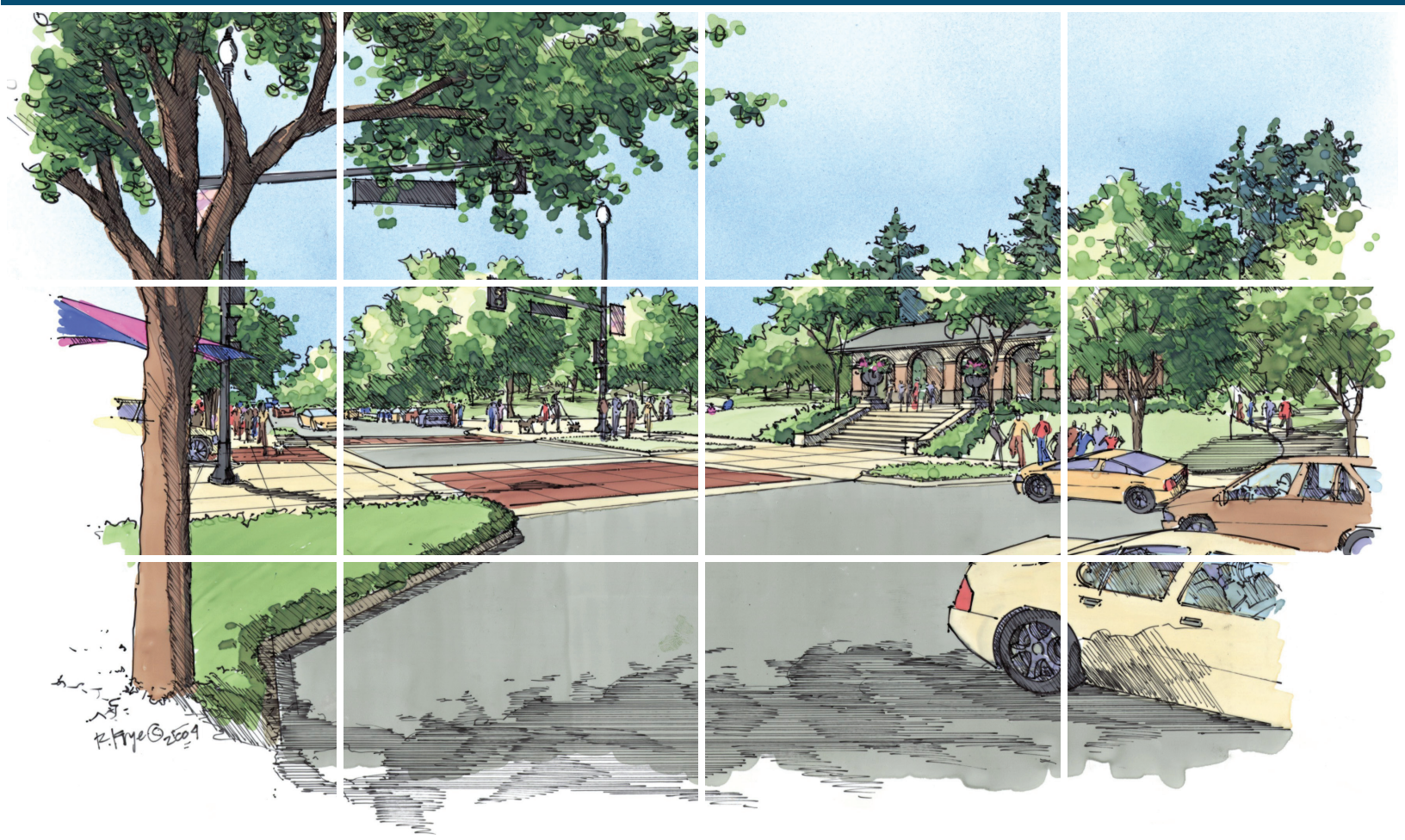
PD zoning applications should be required for any proposed rezoning of land to a higher-intensity land use than as zoned prior to adoption of Plan 2012. The minimum depth required of Planned Development (DP) Zoning District applications for each set of Development Standards, as measured from the nearest Principal Street right-of-way front lot line to the nearest rear lot line of the proposed development parcel from the Principal Street, will set in the zoning regulations for each district. Because each site plan is unique in its topography, its relationship to neighboring districts and land uses, its access to public rights-of-way, and its market opportunities and constraints, the corridors are designated officially by the approval of each unique site plan over time, when found to be in accordance with the subject Development Standards.

The purpose of the Planned Corridor Development Standards is to allow the City of Joplin--when considering applications for rezoning and/or site plan approval in key community corridors on Principal Streets--to accommodate needed private-market choice by Joplin land owner-developers, while also guiding preferred development patterns with new development standards as envisioned in the Plan.

Development Standards in the South Main Street Overlay District

To implement the new Development Standards in the **South Main Street Overlay District, the same procedures apply; however, the new zoning district will be adopted** by a zoning text amendment and a zoning map amendment. The result will be a rezoning of the land parcels in the new Overlay District (from 15th Street south to I-44) for Mixed-Use Development, reviewed and approved for site plans on the new Mixed-Use Development Standards. The implications for this new district, when implemented by the City, will be that land owners do not have to seek rezoning approval for higher-intensity land uses--they will have it authorized through the zoning text and map amendments.

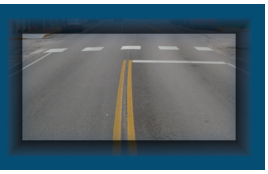
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Comprehensive Plan 2012

Chapter Four: Transportation Systems

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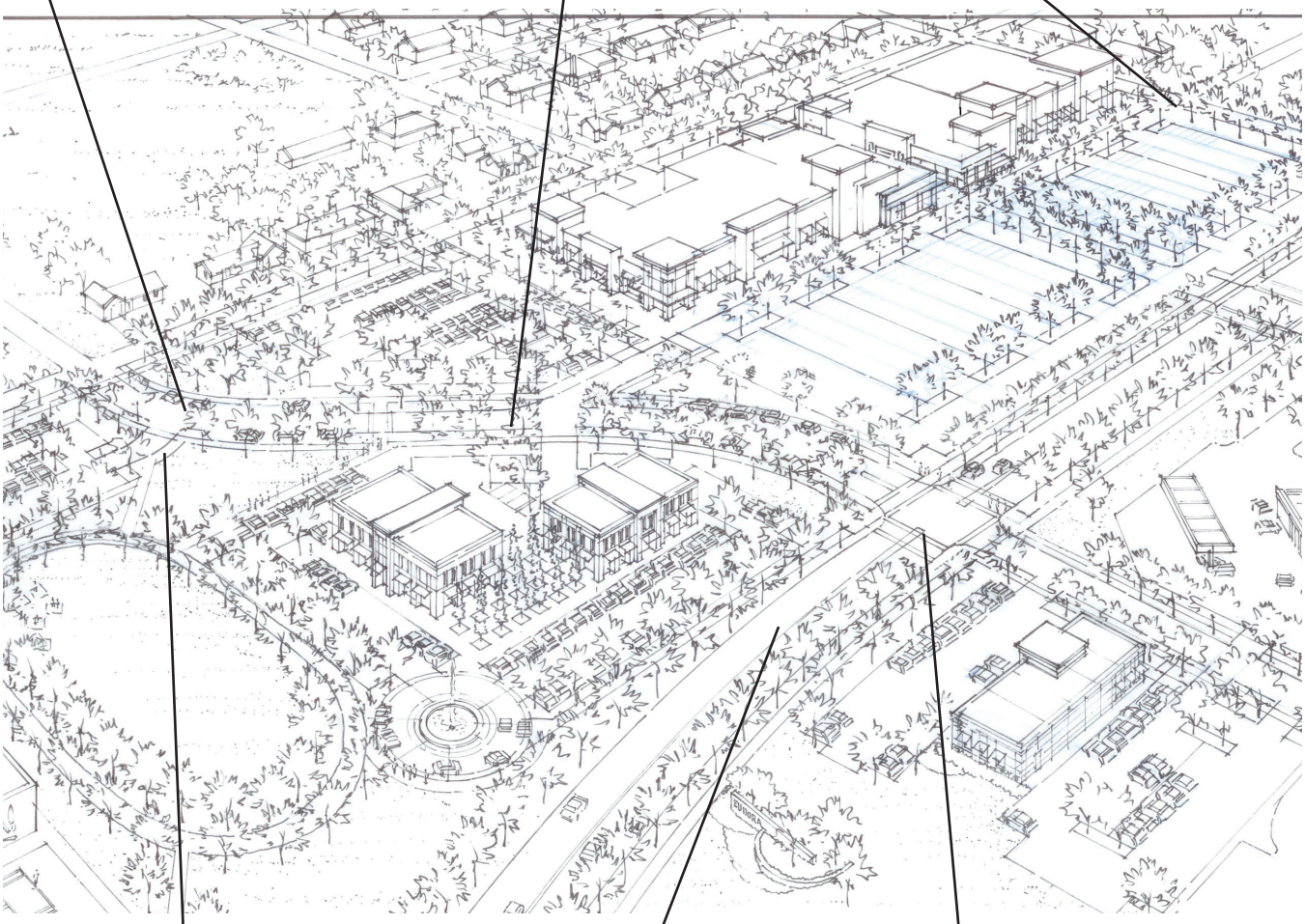
Transportation Systems

Maintaining and improving Joplin's transportation network is essential to the continued prosperity and growth of the community. This chapter sets policies and strategies for long-range transportation plans; and for new ways of defining transportation in Joplin as "**multimodal**." One new way of describing multimodal transportation is with the term "complete streets." The **Plan 2012 shifts transportation thinking** from only car-focused, to **car-sidewalk-trail-bicycle-focused**.

Site improvements must ***include sidewalks along the perimeter of the site and along streets and building frontages***. Each development must pay its ***fair share of trail segments based on citywide trail plans*** in the Joplin CIP.

Collector-level streets should have set backs that ***allow sidewalks with grass medians next to the curb*** to promote a safe walking environment, as well as aesthetic appeal.

Existing local through streets may need to be upgraded to connect appropriately with the City's major streets, such as with ***left turn lanes based on traffic warrant studies***.



Traffic calming on crosswalks (traffic tables, if warranted by a traffic study) improve not only safety but also make the ***crosswalks an integral feature*** of an attractive place to walk and shop and congregate.

Principal Streets should be planned as "**Complete Streets**" to promote safe bike and pedestrian access along the Corridors, including future ***multimodal access to cross corridors*** and trolley stops to achieve the multimodal improvements.

Crosswalks should be improved to promote walkable streets, not just on local and collector-level streets, but on arterial streets like Range Line Road, as well.

Existing Street Network

Freeway Interstate Systems

Joplin is accessed by Interstate 44 that links southwest Missouri and the Joplin metropolitan area to Tulsa, Oklahoma to the southwest and the Springfield metropolitan area to the northeast. The Fayetteville-Rogers-Springdale metropolitan area is south on the new bypass corridor for U.S. 71/I-249. This new interstate freeway also leads north to Kansas City--and will eventually connect Texas and Minnesota via a north-south freeway level interstate highway.

While the newly designated I-249 which forms the eastern transportation edge-corridor of the Joplin region, MoDOT has planned a western corridor north of I-44 approximately along the J-Highway alignment north to U.S. 71 which will serve Joplin's west growth area; however, this future roadway is funded by the state of Missouri only as a conceptual engineering study at this time.

Highway Systems

State Highway Business Routes 66 (7th Street) and 43 (Main Street) travel through the City east-west and north-south and cross in Downtown Joplin. Much of the development that has occurred directly adjacent to the state business route highway system uses these arterial roads for direct access. Each access point creates the potential for vehicle conflicts, and introduces vehicle "friction" when a driveway is used.



Main Street is Joplin's historic commercial corridor and links its vital and emerging Downtown with I-44 to the south. The City has partnered with the private sector to make significant Main Street improvements.

Local Thoroughfare System

Retail commerce of the community is dependent on thoroughfare roads that were former highway corridors, and which remain as regional links to highways; so it is important to facilitate the safe and even flow of traffic along streets such as 7th Street and Range Line Road. Therefore, access management planning should be continued along key corridors to identify land use patterns and a system of supporting local arterial and collector streets.

The local thoroughfare system includes connector streets that provide mobility throughout the community, and connect directly to the state thoroughfare system. East 4th Street and Murphy Boulevard are examples of such local corridors, as well as 32nd Street and 20th Street that link Business Route Highways to Main Street.

Aside from these connections, there is no lack of cross streets to connect the arterials and former highways together; except that, north Joplin lacks some connectivity across Zora and other north-south corridors where topography caused constraints, along with pre-annexation growth without sanitary sewer extensions over time. Consequently, drivers trying to get from one side of north Joplin to the other do not have a "traffic grid system" in place, causing traffic congestion problems at certain times of the day.



Main Street in Downtown Joplin maintains a classic walking-shopping experience with on-street parking. The street-sidewalk-building ratios (width-to-height ratios) form classic, well-proportioned street environments. This gives visitors a comfortable street experience and promotes walking and shopping.



Local Street System

Local streets provide access to property, and typically do not carry large volumes of traffic. Problems sometimes arise when local streets are used for through traffic, due to a lack of arterial and collector routes or due to traffic congestion.

Many local streets in north Joplin lack curb, gutters, and sidewalk infrastructure. Inadequate stormwater drainage is also an issue in older neighborhoods of Joplin. Where appropriate, curbs and gutters could better move stormwater and also improve the physical appearance of the area. In some locations--such as along the natural drainage swales along Murphy Boulevard across 20th Street--the City is planning stormwater improvements to allow water to infiltrate, thus limiting downstream flooding and potentially reducing new infrastructure costs to pipe stormwater.

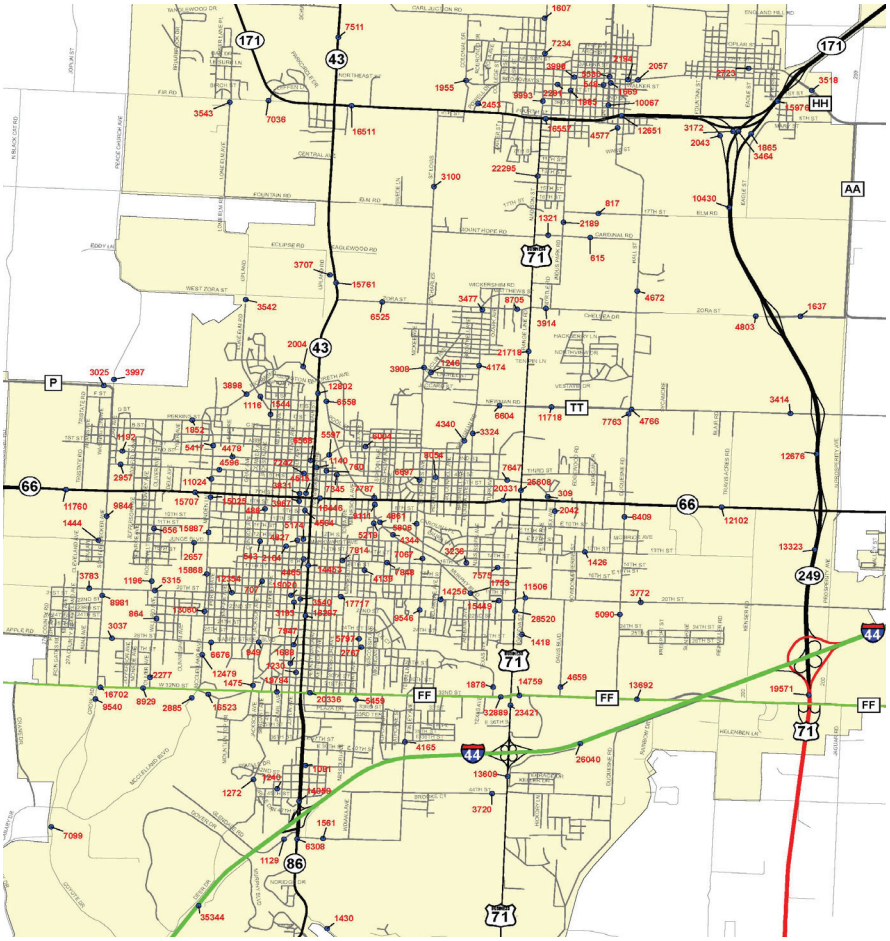
As development occurs in the community's growth areas, local streets must be installed to provide access to property and to provide alternate routes for automobile and pedestrian traffic.

Traffic Counts

The amount of automobile traffic in Joplin is another indicator of the city's status as an employment and commerce center for the southwest Missouri and four-state region. For example, the most recently published MoDOT traffic counts (in 2009, pre-storm) show 14,959 cars per day on South Main Street between I-44 and Downtown; and on Range Line Road south to I-44 there were 23,500-to-28,500 cars per day.

On East 32nd Street to Range Line Road there were 32,889 cars per day; while 7th Street from Downtown to Range Line Road had less traffic: 20,333 cars per day. Schifferdecker Road on the city's west side carried 9,844 cars per day north of 32nd Street in 2009.

The daily traffic consists of Joplin residents, but also of the thousands of employees travelling within Joplin to and from work: almost 200,000 cars per day (in a metropolitan area which pre-tornado had a population of 83,000 and a City population of just greater than 50,000). These relatively high daytime traffic counts represent a tremendous opportunity for businesses in Joplin along arterial streets/ business route highways; but also, a great demand for City maintenance.



Traffic counts are conducted by MoDOT, most recently in 2009--pre-storm traffic counts (shown below). The Missouri DOT will conduct special counts at the request of the City if traffic patterns warrant the special counts.

Sidewalks

Sidewalks allow pedestrians to travel safely throughout the City, and should be upgraded as streets are improved. There are many areas of the community where improved pedestrian infrastructure is needed. Since installing sidewalks on all existing streets is not financially feasible, the city should prioritize improvements and focus on segments along collector (and some local) where sidewalks are in the greatest demand. The "**School District Facilities Plan**" (**Ref. Chapter 3**) calls for "Sidewalk Improvement Corridors" to be planned with the Joplin Area School District and coordinated with CIP plans over time. This strategy will help implement a citywide "Safe Routes to School" (SRTS) program that can compete more effectively for state SRTS funding.

Designs for sidewalks differ depending on location. Walks on arterial streets are wider to accommodate pedestrian safety next to higher speed/higher volume traffic. The new "Development Standards" for the 20th/26th Street Corridors call for wider sidewalks seating, streetscape plantings, benches, decorative lights, and multimodal amenities such as bicycle racks.

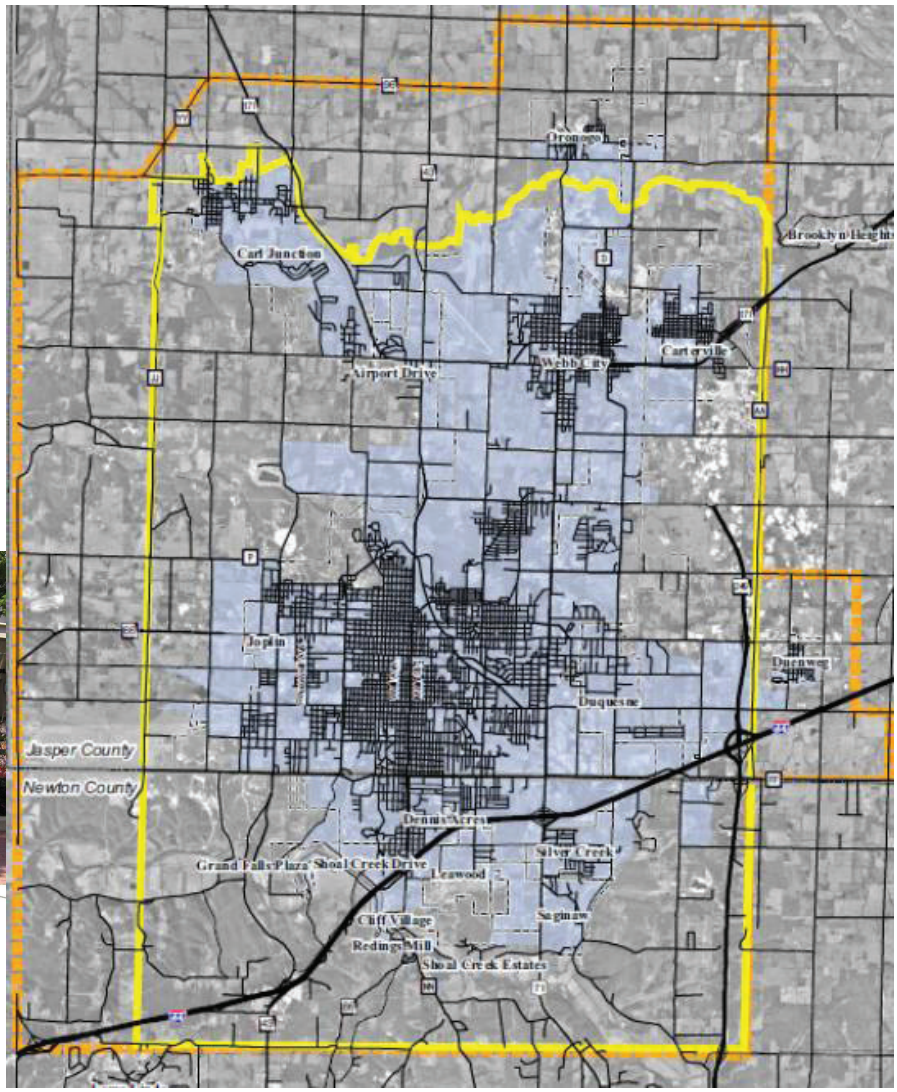


Sidewalks along major streets serve to connect outdoor public activity in the community, as outlined in the new Plan 2012 "Development Standards" for the Planned Corridors (R**ef. Chapter 5 and Appendix A**).

Trails

The Joplin Trail system is being expanded as a multi-use network extending from and along Turkey Creek and Shoal Creek through the City. The ___-mile network is planned for added funding with a proposed extension of the current 3/4 Cent Sales Tax for Transportation in 2014. There is beautiful scenery along the trail network through many of the City's greenways and floodplains, connecting to City parks.

During the CART planning process, the trail system was often mentioned as an asset to the community and citizens recommended providing additional trails along stream corridors to further improve recreation and transportation options--in the Recovery Area and extending citywide. Extensions to the trail are identified on the **Transportation Plan Map, page 4-7**.



The Joplin Area Transportation Study Organization (JATSO) covers the metropolitan area.



Transportation Issues

Joplin needs to expand transportation options by improving opportunities for non-motorized travel and by providing greater connectivity in the street network.

Traffic and Multimodal Transportation

In updating the Joplin Long Range Transportation Plan (LRTP) for the Joplin metropolitan area, the City and regional plan participants examined the relationship between residential, commercial, public, and recreational environments in relation to the transportation system. The 2010 LRTP approach was the next step in redefining Joplin transportation, not just as car-focused, but as multimodal. The LRTP helps in promoting safety and mobility for bicyclists and pedestrians, drivers and trolley riders, as well as the movement of freight. The Plan is an aide in identifying transportation investments, estimating their costs, and establishing priorities among various transportation projects.

The plan also serves as a guide for preservation of corridor rights-of-way for improved routes through redeveloping areas. The plan helps prioritize transportation connectivity to and within the community. The Plan will serve as a public education tool to assist in developing grass roots support for 2014 extension of the 3/8 cents sales tax.

1. **Prioritize CIP Projects for Transportation/Utilities.** Promote 2014 CIP projects with direction from the Plan 2012. Prioritize street and sidewalk and trail improvements with City new utilities, such as interceptor sewer main extensions to serve growth areas near I-249. Educate the public about multimodal priorities.
2. **Complete Streets.** Draft standards for "Complete Streets" for multimodal travel: focus on motorists; but also on pedestrians, bicyclists, and trolley riders.
3. **Neighborhood Connectivity**. Plan for linking parks and community nodes with trails and bike lanes as a key component of Complete Streets, including shared-road bike lanes on Principal Streets.
4. **Street Standards Sections**. Adopt Street Sections to show updated Principal Street Standards that include Complete Street concepts and strategies, implemented through the 2014 CIP and Future Land Use Plan.
5. **Trail System**. Extend the Joplin trail system to the high school and all Joplin School District facilities as a top priority in the current and future CIP projects. Future extensions of trails to other parts of the community are desired once school district priority improvements are addressed.



Range Line Road, 7th Street south to I-44 carries up to 28,500 cars daily (2009, pre-storm MoDOT counts). The highest daily count was recorded on 32nd Street just west of the Range Line Road intersection: 32,899 cars per day. Access management standards must be continually updated over time and implemented to keep traffic flowing at acceptable levels of service.



Transportation Plan

The Transportation Plan 2012 for Joplin is now a multimodal plan, creating a framework for automobile, bicycle, and pedestrian mobility. Future streets should include sidewalks to provide for safe pedestrian crosswalks. Off-street trails and on-street bike lanes should be implemented through the new 2012 Sales Tax for Stormwater and Parks & Recreation Improvements, and through the proposed 2014 Sales Tax for Transportation--including trail extensions, crosswalk and intersection improvements and related multimodal systems.

Due to the redevelopment imperatives in the Recovery Area, Joplin needs to plan redevelopment of its transportation infrastructure to serve infill projects; but at the same time, also serve long-standing older neighborhoods of Joplin outside the Recovery Area. New transportation connections should be considered where employment growth can be served by extending the existing roadway system, such as improving service roads to industrial districts and business parks east of the I-249 Bypass at S. Prigmor Avenue and 20th Street (extended) and Apple Road, upon annexation.

Transportation Map Designations

The **Transportation Plan Map** on the facing page includes the following existing and proposed transportation levels of service designations:

State Thoroughfare System: These roads are the state highway system, owned and maintained by the Missouri Department of Transportation. These roads are the primary means of regional transportation, and direct access should be very limited.

Citywide Thoroughfare System: These roads are the primary Arterial streets across the community, connecting Collector streets from neighborhoods and community destinations.

Local Thoroughfare System: These roads are the primary Collector streets within the community, connecting neighborhoods to Arterial streets.

Local Streets: These streets provide access to property and provide connections to the local and state thoroughfare system. A local street typically should not allow traveling from one side of the community to another.

Future State System Connector: Providing ways for regional travelers and outside workers to reach employment centers in the Joplin area has been identified as a community goal, to support Joplin's role as a regional employment center. City funding participation in future roads may be needed to make MoDOT funding feasible, given state funding cutbacks.

Future Local System Connector: Based on the Future Land Use Map (**Ref. Chapter 5**) and the community's need for infill and redevelopment, the CIP Sales Tax 2014 Projects should be identified as priorities for future roads and multimodal systems that support reinvestment in the core community.

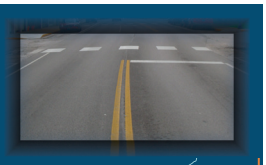
Existing Trails: The Turkey Creek Trail connecting to the MSSU Campus should be a trail priority since it connects to a vital institutional center--with hundreds of mobile students, in need of mobility options--that has remained relatively isolated from the Joplin community: separated by Turkey Creek and Range Line Road, where there is no sidewalk on Newman Road or bike lanes.

Future Trails: Locations for potential trail extensions to Joplin Area School District facilities should be elevated as priorities, based on feedback received during the CART planning process. These locations can connect to stream corridors in south Joplin to Shoal Creek riparian areas. While access to schools is the primary factor in selecting these corridors, connecting to older neighborhoods to the west and south of Joplin should also be a priority.

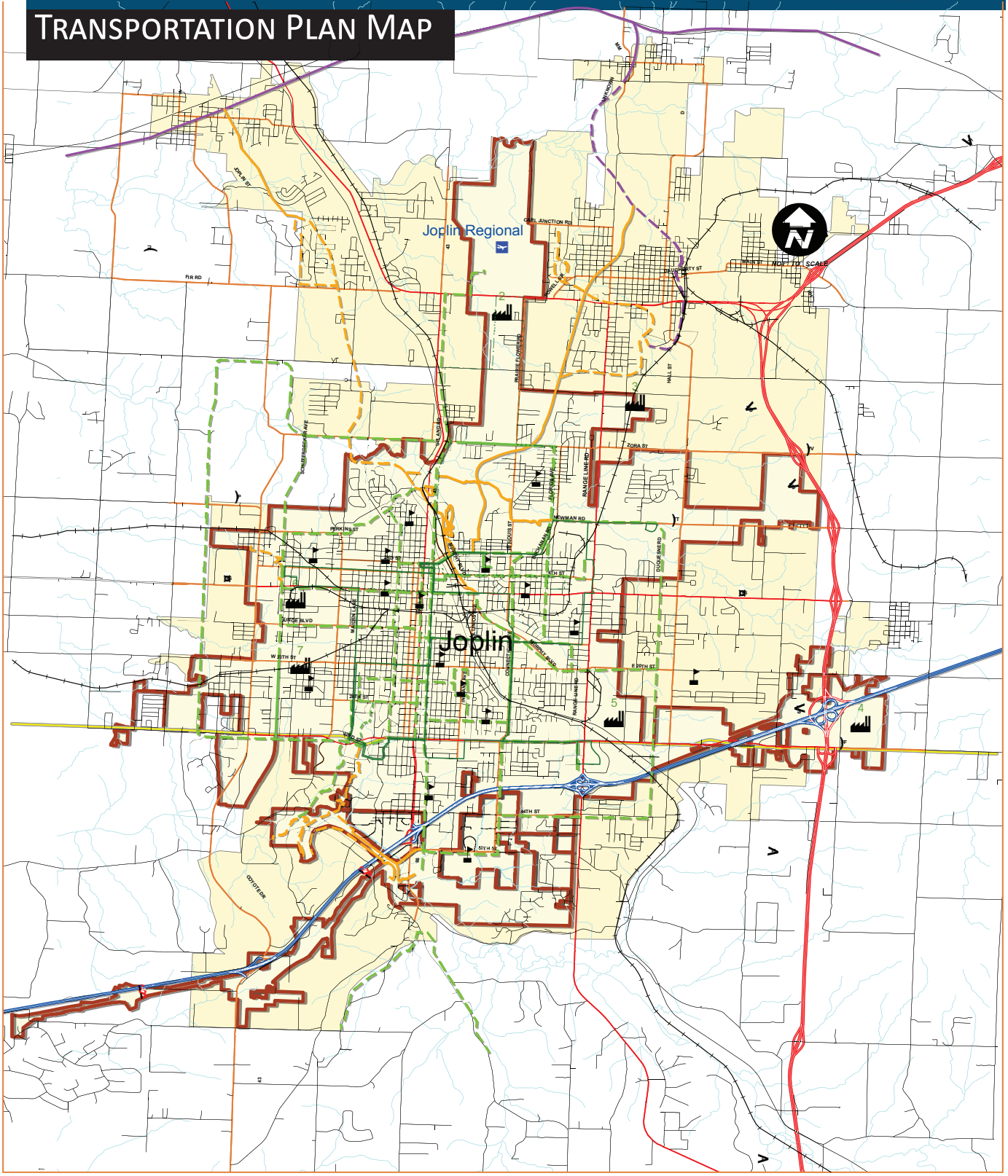
Planned Development Corridors: These are Principal streets planned for newly adopted "Development Standards" where providing sidewalks and other multimodal amenities is a condition of site plan and PD rezoning approval (**Ref. Chapter 5 and Appendix A**). Providing sidewalks to parks, the Joplin Trail System, and to planned commercial areas are also worthy of priority in the Joplin CIP, to support the enhanced development standards met by the private sector.



Sidewalks are missing near many older schools, such as shown here north of Zora. Connecting crosswalks with new sidewalks near schools is a priority of Plan 2012. New "Neighborhood Development Standards" call for it (R**ef. Chapter 5 and Appendix A**).



Transportation Plan Map



Transportation Recommendations

The City should coordinate with MoDOT and perform operations studies of the Main Street and Range Line Road Corridors--where the highest traffic counts are logged. The corridor studies should focus in several key areas:

1. This study should look at the whole system of Business Route corridors into and through Joplin. The section of Bus. Rt. 43 south of Downtown is a key link to Joplin's core from I-44 and passes through the Recovery Area. This five-lane Arterial Street section may be considered for on-street parking extension to emulate Downtown Joplin: extending south of the City core, for example south of Wilder's Steakhouse, where on-street parking still exists.

2. Grandfathered drive cuts and associated conflict points on the South Main corridor should be considered for amortization, in favor of access from the grid-pattern side streets. The City/MoDOT corridor studies could document potential revitalization benefits, to include:
   - recessing on-street parking spaces for better pedestrian safety and traffic flow, and adding bump-out sidewalk zones at crosswalks,
   - improving vehicle movements and turning radii on and off of South Main Street,
   - improving pedestrian movements and safety with ADA-compliant crosswalks,
   - creating added space for deeper sidewalks,
   - creating space for streetscape improvements and directional signage to Downtown, and
   - creating space for welcome signs and related "gateway features" in the "South Main Street Gateway" Planned Corridor to I-44.

3. Many key corridors are not walkable. The Planned Principal Corridors should be high-priority sites for CIP sidewalk funding, in particular where Main Street connects to the downtown. Other key intersections in the Recovery Area, where Collector streets meet Arterial streets, should be targeted for priority funding:
   - Connecticut and 20th Street
   - Murphy Boulevard and 20th Street, which has poor intersection geometry



Looking west toward the "Three-way" intersection. The Plan recommends that transportation improvements become more multi-modal over time as sidewalks are installed, bridges are replaced, and bicycle lanes/paths are improved.

   - The new High School crosswalks on all surrounding public streets
   - Other public school sites: crosswalks on all surrounding public street

4. Safe Routes to School (SRTS) strategies should be implemented for all public schools, such as at Royal School in North Joplin.

5. Improve sidewalks and crosswalks in the Downtown Core, starting with public investments that are the most



The new Plan 2012 "Development Standards" call for crosswalks to be designed on the Planned Corridors for both safety and for aesthetics: as integral extensions of off-street parking lots, with streetscape landscaping that links the private and public realms. (R**ef. Chapter 5 and Appendix A**).

Safe Routes to School (SRTS) strategies should be implemented for all public schools, such as at Royal School in North Joplin.

6. Improve sidewalks and crosswalks in the Downtown Core, starting with public investments that are the most basic for improving walkability and safety:

- Continue improving crosswalks to promote a safe Downtown pedestrian and vehicle environment;
- Upgrade curbs and ramps for ADA (disabled pedestrian) improvements; and
- Continue to improve the streetscape and streetlights along the entire South Main Street Corridor to link to the South Main Street Gateway Corridor through the Recovery Area.

7. The Newman Road Corridor linking the MSSU Campus to Range Line Road must continue upgrades as a community priority. The City has worked with MoDOT to design and begin implementing sidewalk-trail-crsosswalk improvements west and east of Range Line Road. Everyone coming into the Campus must egress from Newman Road, which is not multimodal. A more complete transportation system must be improved as planned. **Cross linkages between the south Campus across Turkey Creek with a pedestrian bridge and trail beneath the railroad trestle should be planned long-term**, i.e., beyond the next 5- to 10-year CIP period; but on a schedule that coordinates City and MSSU budgets. (A proposed pedestrian light-crosswalk on Range Line Road near Newman Road would not meet MoDOT traffic-pedestrian warrant standards, so it is not an option.)

8. The older Arterial and Collector streets in the City--particularly northern older neighborhoods--should be planned for curb and gutters so that sidewalks and bike lanes can be improved. Safety improvements should include at least full lane widths of 11 feet, with curb and gutter and sidewalk; and wider if planned for an on-street bike lane (Ref. Plan 2012 Street Section Graphics on page 4-10). Because of the cost involved, these improvements should be prioritized and phased in over a 10- to 20-year period, with the highest priority improvements starting in the next 10-year CIP for Transportation Sales Tax starting in 2014.

9 The City should continue updating access management polices and standards, and apply



Upgraded sidewalks, including ADA curb cuts, should be targeted near schools to promote school walkability, implementing Safe Routes to School strategies.

access management standards to major streets in the Recovery Area, to amortize out excess curb cuts. Each access on Principal Streets creates the potential for vehicle conflicts, and introduces "vehicle friction" at each driveway: other vehicles are forced to adjust their speed to accommodate vehicles slowing to leave the traffic stream, or when vehicles enter the traffic stream. To achieve improved performance and safety on Principal Streets, the City should look for non-damaging ways to improve access management over time, as opportunities arise through redevelopment.

10. **The City must continue coordinating with MODOT to ensure that all Business Route Corridors in the**



Curbline sidewalks are not preferred, but the safety concerns can be mitigated by bike lanes next to the walk. This creates added "shy distance" from car traffic, adding to safety.

Recovery Area accommodate commercial growth along the corridors and become viable parts of the City. Therefore, corridor planning is critical to promote the recommended land use patterns of the Plan (**Ref. Future Land Use Plan Map and Appendix A**) and local arterial streets to properly serve development.

Complete Streets

The City of Joplin Plan 2012 is adopted with "Complete Streets" as a new guiding principle for transportation planning. Complete Streets are designed and operated to work for all users--pedestrians, bicyclists, motorists--and for all ages and abilities. Communities that adopt complete streets policies are asking transportation planners and engineers to consistently design and alter the right-of-way with all users in mind.

The street sections on the facing page (Page 4-11) are the newly adopted Complete Street Standards for the City of Joplin: Not to replace current maintenance of streets, but to guide the design of new streets on the Principal Street System, where there is sufficient rights-of-way. In today's landscape, retail and commercial development is often accessible only by automobile along roads that have become jammed even on weekends. Potential shoppers are left with no choice but to fill up the tank and drive. For many, that can mean staying home. This is particularly true for seniors; research shows that "half of all non-drivers age 65 and over – 3.6 million Americans – stay home on a given day because they lack transportation." (*National Complete Streets Coalition*)

Access Management Standards

Just as the design of a roadway helps to move traffic efficiently, controlling access to the roadway system can help do the same. The City of Joplin is applying access management along Range Line Road and other major arterial streets. The lack of an adequate access control policy or plan increases the probability of having traffic hazards and increased traffic congestion. Traffic hazards and traffic congestion reduce the capacity of the roadway to accommodate the traffic volumes for which it is designed. Traffic congestion and traffic hazards increase the pressure to widen roadways which requires additional public funds. MoDOT Access Management Standards should be followed.

Minimum Intersection Spacing

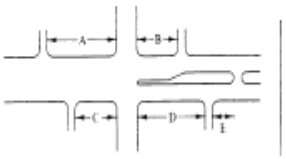
Through-Traffic Speed	Minimum Intersection Spacing
30 mph	210 feet
35 mph	300 feet
40 mph	420 feet
45+ mph	550 feet

The City of Joplin should continue using the Minimum Intersection Spacing standards as adopted in its 2000 Comprehensive Plan. The minimum standards should be followed when approving subdivision plats.

Maximum Driveway Spacing Guidelines

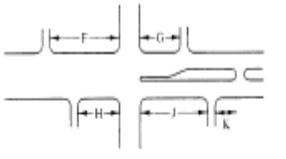
Maximum Number of Driveways	Driveway Spacing	
	Undivided Arterial Streets Length of Lot Frontage	Divided Arterial Streets Length of Lot Frontage
1	0-399 feet	0-529 feet
2	400 - 899 feet	530 - 1199 feet
3	900-1,399 feet	1200 - 1859 feet
4	1,400-1,899 feet [1]	1860 - 2525 feet [2]

The City of Joplin should continue using the Maximum Driveway Guidelines as adopted in its 2000 Comprehensive Plan. The driveway guidelines should be followed when approving curb cut applications, based on street classification.



Item	Functional Classification of Road		
	Arterial	Collector	Local
A	230	175	50
B	115	85	50
C	230	175	50
D	230	175	50
E	75	0	0

(a) Signalized intersection control



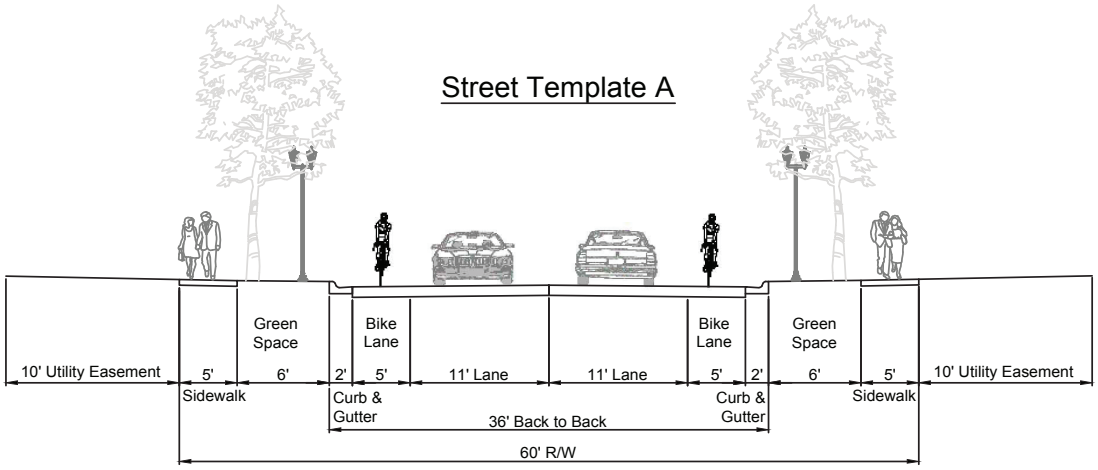
Item	Functional Classification of Road		
	Arterial	Collector	Local
F	115	75	50
G	115	85	50
H	85	85	50
J	115	75	50
K	75	0	0

(b) Non-signalized intersection control

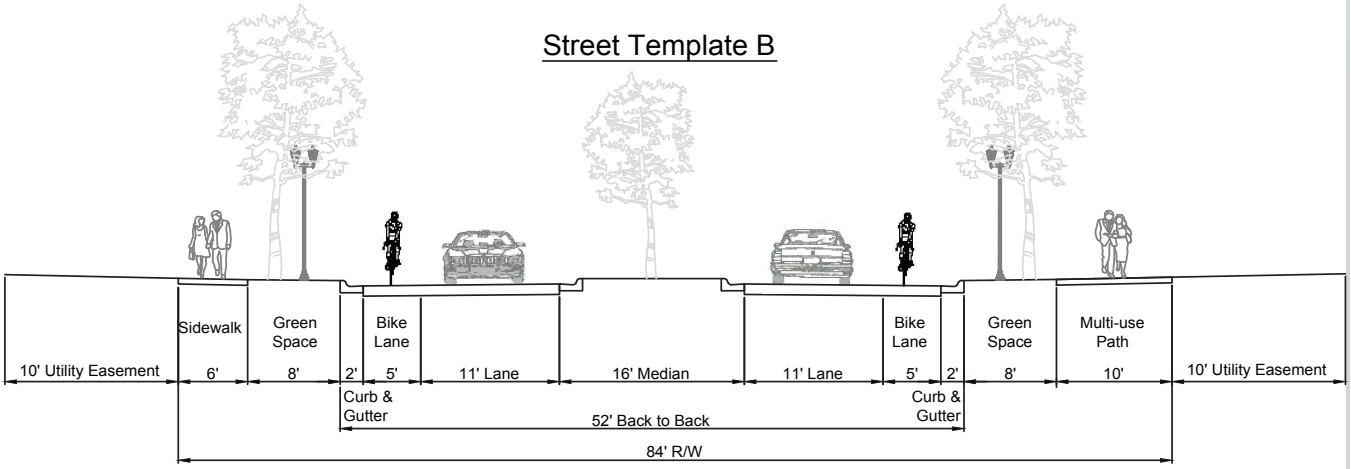
The City of Joplin should continue using the Corner Clearance Standards (above) base on street classifications.



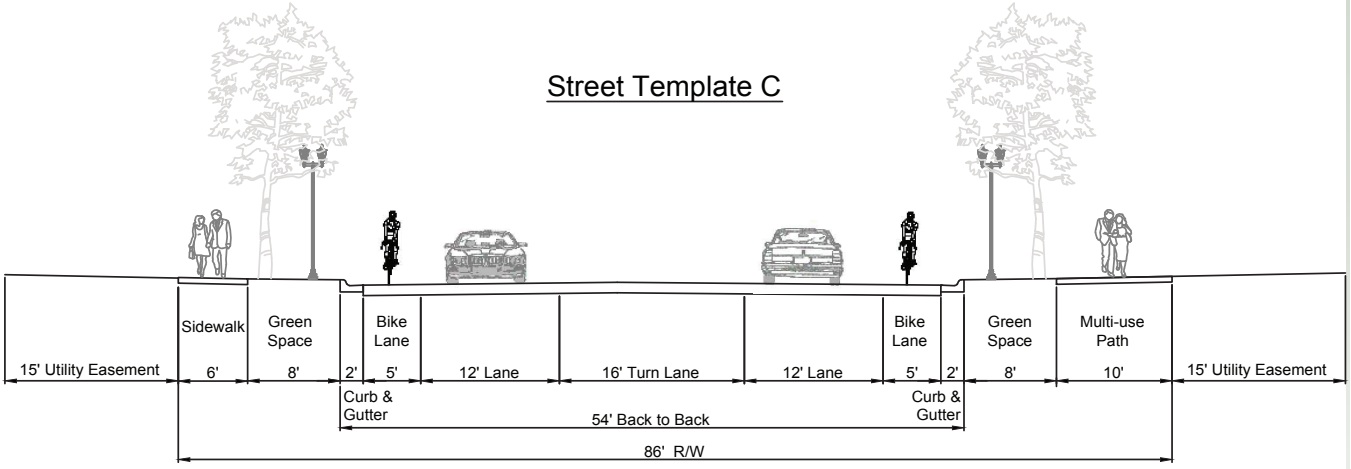
Street Template A



Street Template B



Street Template C



The Joplin Plan 2012 establishes new multimodal street sections for planning purposes:
Collector Streets with Bike Lanes and Sidewalks: Street Template A
Collector Street with Center Median, Bike Lanes and Walk/Multi-use Path: Street Template B
Arterial Street with Center Turn Lane, Bike Lanes and Walk/Multi-use Path: Street Template C

Capital Improvements Program (CIP) Projects

1. **Prioritize CIP Projects for Transportation, Water/ Wastewater.** Promote 2014 CIP projects with direction from the Plan 2012, such as interceptor sewer main extensions to serve growth areas near I-249 and related Future Land Use Plan issues. Educate the public on multimodal transportation priorities.
2. **Complete Streets.** Draft standards for "Complete Streets" for multimodal travel: motorists, pedestrians, bicyclists, and trolley.
3. **Neighborhood Connectivity**. Plan for linking parks and community nodes with trails and bike lanes as a key component of Complete Streets, including shared-road bike lanes on Principal Streets.
4. **Street Standards Sections**. Adopt Street Sections to show updated Principal Street Standards that include Complete Street concepts and strategies, implemented through the 2014 CIP and Future Land Use Plan.

The projects on the facing page are recommended for CIP 2014 funding with proposed extension of the City's current 3/4 Cent Sales Tax.

Long-Term Transportation & Streetscape Projects

The following projects are recommended once the above projects are completed:

1. Install Main Street intersection improvements, in accordance with the new South Main Street Overlay District and Corridor Development Standards.
2. Define alignments and construct local thoroughfare streets as identified by the LRTP 2010.
3. In coordination with MoDOT, determine the proper location of a future state highway system connection in the I-249 Bypass corridor arterial streets, such as at 32nd Street.
4. Install sidewalks on Principal Street Planned Corridors as identified by the CIP.
5. Extend the City's trail system along Turkey Creek at the MSSU Campus and construct pedestrian bridge.
6. Install appropriate streetscape enhancements down South Main Street.
7. Study the West Bypass Corridor alignment along J-Highway.





Street systems in historic Downtown (upper right) carried arterial traffic through the City core. Northern fringe regions of Joplin (upper left) were usually annexed after rural/suburban development had already started, resulting in under-designed streets, curb and gutter and sidewalk systems.



Transportation & Streetscape Projects for 2014 Vote

PROJECTS		COST ESTIMATES (in $Millions)			
ID	Project	2014	2019	2024	Benefit/Cost
J1	32nd: Schifferdecker-Country Club 1.0 mile, Add turn lane	$3.6			4.78
J2	Duquesne: Newman-Zora 1.0 mile, Widen to 4 lanes w median	$3.6			4.75
J3	Connecticut: 50th-Highlander 0.8 mile, New 3-lane raodway	$3.2			4.37
J4	Range Line: Cardinal-15th 3.4 mile, Access Manage, Intersect	$1.7			3.78
J5	Range Line: 15th-I-44 1.9 mile, Access Manage, Intersect	$0.9			3.54
J6	CR 190: I-44 Interchange Construction	$15.0			3.45
J7	West Corridor: I-44-Mo 66 7.0 mile, New Highway	$25.2			2.81
J8	Schifferdecker: Mo 66-Zora 2.1 mile, Widen to 4-lanes/median	$8.8			2.61
J9	Range Line: 15th Intersection, Access Manage and Improve	$0.7			2.56
J10	32nd: Country Club-Central City 1.0 mile, Add center turn lane	$3.6			2.26
J11	Duquesne: I-44 Overpass Construction	$5.2			2.14
J12	Mo 66: Maiden-Schifferdecker 1.0 mile, Add turn lane	$3.6			2.10
J13	20th: Intersection w KCS, Grade Separation	$15.0			1.90
J14	Newman: Duquesne-Mo-249 1.8 mile, Complete Street	$4.9			1.90
J15	RTE FF: Intersection w Davis		$0.5		1.81
J16	Maiden: Perkins-Murphy 0.2 mile, Realign, add center turn		$1.0		1.64
J17	Duquesne: 7th-Newman 0.8 mile, Widen to 4-lane		$2.7		1.61
J18	RTE FF: Intersection w Reinmiller		$0.5		1.60
J19	Zora: West Corridor-Main 4.4 mile, widen to 4-lane		$18.5		1.59
J20	Black CAt: 32nd-20th 1.0 mile, Add center turn lane		$3.6		1.51
J21	Mo 66: Maiden-Range Line 3.0 mile, Access manage		$6.0		1.46
J22	Range Line: I-44 Reconstruct Interchange		$15.0		1.40
J23	15th: Intersection w KCS, Grade Separation		$15.0		135
J24	20th: Black Cat-Schifferdecker 1.0 mile, Add center turn lane		$3.6		1.26
J25	St. Louis: Zora-Mo 171 2.0 mile, Add center turn lane		$7.2		1.20
J26	44th: Overpass at I-44		$5.0		1.10
J27	Connecticut: Overpass at I-44, Improve to 4-lane		$3.5		1.0
Total Cost		$176.8			



Longer-Term Capital Projects

The Joplin CIP should coordinate near-term projects with longer-range transportation plan needs so that a financial strategy includes estimates for how much funding will be needed over the life of the Plan. For example, how the City as MPO can reasonably expect to fund the longer-term projects anticipated in the Plan, including potential longer-term revenues from FHWA and FTA, state government, regional or local sources, the private sector, and user charges. Such planning will help in strategizing for longer-term projects, such as the west Route-J bypass concept for Joplin.

Improvement costs should be projected and documented for long range recommendations. The availability of funds for future transportation improvements should be determined from a review of past expenditures and new potential funding sources. Recommended facility improvements should be grouped into phases according to the needs of projections of the Plan. Projects with the greatest expected benefit should be assigned a higher priority. Each phase would be financially constrained within the limit of funds expected to become available within that period.

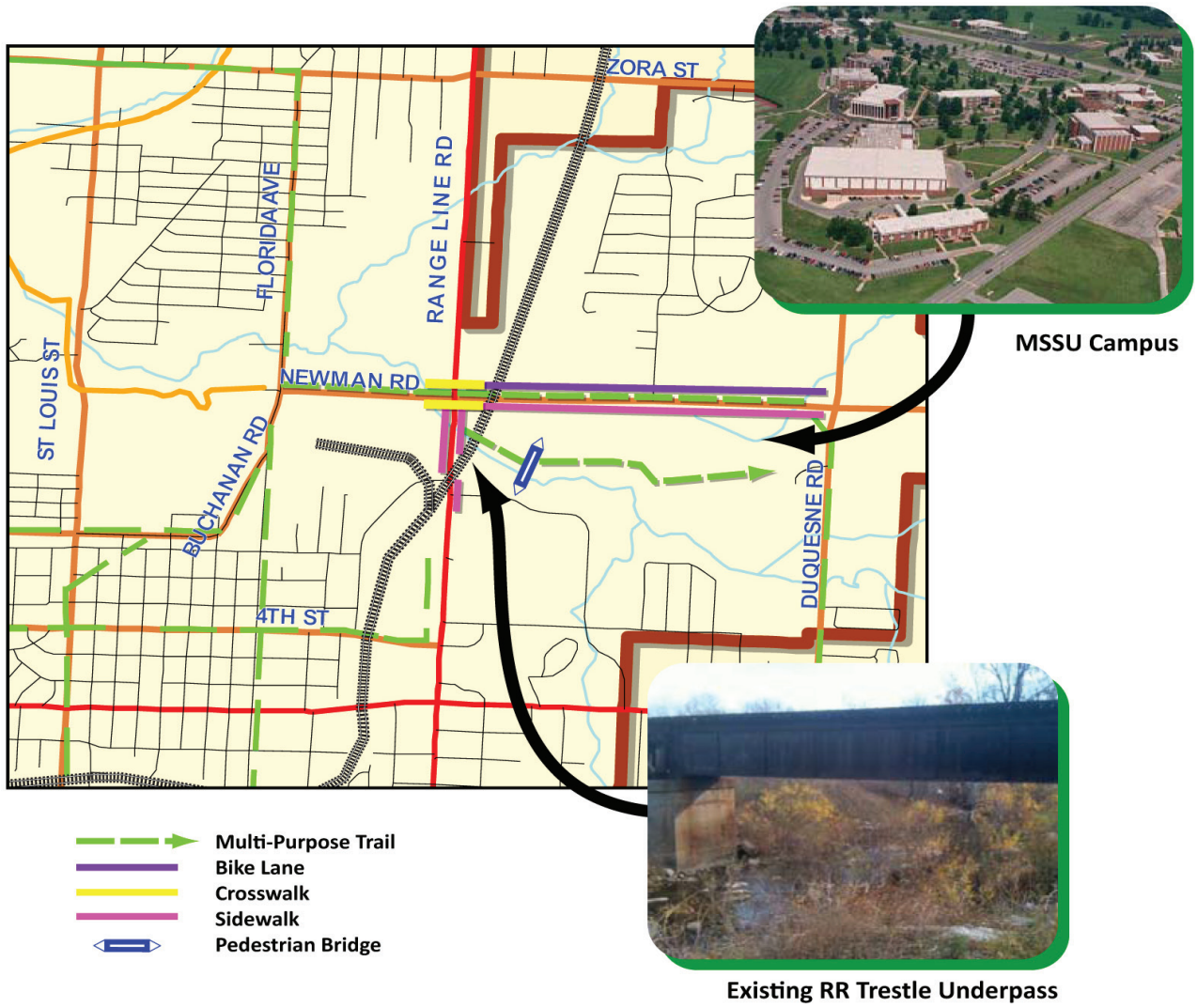
The Joplin Plan 2012 focuses primarily on infill redevelopment in:

- the Recovery Area,
- historic neighborhoods of Joplin outside of the Recovery Area, and
- fringe development areas, such as the Joplin area business parks and industrial districts where roads need to be extended and improved in support of private sector development.

One critical long-term Transportation CIP Project is illustrated in the graphic below: Connecting the MSSU Campus to the greater Joplin Community with multimodal transportation improvements. Missouri Southern State University is a vital institutional presence in the Joplin Community; and, more important, can be made more attractive to students--and therefore, even more vital as a community institution--if it is made more accessable to the City. MSSU students deserve to be given multimodal access to the primary transportation-retail corridor on Joplin's east side (Range Line Road); and to the citywide trail system that is maturing as Joplin invests more and more in its linear park system.

The MSSU Campus-to-Joplin connections illustrated on Page 4-15 (opposite page) are examples of strategic transporation improvements that must be prioritized along with all the other CIP projects (**Ref. Chapter 6**). In effect, these multimodal projects for MSSU students are an extension of the Safe Routes to School project objectives spelled out elsewhere in Plan 2012 for coordination with the Joplin Area School District.

Multimodal Transportation CIP for MSSU



*The Joplin Plan 2012 calls for the new multimodal street sections (***Ref. Page 4-11***) to be applied, for planning purposes, to future improvements of Newman Road as it connects to Range Line Road from the MSSU Campus: Multi-purpose Trail Connections; Bike Lanes on Newman Road; Crosswalks over Range Line Road (being designed by MoDOT; Sidewalks (both roads); and a Pedestrian Bridge (south across Turkey Creek). These concepts were discussed at length during the fall 2011 Zoning & Planning Commission work sessions, which included participation from MSSU student body council representative. The improvements are great examples of improved "connectivity" across the Joplin Community.*

The recommendations are in keeping the CART-recommended investments in multimodal transportation in the Recovery Area--applied in this case to neighborhood/institutional needs citywide. This makes good one pledge of the Plan 2012 process: to extend the CART vision adopted by the Joplin public to other areas of Joplin that are in need of similar community reinvestment solutions.

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Comprehensive Plan 2012

Chapter Five:
Future Land Use Plan

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Chapter Five

Future Land Use



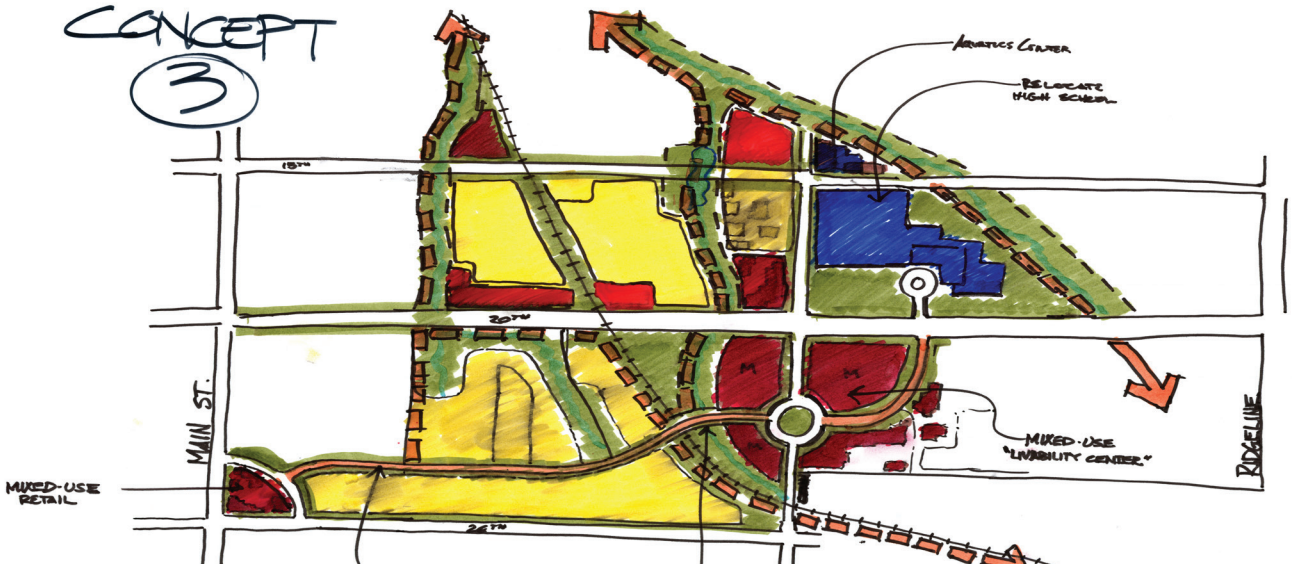
Land Use Plan and Development Standards

This Chapter provides a guide for planning decisions and preferred development standards in the Joplin community. The Future Land Use Plan serves as a long-term guide for the development of land by preferred land use types--including newly defined concepts of "Mixed-Use" and "Multi-Use" of land; and for revitalization and redevelopment of land, citywide and in the recovery area of Joplin and Duquesne. The Plan focuses citywide and on citizen advisory and recovery recommendations.



Development Standards and Site Planning Guidelines

The Plan sets forth new Development Standards for good design, such as proper "Building Materials and Massing" (as illustrated above in a commercial site on East 32nd Street). The Joplin development community has long set good precedents for proper design; now the Plan 2012 sets forth development standards for specific Planned Development Corridors as promulgated in this Chapter and in Appendices of the Plan.



Concept Plans & Principal Street Corridors (Here: South Main and 20th Street)

The South Main Street Corridor is a response of the Plan 2012 to CART-recommended initiatives. Shown above is a concept plan from the October 2011 CART-sponsored "Community Charrette" to draft development ideas for Joplin recovery. The Plan 2012 sets forth 12 "Planned Development Corridors" citywide and promulgates 5-sets of Development Standards.

Applying Site Planning Guidelines and Development Standards

The graphic rendering presented here is for illustration of development standards to be applied when reviewing site plans and zoning applications in the Plan Corridors. The newly designated mixed-uses and multi-uses are allowed as conditions of compliance with new Development Standards for each Site Plan or Planned Development (PD) rezoning in the Corridors.

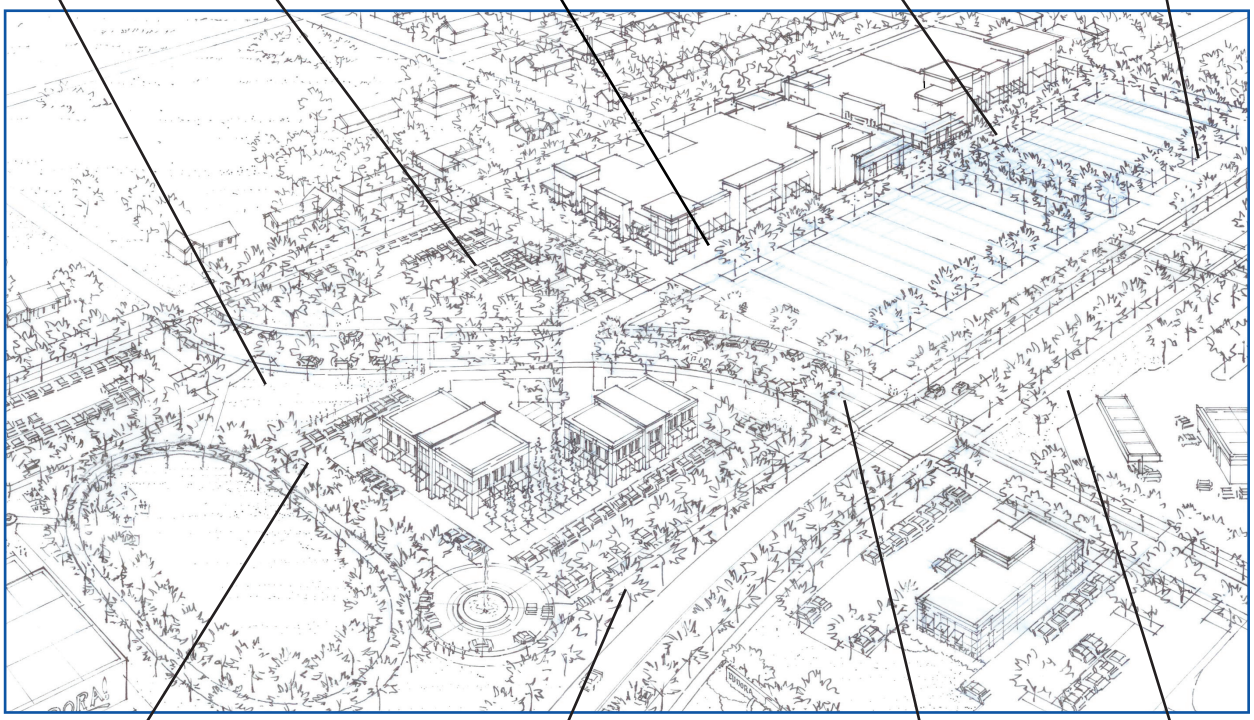
Site improvements must include sidewalks along the perimeter of the site and along streets and building frontages. Trails should be incorporated based on future trails plans and the Joplin CIP.

Based on the commercial density proposed by the site developer, a larger off-street parking lot can serve the site and also accommodate special events. The off-street parking area should be well-landscaped and include highly-visible and convenient walkways.

Interior streets and access drives with interior connections is encouraged along and off the corridors. This allows for better access and safer connections between large surface parking lots.

Higher-density commercial uses (2-3 stories) are more appropriate for the portion of the Corridor along South Main Street, while lower-density commercial (one story) is most appropriate along 20th and 26th Streets where the commercial transitions to neighborhood homes and streets.

Where off-street parking is placed between the building frontage and Main Street, this parking should be minimized in depth and should be well-landscaped to complement the pedestrian spaces on the street.



Park and Open Space land should be integrated into the site to provide for recreation activities and public gathering places.

Principal Streets should be planned as "Complete Streets" to promote safe bike and pedestrian access along the Corridors, including future multimodal access to cross corridors and trolley stops to achieve the multimodal improvements.

Traffic calming on crosswalks (traffic tables, if warranted by a traffic study) improve not only safety but also make the crosswalks an integral feature of an attractive place to walk and shop and congregate.

Off-street parking lots should be linked and connected for integrated traffic movement, without having to exit onto the public street.

Public Participation Process

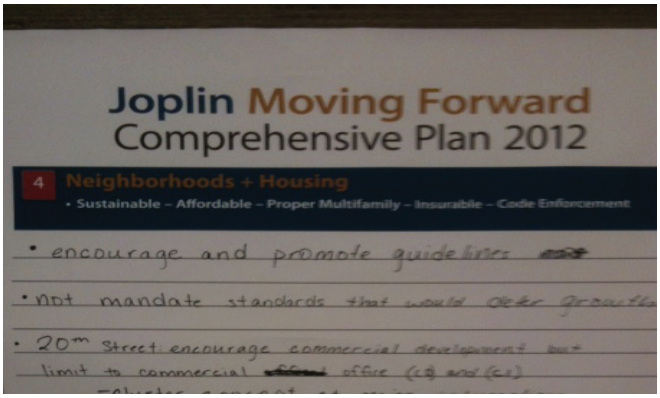
To engage the public, a participation process was facilitated by the consultant team in cooperation with City elected and appointed officials. The work sessions helped build agreement on principles and recommendations of the Plan.

Community participants included stakeholder groups, landowners, CART leaders, MSSU students, local service providers, municipal representatives and members of the public-at-large. The public participation process included:

- CART Public Engagement in Summer and Fall 2011: See Pages 5-5 and 5-6 for a summary of the CART recommendations that the Comprehensive Plan 2012 seeks to define further--for both recovery areas of Joplin and citywide. A CART-sponsored "charrette" of community stakeholders was conducted in fall 2011
- CART Final Recommendations: The four CART Sectors concluded their reports which was adopted by the Cities of Joplin and Duquesne, the School District, and the Area Chamber of Commerce in January 2012 as the full CART recommendations for recovery.
- Key Person Interviews in Summer 2011: The project team met with community residents and business owners to identify the primary issues and concerns to address throughout the planning process.
- Work Sessions in October-November 2012: Sessions to define issues in context of citywide long-range planning needs, while making good on the City's promise to build on CART's successful community engagement. The work sessions, open to the public, were conducted with community stakeholders--including Joplin High School and MSSU students--to discuss and refine CART recommendations.
- Community Open House and Public Hearing (February-March 2012): The City conducted added work sessions and an added Open House, then a Public Hearing to adopt the Future Land Use Plan portion of the Plan 2012 to initiate CART-recommended Planned Development Corridors.
- Full Plan (April-May 2012): Final work sessions conducted with institutional partners--including the school partners and the Chamber of Commerce--to prepare a full draft of the Plan to present to the public in a follow-up Open House.
- Public Hearings and Adoption (May-June, 2012): After Public Hearings, the Zoning & Planning Commission and the City Council adopted Comprehensive Plan 2012, including additional follow-up zoning regulation amendments.



CART-sponsored public engagement began in summer 2011 and continues on after adoption of recommendations.



Neighborhood + Housing issues were discussed as they relate to CART recommendations and citywide needs.



The Zoning & Planning Commission Work Session in November 2011 provided follow-up to CART recommendations--thinking citywide as well as recovery.



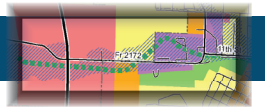
At the October 2011 Zoning & Planning Community work session, commissioners and community stakeholders studied and responded to CART recommendations, defining planning terms of CART as citywide Comprehensive Plan terms.



At the November 2011 follow-up work session, participants applied the planning terms as development issues and opportunities, in the recovery area and citywide. Draft "Development Standards" for South Main Street we applied, as well.



The public work sessions set policy direction for the Comprehensive Plan 2012 update, including goals and objectives for defining Corridors along which to apply new Development Standards for preferred land use patterns.



CART Vision and Recommendations

The citywide Comprehensive Plan update was launched in late summer of 2011 during the initial recovery from the F5 tornado. From its inception, Plan 2012 was committed to building upon and honoring the community-wide commitment and input of Joplin area citizens, which by January, 2012 had been articulated in an official CART "Listening to Joplin" report of recommendations. Action steps and projects relevant to the City's Comprehensive Plan 2012 are reproduced below:

Housing + Neighborhoods Projects

The final CART "Listening to Joplin" report adopted by the Joplin Community in January 2012 ranked key housing recommendations. Their input helped set themes for the Plan process:

1. **Pilot Neighborhood –** Includes green space, walking ability, connectivity, and sense of community.
2. **Pilot Neighborhood Houses** – Includes energy efficient housing, recommended building techniques, and sustainable sizing and proximity.
3. **Create a Neighborhood Architectural Advisory Board –** Composed of city leaders, architects, builders, and community leaders, Provides expertise on best practices.
4. **Increased enforcement of existing nuisance codes.**
5. **City wide education campaign regarding insurance information -** to the citizens, both renters and homeowners.





Schools and Community Facilities Sector Projects

1. **House Franklin Technical Center with New High School -**
2. **Community Gathering Spaces** - Provide community space for more special events and activities for all age groups.
3. **Develop a Center for Arts and Entertainment.**
4. **Improve and Expand Farmers Market and Community Gardens.**
5. **Build a Memorial to Commemorate Tornado Victims**.

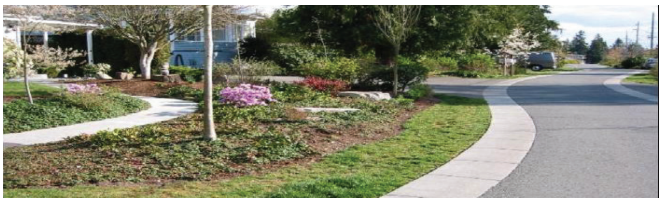


Infrastructure and Environment

1. **Multimodal**: Improve bike lanes on Principal Streets according to the CIP Plan Map.
2. **Sidewalk Reinvestment**: Install sidewalks on both sides of local streets in recovery areas; and on Principal Streets in all commercial office/institutional districts.
3. **Trails Systems**: Link parks/green space areas as a primary objectives when implementing the Parks & Trails CIP.



4. **Low Impact Stormwater Systems**: Create stormwater retention and bioswale systems in public parks (where appropriate) to capture and slow storm water runoff; and rain gardens with appropriate planting species.
5. **Recycling**: Establish city-wide curbside recycling and more recycling receptacles at public facilities and events.
6. **Public Education**: Educate citizens about stormwater management, recycling, and other sustainability principles and practices.
7. **Sustainability Incentives**: Explore economic and project-specific incentives for sustainable infrastructure investments by the public and private sectors.
8. **Underground Utilities**: Work with public utility companies to evaluate the feasibility of underground utilities and telecommunications resources.





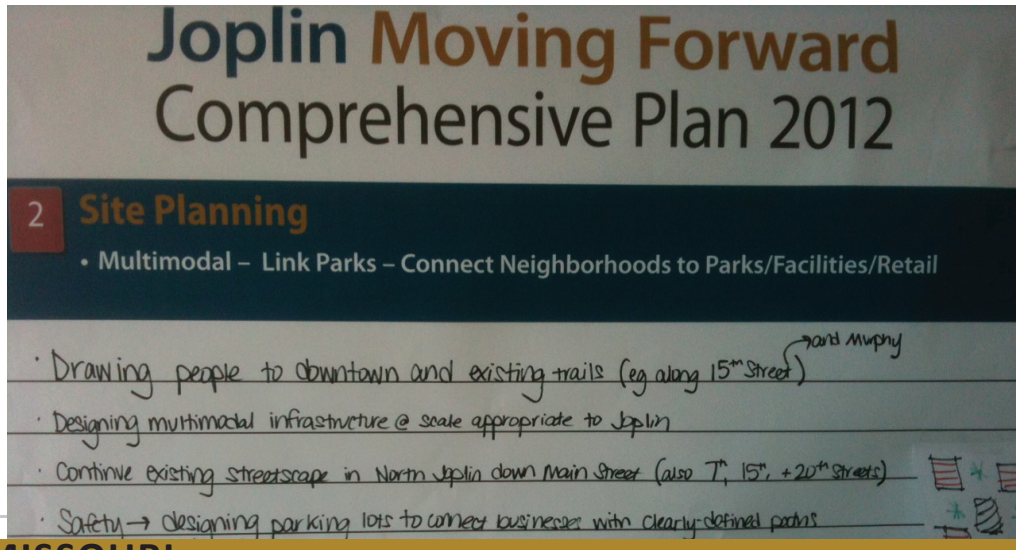
Economic Development

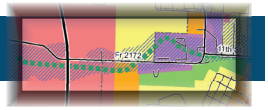
1. **Land Use Planning**: Establish key corridors for promoting attractive near-term and long-term commercial, multi-family and mixed use development.
2. **Development Standards:** Adopt Corridor Development Standards to raise the appearance, materials and landscaping of commercial construction citywide.
   - consistency of construction materials/appearance
   - higher level of façade finish
   - higher level of landscaping
3. **Medical Initiative**: Pursue and support the development of a medical school, possibly in partnership with MSSU.
4. **Affordable Housing**: develop workforce housing.
5. **Redevelopment Incentives**: Develop major, mixed-use anchor projects to encourage redevelopment in key areas--emphasis on quality of living concepts.





The Zoning and Planning Commission defined the CART issues as citywide ***Joplin Moving Forward Comprehensive Plan 2012*** issues, adding "Development Strategies" and "Multimodal Transportation" to the CART Sector categories. The Planning Commission issues guide the draft of the Overlay District *Development Standards.*





Comprehensive Plan Issues and Recommendations

The Future Land Use Plan section of the Joplin citywide Plan 2012 recommends Action steps and CIP Projects as the core implementation strategy of the Plan 2012, summarized below. The policies of the Plan inform the creation of the Corridor Overlay Districts and the Development Standards (page 5-9):

Schools + Community Facilities

1. **Plan for a "Community Arts Center":** support shared sites for school programs (sciences) as well as citywide needs.
2. **School District-City Plan Coordination.** Adopt a Future Land Use Plan with low-intensity multi-uses around schools, which gives students more walkable neighborhoods, promote multimodal choices.
3. **Partner with the School District, MSSU and the Chamber of Commerce.** Develop job skills to promote economic development as a "Certified Workforce Community."
4. **Coordination of Parks & Recreation with Schools**: Strategically acquire/plan for key parcels to become "neighborhood school parks," and do the same to extend the trails/paths system, and on-street bike lanes.



The Plan 2012 calls for the City to coordinate with the Joplin School District in supporting school reinvestments, such as with strategic neighborhood CIP projects for crosswalks.

Infrastructure + Environmental Plans and Capital Improvements

1. **New "Best Management Practices (BMPs)":** Adopt BMPs for public and private use of "Low Impact Development" (LID) techniques for stormwater detention and pre-treatment facilities—bioswales in off-street parking lots, rain gardens, and related options.
2. **Incentivize BMPs:** Create financial and CIP-targeted incentives for private development of LID improvements.
3. **Educate the Public LID Technologies.** Educate the development community about "green" LID infrastructure and its capacity for pay-back in energy efficiency.
4. **Adopt LID Administrative Practices**. Educate developers to voluntary, cost-effective measures of implementing LID technologies, not as code mandates.
5. **Regional Detention.** Plan and develop regional detention at Murphy Boulevard and 15th Street, Arizona Avenue and 32nd Street, and outside the City. Improve detention sites with amenities that promote economic development of land.
6. **Work with MOAW on a 15-year Water System Service Plan**: Include strategies for reinvestment in recovery areas.



Adopt BMPs for public and private use of "Low Impact Development" (LID) techniques for stormwater detention and pre-treatment facilities.



The LID technologies can pay for themselves, with incentives in a public-private partnership.

7. **Prioritize CIP Projects for Stormwater/Parks & Recreation.** Adopt 10-year priorities for implementing the 2011 CIP with direction from the Plan 2012.

Transportation: Multimodal Systems

1. **Prioritize CIP Projects for Transportation, Water/ Wastewater.** Promote 2014 CIP projects with direction from the Plan 2012, such as interceptor sewer main extensions to serve growth areas near I-249 and related Future Land Use Plan issues. Educate the public on multimodal transportation priorities.
2. **Complete Streets.** Draft standards for "Complete Streets" for multimodal travel: motorists, pedestrians, bicyclists, and trolley.
3. **Neighborhood Connectivity**. Plan for linking parks and community nodes with trails and bike lanes as a key component of Complete Streets, including shared-road bike lanes on Principal Streets.
4. **Street Standards Sections**. Adopt Street Sections to show updated Principal Street Standards that include Complete Street concepts and strategies, implemented through the 2014 CIP and Future Land Use Plan.

Development Strategies

1. **Development Standards.** Implement the CART-recommended Corridors and Development Standards based on "Planning Principles" of balancing safety/ mobility/community/and environmental design objectives with aesthetics as an integral pat of good design. Meet related planning objectives, such as accommodating multimodal travel, when drafting the Development Standards.
2. **Partner to Meet Housing Demand.** Partner with the Area Chamber of Commerce and other private sector developers on affordable housing, including workforce housing options.
3. **Land for Investment**: Partner with the private sector to plan for land assembly, for low-income housing, and for development of major mixed-use anchor projects in key areas, applying the new Development Standards.



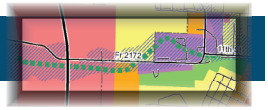
Educate the public about multimodal transportation choices in preparation for the 2014 CIP initiatives.







New Development Standards promote compatibility among multi-uses of land within the Planned Corridors.



Development Standards

Development Standards for Key Corridors:

The City of Joplin **Comprehensive Plan 2012** updates the "Future Land Use Plan Map" as a policy guide for making decisions when rezoning land to higher-intensity uses and approving site plans for Corridor parcels. The new standards should be applied as:

- Conditions of **site plan approval,** or
- Building permit approval, or
- Conditions of **rezoning approval to a higher-intensity PD** classification.

PD rezoning applications for ***higher-intensity land uses*** along the Corridors ***require minimum depth of development*** (or of contiguous development parcels under single ownership) from the corridor rights-of-way to meet Development Standards for site access, circulation, buffers and added setbacks, and related site plan improvements; and ***to ensure land use compatibility with neighboring Corridor land uses as well as neighboring land uses behind the Corridor***.

In each Corridor a land owner/developer has choices:

- **Develop** as already zoned--with Site Plan Approval
- **Seek rezoning** to a land use **already permitted** on the underlying Future land Use Map--with Site Plan Approval
- **Seek Planned Development (PD) rezoning** to a **higher-intensity land use permitted** for review under these Development Standards--with Site Plan Approval

The general location of each Corridor is illustrated on the Plan 2012 Future Land Use Map (shown in the graphic to the right).

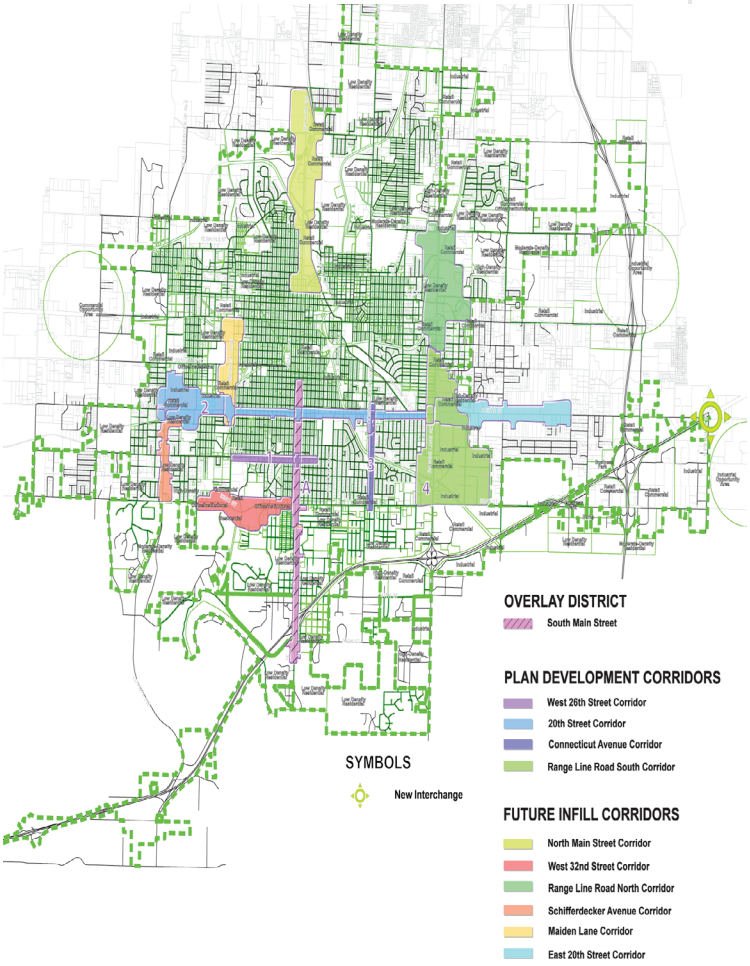
Five Sets of Development Standards:

1. **Mixed-Use Development Standards:** South Main Street to Downtown Corridor
2. **Multi-Use Neighborhood Development Standards:** Residential Neighborhoods at the Edges of Designated Corridors
3. **Multi-Use Residential-Commercial-Office Development Standards:** 20th/26th Streets and Connecticut Avenue and South Main Street Gateway Corridors
4. **Multi-Use Retail Development Standards:** South Range Line Road and Schifferdecker and Maiden Lane Corridors
5. **Multi-Use Business District Development Standards:** East 20th Street, North Range Line Road, North Main Street Corridors

Planned Development Corridors

Corridors Planned Citywide:

The Corridors depicted in the Plan are for illustration, only. The Joplin Zoning Regulations implement the Standards.



Land Uses in Each Development Standard:

1. **Mixed-Use Land Uses:** Retail-commercial, Office/ Institutional, Higher-density Residential
2. **Multi-Use Neighborhood Land Uses:** Low-density and Higher-density Residential, Neighborhood-commercial
3. **Multi-Use Residential-Commercial-Office Land Uses:** Low-density and Higher-density Residential, Retail-commercial, Office/Institutional
4. **Multi-Use Business District Land Uses:** Retail-Commercial, Office/Institutional
5. **Multi-Use Business District Land Uses:** Retail-commercial, Office/Institutional, Restricted Industrial

Future Land Use

Based on the community input for the CART process and the Zoning & Planning Commission work sessions in 2011, the planning process identified appropriate locations for certain "Planned Development Corridors" and types of land uses for the immediate 5-year term and the longer 10-year term. The **Future Land Use Plan Map** serves as a policy guide for growth and revitalization of Joplin and changes in market demand.

The map is but one means of conveying future development projections and is not intended to function alone. The entire Plan should be referenced and considered when judging Site Plans and Rezoning Applications. The **Future Land Use Plan Map** identifies the generalized location for land use classifications and development intensities in the planning area. The map is not intended to identify the precise boundaries or acreage of each land use designation. The Plan encourages the integration of compatible land uses, including Mixed-Use and Multi-Use development patterns.

Future Land Use Categories

Residential Low-density: Existing areas of single-family development in long-standing neighborhoods.

Residential Moderate-density: Intended for up to 8.0 units per acre in moderate-density and up to 12.0 units per acre in R-3 Zoning Districts. Such residential areas should include a mix of housing options intermixed through the development area such as small lot single-family development, attached residential development (i.e. two-unit houses, townhomes, cluster housing, multiplexes), and higher density apartment/ condo dwellings.

Office/Institutional: Larger tracts of land with multi-uses of land, with moderate-density residential allowed on Development Standards. Zoning Districts include C-O and C-1 and C-3.

Retail-commercial: High quality commercial development that provides needed goods and services, local employment opportunities, and supports the economic sustainability of Joplin. Uses typically include offices and retail establishments, medium-to-large scale businesses, and automotive-oriented uses including drive-through facilities. Zoning Districts include MUC and C-3.

Industrial: Primarily intended for industrial uses which include light manufacturing, warehousing, wholesale, storage, and similar light industrial in the M-1 Zoning District and on Development Standards if in a Planned Development Corridor. Heavy Industrial uses are allowed in M-2 Districts, subject to standing zoning and subdivision regulations.

Central Business District: This category recognizes the unique character of Downtown Joplin. Higher-density development focused on retail, professional services, and higher density residential uses are appropriate, with specialized Design Guidelines to be created appropriate for the historic downtown. Zoning Districts include C-2 and R-3.

Public-Semi Public: These locations identify existing public facilities such as government buildings, schools, and the airport. Such facilities should be designed to be compatible with surrounding land uses in all zoning districts.

Parks and Open Space: Public or private land reserved for active and passive parkland, trails, recreation uses, environmentally sensitive areas, or any other lands reserved for permanent open space purposes.

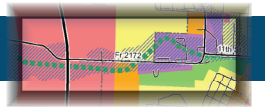
Greenways: Generalized locations of future linear park extensions, including a multi-purpose trails, as shown on the Joplin 10-year CIP. As development occurs in these areas, land should be reserved for trails and other parks and open space projects.

Floodplain Overlay: Areas that are subject to the one percent chance annual flood event. This includes both the floodway and the floodway fringe. Development standards are in Article 29 of the Joplin zoning regulations.

Planned Corridor Development Standards: The new Corridor Development Standards promote preferred mixed-use and multi-use patterns of land development along key Principal Streets, to allow the City of Joplin, when considering applications for site plan approval or corridor rezoning approval, to accommodate needed private-market choice when the private-market applicants choose to apply for a multi-use pattern of land development. The following Development Standards are considered at this time:

1. South Main Street Overlay District Development Standards: Adopted as a new Zoning District Overlay,
2. 20th/26th and Connecticut Avenue Corridor Standards, and
3. South Range Line Road Corridor Standards.

Insert Future Land Use Plan Map Here, After Page 5-10



Future Land Use Examples

Future development in Joplin should be compatible with new standards and with historic development patterns and scale.

Sustainability and Public Spaces





Multimodal Transportation





Residential Moderate-Density





Public/Semi-Public





Residential Higher-Density in R-3 Districts





Parks and Open Space





Commercial





Greenways





Industrial





Future Neighborhood Parks





DEVELOPMENT DISTRICTS AND CORRIDORS

The Plan 2012 sets forth and adopts certain Overlay Districts, Plan Corridors and Opportunity Areas (**Ref. Chapter 5, Future Land Use**). The distinctions among the Overlay Districts, Corridors and Areas are as follows:

- **Overlay District**: A Zoning District Classification that establishes mixed-use zoning for the land uses within the corridor, as adopted into the Zoning Regulations in Chapter 17, "Overlay Districts," and recorded on the City Zoning Map as a map amendment--thereby effectively rezoning the land to the mixed-uses permitted in the new district.
- **Plan Development Corridors:** Designated linear corridors, focused in the Recovery Area, where reinvestment is uncertain and where "Development Standards" are needed to bring more certainty to rezoning and site plan proposals, and where higher development standards are in the public interest.
- **Future Infill Corridors:** Designated linear corridors largely outside of the Recovery Area, where infill development will occur over time in more standard patterns, yet where the new "Development Standards" are needed to assure to higher development standards for rezoning and site plan proposals.

South Main Street Overlay District

The Joplin Plan 2012 sets forth a new "South Main-to-Downtown Overlay District" for the Main Street Corridor from the I-44 Gateway of Joplin connecting north to Downtown. The Future Land Use Plan Map shows the new Overlay District as Mixed-Use. The new District will be adopted by amendments to the zoning text and zoning map. So land will be zoned Mixed-Use, and all the land owners will need is to follow the new Development Standards of the Overlay District as:

- Conditions of **site plan approva**l, or
- Conditions of **building permit approval**.

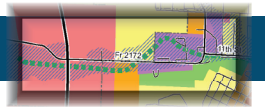
Site plan applications that meet the new Development Standards for site access, circulation, and related site plan improvements; and that provide land use compatibility with neighboring uses behind the Main Street Corridor, can be approved without rezoning. The land will be zoned already for Mixed-Use once the City adopts the new Overlay District into the zoning text and the official city zoning map.

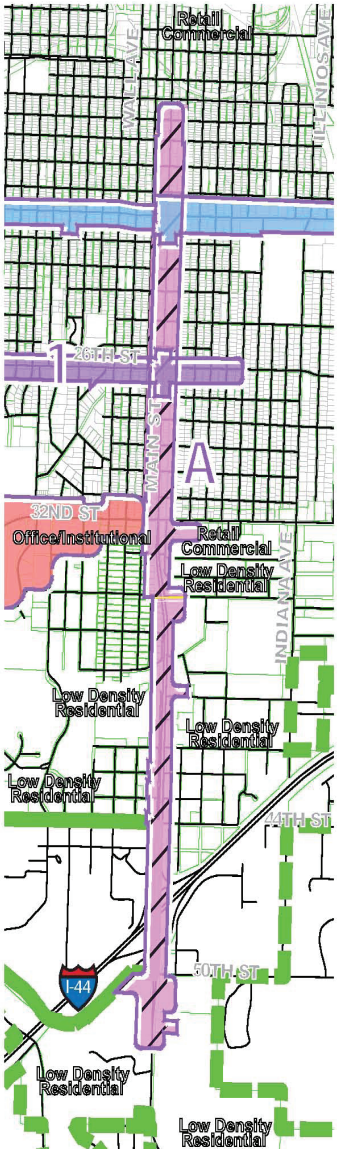
The standards will promote Mixed-Use Development:

- Retail-commercial,
- Office/Institutional, and
- Moderate-density Residential.



The South Main-to-Downton Overlay District promotes new buildings set close to Main Street as a transition to the historic Joplin core; however, there are still options for setting new buildings back from the street if site-planned according to the Overlay District Development Standards.





The new "South Main-to-Downtown Overlay District" *for the Main Street Corridor will be adopted by amendments to the zoning text and zoning map. So land will be zoned Mixed-Use, and all the land owners will need is to follow the new Mixed-Use Development Standards of the Overlay District.*

*The Plan promotes Mixed-Uses, such as Retail-commercial uses at the street level, with higher-density residential housing above the retail uses on the street; or office and institutional uses on the 2nd and 3rd floors. On-street parking is encouraged on Main Street, with off-street parking encouraged to be located at the rear of buildings (**Ref. Appendix A, Development Standards**).*

Plan Development Corridors

The intent of Planned Corridor Development Standards is to promote preferred mixed-use and multi-use land development patterns and quality building in key corridors of the City of Joplin as recommended by citizens in recovery public outreach efforts. The purpose of the standards is to accommodate needed private-market choices for land owner-developers along key corridors; while applying new standards that promote preferred development.

These standards provide a needed policy link between the Comprehensive Plan 2012 and the City Zoning Regulations to promote compatible site planning and land development next to long-standing neighbors along the key Planned Corridors. The new standards are set forth in **Appendix A of the Plan**.

Development Standards in Plan Development Corridors

The Future Land Use Plan Map of the Plan shows the general locations of the Planned Corridors where these standards apply. Administratively, the Development Standards will be applied to the review of any application for land use permits or building permits on all land parcels that are adjacent to the Principal Street right-of-way along a designated Corridor. The standards also should be applied to the review of any application for rezoning of land to a higher-intensity Planned Development (PD) zoning classification, the minimum parcel depth for which is set out in each set of Standards: the depth of the rezoned parcel back from the Principal Street right-of-



Good design can also be made affordable. Here, duplex and fourplex units are built as modular homes off-site and set on foundations, with well-designed finishes and street orientation and landscaping.

way. The standards will be applied to the Planned Corridors as follows:

1. **Multi-Use Neighborhood Development Standards**:
   i. Residential neighborhoods adjacent to Plan Development Corridor land uses, and
   ii. Higher-density Residential Planned District (PD) rezoning applications behind the Plan Development Corridors.
2. **Multi-Use Residential-Commercial-Office/ Institutional Development Standards:**
   i. 20th Street Corridor,
   ii. 26th Street Corridor, and
   iii. Connecticut Avenue Corridor.
3. **Multi-Use Commercial Development Standards**:
   i. South Range Line Road Corridor.

Development Standards do not apply to applications for land use permits or building permits for single-family residential uses already in R-1 Zoning Districts.

The Development Standards will be enforced as:

- Conditions of **site plan approval**, or
- Conditions of **building permit approval**, or
- Conditions of rezoning approval to a higher-intensity **Planned Development (PD) zoning** classification.

PD zoning applications should be required for any proposed rezoning of land to a higher-intensity land use than as zoned prior to adoption of Plan 2012. Applications for development of multi-uses of land in compliance with the Development Standards are permitted as follows:

1. **Multi-Use Neighborhood Development Standards**:
   i. Low-density and Moderate-density Residential.
2. **Multi-Use Residential-Commercial-Office/Institutional Development Standards**:
   i. Low-density Residential,
   ii. Moderate-density Residential,
   iii. Retail-commercial, and
   iv. Office/Institutional.
3. **Multi-Use Commercial Development Standards**:
   i. Retail-commercial, and
   ii. Office/Institutional.

The minimum depth required of Planned Development (DP) Zoning District applications for each set of Development Standards, as measured from the nearest Principal Street right-of-way front lot line to the nearest rear lot line of the proposed development parcel from the Principal Street, will set in the zoning regulations for each district. Because each site plan is unique in its topography, its relationship to neighboring districts and land uses, its access to public rights-of-way, and its market opportunities and constraints, the corridors are designated officially by the approval of each unique site plan over time, when found to be in accordance with the subject Development Standards.

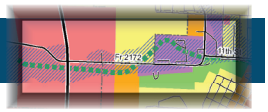
The purpose of the Planned Corridor Development Standards is to allow the City of Joplin--when considering applications for rezoning and/or site plan approval in key community corridors on Principal Streets--to accommodate needed private-market choice by Joplin land owner-developers, while also guiding preferred development patterns with new development standards as envisioned in the Plan.

Future Infill Development Corridors

The intent of Future Infill Development Corridors is to designate infill corridors outside of the tornado Recovery Area where future Infill Development Standards should be



The Corridor Development Standards promote new buildings that have residential-style feature is set close to neighboring residential areas as a transition to the less-intense land uses; however, the 20th/26th Street and Range Line Road Development Standards allow for new buildings to be back from the street if site-planned according to the new Corridor Development Standards.



promulgated and adopted, and implemented through zoning text amendments of Chapter 22 of the Zoning Ordinance, "Site Plan Review." The purpose of the corridor designations is to promote preferred infill and redevelopment of mixed-use and multi-use land development patterns and quality building in key older, established corridors of the City of Joplin outside of Recovery Areas: to accommodate needed private-market choices of Joplin land owner-developers along established and built-up Principal Streets; while applying new standards that promote compatible development with what is already built on the corridors.

The Future Land Use Plan Map of the Plan shows the general locations of the Future Infill Plan Development Corridors where these standards will be applied. Administratively, the Development Standards will be applied to the review of any application for land use permits or building permits on all land parcels that are adjacent to the Principal Street right-of-way along a designated Future Infill Development Corridor. The standards also should be applied to the review of any application for rezoning of land to a higher-intensity Planned Development (PD) zoning classification, the minimum parcel depth of which should be 180 feet.

OVERLAY DISTRICT

- South Main Street

PLAN DEVELOPMENT CORRIDORS

- West 26th Street Corridor
- 20th Street Corridor
- Connecticut Avenue Corridor
- Range Line Road South Corridor

FUTURE INFILL CORRIDORS

- North Main Street Corridor
- West 32nd Street Corridor
- Range Line Road North Corridor
- Schifferdecker Avenue Corridor
- Maiden Lane Corridor
- East 20th Street Corridor

Development Standards for Future Infill Development Corridors

These standards provide a needed policy link between the Comprehensive Plan 2012 and the City Zoning Regulations to promote compatible infill development next to long-standing neighbors along the established Planned Corridors. The new standards should be drafted and set forth in **a new Appendix of the Plan, and implemented as text amendments to Chapter 22 of the Zoning Ordinance**.

1. **Multi-Use Residential-Commercial-Office/ Institutional Infill Development Standards:**
   - i. North Main Street Corridor, and
   - ii. West 32nd Street Corridor.

3. **Multi-Use Commercial Infill Development Standards**:
   - i. North Range Line Road Corridor,
   - ii. Schifferdecker Avenue Corridor,
   - iii. Maiden Lane Corridor, and
   - iv. East 20th Street Corridor, east of Range Line Road.

Goals, Objectives and Policies

The Joplin Plan 2012 updates the prior Plan's land planning goals, objectives and policies; and it adds the new Development Standards for the key Planned Development Corridors as principal means of implementing the Plan objectives and policies. The Plan Goals provide the basis for drafting and applying the new standards over time for quality development desired within the key corridors of the Joplin community.

- **Plan Goals s**et the community vision for the future and for how to meet the Plan Objectives.
- **Plan Objectives** identify the "intent" for applying the new Development Standards. They should be referenced by City Staff, the Zoning & Planning Commission and the City Council when applying the new Standards as promulgated in the Appendices of the Plan 2012.
- **Plan Policies** guide the implementation of the new development standards to meet the Plan Objectives and to achieve the Joplin Community's expectations for good site planning and building design, massing, and compatibility with less-intense land uses.

The application of the standards will vary depending on the type of development, its location, and the surrounding context in the adjacent neighborhoods. Future review of development in the Corridors should be coordinated with the Policies set forth by this section and throughout the Plan.

This recommendation extends to review of zoning district amendment applications, subdivision plans and plats, site plans, and capital improvement program (CIP) planning--including the pre-planning of the upcoming CIP public vote in 2014 for transportation and parks & recreation projects.

Plan Goal Themes

The Plan Goal Themes are **Connection, Animation** and **Renewal**.

- **Animation**: The Animation theme involves elements of planning that bring life to Joplin. These elements include retail, neighborhood amenities, institutions, recreation, arts, civic events and other activities.
- **Renewal**: Reinvestment is the third theme of the Plan Goals necessary for planning revitalization citywide, and for the Recovery Area. Renewal and reinvestment of the built environment is necessary, as is redevelopment of human and civic capital stock. This element includes economic development strategies, funding alternatives, capital improvements and other private and public investments.
- **Connection** : The Connection theme focuses on how automobile, public transit and pedestrian modes of transportation link neighborhoods, how they create circulation and movement within and across the City, and how these connections can be improved.

Development Types

The Development Standards Expectations and Polices are organized to address the following land use types:

- Residential Medium-density, such as for senior housing, congregate living, and apartments--all of which have been identified in the Plan 2012 as having near-term market niche opportunities.
- Commercial
- Office/Institutional
- Light Industrial/Business Park

Additional Development "Best Practices" are provided for stormwater management in **Chapter 6**.



In the Visual Preference Survey conducted with the Zoning & Planning Commission and Community Stakeholders of Joplin residents in October, 2011 there were decisions made for appropriate types of higher-intensity building types, as summarized in **Appendix B** of the Plan.

Renew: Medium-Density Residential

Goal, Objectives and Policies

Goal: Provide a well integrated mix of housing choices with a range of housing types (e.g., apartments, townhouses, duplexes/ single-family attached) and price levels allowing for a mix of residents with diverse ages and incomes.

Objective: Medium- and higher-density residential development should offer their residents a "sense of community" and connection with the greater Joplin community. As found in Joplin's historic districts, such as west of Downtown, buildings should connect with the street and integrate with the community-at-large through a connected street network designed with balanced use by automobiles, pedestrians, and bicycles.

Objective: In the newly designated Planned Development Corridors of Joplin, as well as existing districts already zoned R-2 and R-3, medium and higher density residential development should redevelop on Development Standards. In the designated corridors, such housing may serve as a transition between commercial uses and lower-density residential districts.



Policy: Larger buildings should be designed with varied rooflines, colors, and façade depths to create variety and individuality.

Policy: Pedestrian walkways and sidewalks should be provided to connect all buildings to adjacent streets and nearby destinations such as downtown, schools, and retail areas. The Plan places special emphasis on coordinating with and supporting the Joplin School District in reinvesting in neighborhood schools.



Policy: Buildings should be oriented toward streets and through-access drives to form "neighborhoods." In larger developments buildings may also be organized around a common open space or natural feature such as a streamway corridor.

Policy: 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.



Policy: Attached garages should be integrated into the design and should not dominate the appearance of the structure. Garages for small multifamily buildings such as town homes and row houses should be located to the rear of the structure, rather than oriented toward the street.

Policy: In the South Main Street Overaly District locate surface parking areas behind or between buildings. Parking lots along Main Street should be screened from view along the street.

Renewal: Commercial Development Standards Objectives and Policies

Objective: Commercial development should contribute to the "sense of community" of Joplin.

Commercial development should be made compatible with adjacent residential neighborhoods. Such development 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.



Policy: Building walls facing a street should be "active" containing storefronts, windows, customer entrances, or such walls should be designed with the appearance of such characteristics.

Policy: Buildings should have architectural interest and variety to avoid the effect of long or massive walls with no relation to human scale.

Policy: Building materials should be durable, attractive, and have low maintenance requirements.

Policy: Internal circulation for both vehicles and pedestrians should be safe and convenient, and provide connectivity within and between developments.

Policy: A pedestrian sidewalk network should allow walkers to easily access commercial buildings.



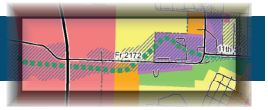
Policy: Buildings at the corners of major street intersections should create focal points and help define street edges. Buildings in these locations should include enhanced architectural design, a vertical architectural feature, public art, and/or public plaza or enhanced landscape amenities. Off-street parking areas at these key intersections should not be located between the building and the street corner.



Policy: Planned Development Corridors should include enhanced landscaping that will beautify the image of Joplin.

Policy: Street trees should be incorporated into commercial streetscape landscaping in transitions to adjacent residential districts.

Policy: Parking lots should be effectively landscaped both internally and with berms when next to homes.



Animate: Parks & Recreation Development Objectives and Policies

Objective: Parks & recreation improvements should contribute to the strategic targeting of CIP projects to implement key community objectives of Joplin: Support of Joplin School District facility reinvestment and (as a related objective, given the new multimodal definitions of transportation) support of trails and sidewalk and crosswalk improvements.

Policy: CIP projects for parks & recreation should promote school district investments that make the new public facilities compatible with adjacent residential neighborhoods.

Policy: CIP projects should foster pedestrian and bike improvements, including implementation of "complete street" standards with bike lanes; and with trail extensions.



Cunningham Park is emerging as a public anchor for southwest Joplin--for decades ahead.

Animate Goal: Create Gateways and Landmarks of Joplin on Key Corridors.

Objective: Replicate Downtown Gateway Concepts on other Key Corridors Citywide.

Policy: "Announce" entrances to the City by developing gateway improvements including permanent signage, landscaping, art and other unique features.

Policy: Develop and implement district signage, including kiosk or informational signage at gateways and other key locations.

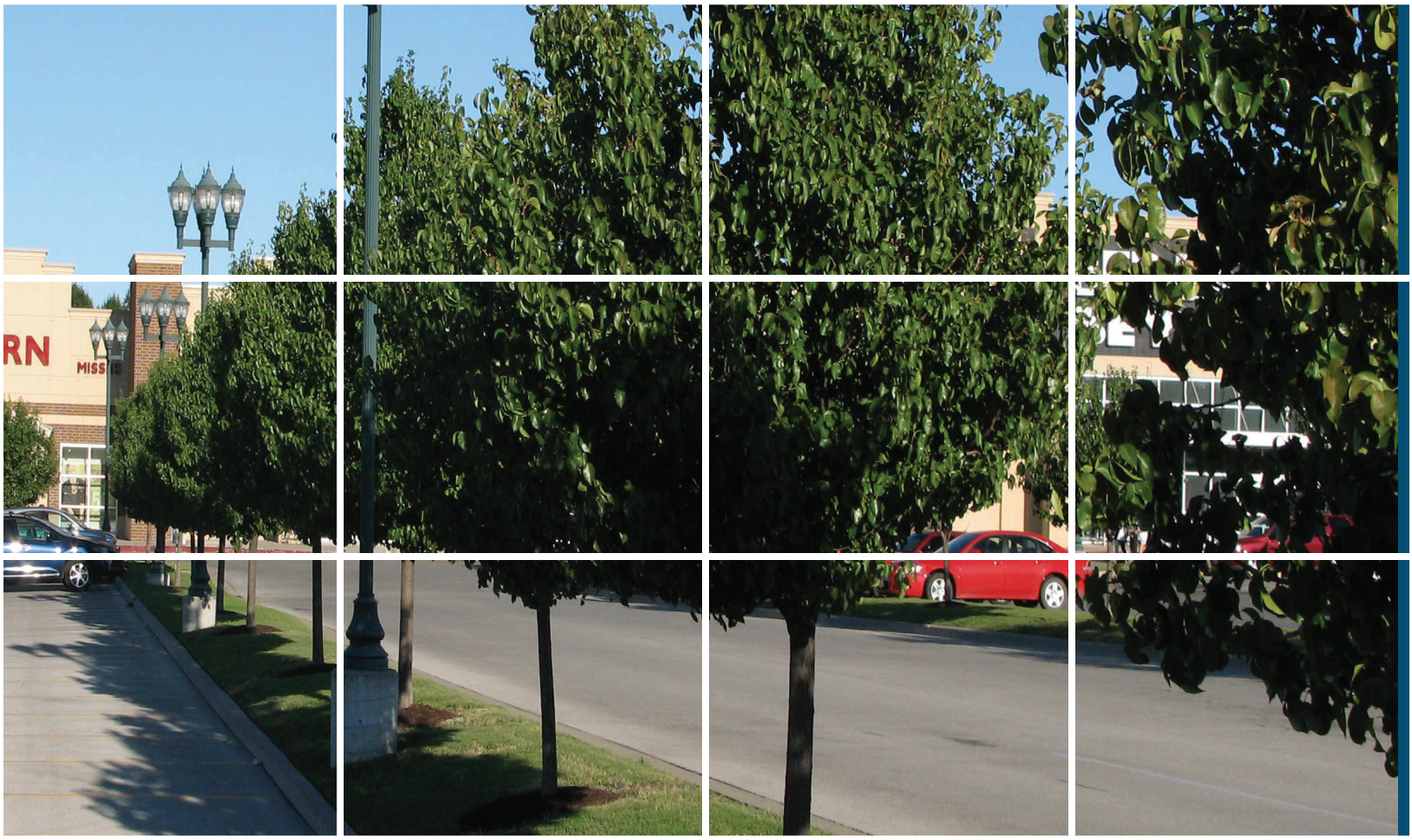
Connectivity Goal: Make pedestrian connections to residential areas from Commercial Districts.

Objective: Implement aggressive sidewalk links, with priorities around schools.

Policy: Fund and offer incentives for private rebuilding of dilapidated walks.

Policy: Develop stylized crosswalks at Gateways into Joplin—along the South Main Street Corridor Overlay District, and at intersections with key Corridors and Main Street.

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Comprehensive Plan 2012

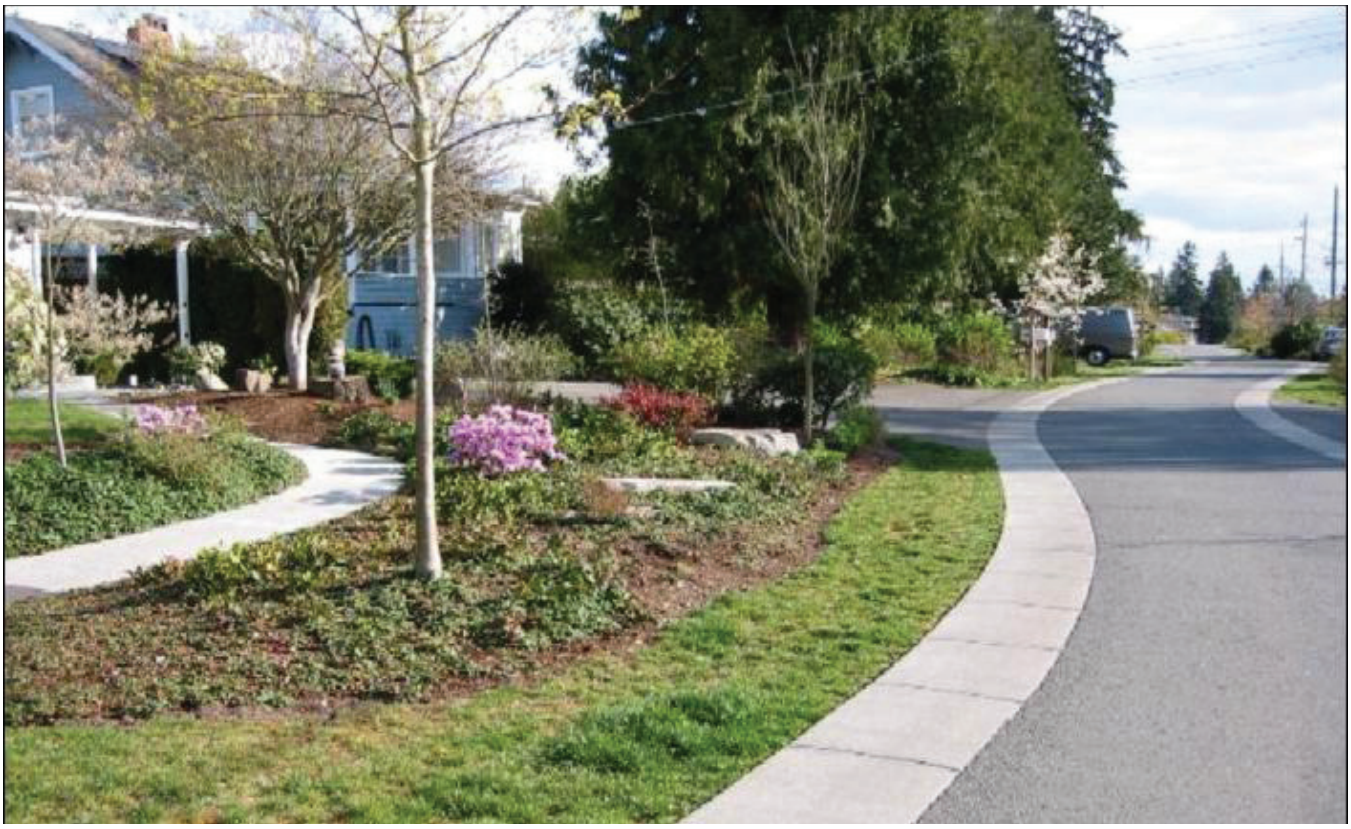
Chapter Six: Infrastructure and Capital Improvements

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Chapter Six

Infrastructure and CIP





Utility Infrastructure Issues

The Joplin Community continually works on problematic issues surrounding utility infrastructure that every city faces. These long-standing and ongoing infrastructure initiatives are summarized below, including how the City of Joplin coordinates with Missouri-American Water Company (MOAW), which is a semi-public utility company that provides water supply, storage, and distribution to the Joplin Metropolitan Area. (The Empire Electric Distric is the semi-public utility company that provides electric service metrowide; but this ancilary utility service, as well as natuaral gas service, is not the perview of the City's Comprehensive Plan. Water service is addressed because of its intimate link with City sanitary sewer service and development site planning and platting.)

Adequate Facilities Planning and Funding

The City of Joplin provides wastewater treatment for more than the City corporate limits, extending to a service area population greater than 85,000 people. **The City has kept sewer user fees up-to-date, but must continually re-evaluate the fee structure to assure adequate funding of basic infrastructure improvements.** Adequate funding for public infrastructure to serve the Joplin community requires a public education program to explain how proposed improvements benefit the entire community. The 2012 CIP program sales tax renewal vote was successful in 2011 for Stormwater and Parks&Recreation proejcts; now the City must work equally hard to educate the public about renewal of the proposed 2014 CIP projects for Transportation, including mulitmodal transporation projects (**Ref. Chapter 4**). For certain DNR grants, such as in the east industrial park expansion sites that are yet to be annexed, maintaining adequate user charge rates for existing systems operation and maintenance is a factor in determining priority projects.

Utility Infrastructure Issues

Water Infrastructure

Water supply, storage, and distribution is provided by Missouri-American Water Company (MOAW), which is a semi-public utility company. MOAW is currently developing a 15-year comprehensive plan for the Joplin water system. MOAW will provide a copy of this completed plan to the City for coordination purposes. City staff and MOAW have indicated they are not concerned about MOAW's ability to provide water through the next several years. There are approximately 485 miles of water main in the Joplin water system. An obsolete water main replacement program is in effect to replace aging infrastructure based on a prioritized list of criteria, with approximately 1.6 miles of water main having been replaced during 2010. Water loss comprised 17 percent of 2010 system demand and is attributed to breaks, leaks, unmetered water, and/or potential metering discrepancies.

MOAW does not expect to need major reinvestments in the crisis-recovery area. Potential capital investments by Missouri-American currently under review as part of their systemwide planning process include:

- Implementation of a GIS mapping system,
- Implementation of demand management techniques (water loss reduction, wise water use education, and similar initiatives),
- Siting and construction of new reservoir for secondary water supply,
- Installation of minor treatment facility improvements, and
- Various water main installations/replacements intended to improve system hydraulics, system reliability, and/or energy efficiency.

Wastewater Infrastructure

Wastewater treatment is provided by the City of Joplin to a service area population which comprises:

- the City of Joplin, as well as
- the Village of Duquesne,
- portions of Jasper County, and
- portions of Webb City.

The City maintains approximately 450 miles of sewer main and operates two sewer treatment plants. The Turkey Creek Wastewater Treatment Facility (WWTF) is located northwest of town and the Shoal Creek WWTF is located southwest of town. The average flow periods at the Turkey Creek WWTF are running at 9.3 million gallons per day (MGD) with a design flow of 15 MGD and a design peak flow of 24 MGD. The average flow periods at the Shoal Creek WWTF are running at 4.6 MGD with a design flow of 6.5 MGD and a design peak flow of 15 MGD.

To stay up with Missouri Department of Natural Resources (MDNR) standards and avoid compliance concerns, the City is planning for approximately $35 million worth of improvements at its two WWTFs. Planned improvements include new and upgraded equipment to improve capacity and meet current regulations. These projects are expected to be completed in 2014 and are being funded through a low-interest loan from the Clean Water State Revolving Fund. These improvements are expected to allow for sufficient capacity at each WWTF for at least the next 10 years. For any large-city WWTF operation, there are concerns about operating at- or above-capacity for extended periods of time. Such standard concerns include:

- potential catastrophic failures,
- insufficient allowance for proper maintenance,
- heightened occurrence of operating outside regulatory limits, and
- heightened potential for fatigue (both human and mechanical).

Additional capital improvements, other than the proposed improvements to the WWTFs by the City currently under consideration, include:

- interceptor upgrade to the Joplin Creek main,
- main extension to serve areas near Lone Elm Avenue,
- main extension to serve areas near Perkins Street,
- Interceptor main extension to serve areas near I-249, and
- lift station installation to serve areas near Crane Road and 32nd Street.

A functional Capacity, Management, Operations, and Maintenance (CMOM) program is expected to



become a new regulatory requirement within the next 10 years—driven primarily by federal clean water initiatives of the U.S. Environmental Protection Agency. Another growing concern in wastewater treatment nationwide that any WWTF expansion should take into account in the near future is focused treatment of pharmaceuticals. Both of these initiatives—the CMOM standards and enhanced pharmaceuticals treatment—are expected to be a requirements in the longer-term 10- to 20-year time period of the Plan. Therefore, the City should begin planning for both of these initiatives at this time.

Stormwater Issues

Flooding in Joplin occurs infrequently given the high ridge ground on which most of the City is built; however, given that the Turkey Creek WWTF has a design flow of 6.5 MGD and the Shoal Creek WWTF a design peak flow of 15 MGD, large storm events can cause WWTF overflows. To stay up with Missouri Department of Natural Resources (MDNR) standards and avoid compliance concerns, the City of Joplin should include stormwater upgrades in its long-range planning policies. The CART process also called for new ways to think of stormwater management—from a new "sustainable" infrastructure perspective. This Chapter defines sustainability for Joplin in new way. The City is a participating jurisdiction in the National Flood Insurance Program administered by FEMA; and the Plan provides policies and procedures for responsible floodplain management, and protection of the floodway.

Communitywide Maintenance and Upgrades

The recommended improvements are necessary to meet the needs of the existing community, and are essential if the community is to grow. Maintenance and upgrade of existing infrastructure improves existing systems to the benefit of the entire community.

Infiltration and Inflow

The City of Joplin has an annual budget of $1.6 million for rehabilitation programs and new main construction which will increase to $2.7 million in 2015. The increased funding starting in 2015 will help further address Infiltration and Inflow (I & I) problems. I&I concerns all municipal wastewater systems nationwide, and each jurisdiction must budget for and implement improvements over time—and in Joplin, given crisis-recovery needs, the I&I problems have been exacerbated by abandoned basement drains and related private and public infrastructure damage.

These City's rehabilitation program funds are spent generally on manhole rehabilitation and replacement, and sewer main rehabilitation, replacement, and parallel installation. Annually, the City rehabilitates or replaces approximately 30,000 feet of sewer main and constructs another 2,000 feet of new sewer mains. Starting in 2015 with the increased budget, the City plans to rehabilitate or replace approximately 45,000 feet of sewer main and construct another 4,000 feet of new sewer main per year. The City also cleans approximately 150 miles of main per year, and televises another 3 miles of main per year.

Analyzing the WWTF flow data, wet weather flows appear to contribute about 21 MGD to the treatment plant during heavy rainfall events. Again, every city must cope with I&I problems, and Joplin has a level of concern roughly typical for similarly situated cities. Unique to Joplin, however, is the extent of destruction across one-third of its corporate limits from the storm of May 2011 which has exacerbated the I&I problems throughout the crisis-recovery area. An aggressive rehabilitation program will create a reasonable reduction in the high flow locations and will likely help in addressing future sanitary sewer overflow (SSO) occurrences (see below). New and incentivized "best management practices" (BMPs) for private development of on-site stormwater detention facilities—bioswales in off-street parking lots, for example—will also help.

Sanitary Sewer Overflow (SSO)

Information obtained from the City of Joplin indicates an occurrence of Sanitary Sewer Overflow (SSO) during recent years along various points in the collection system. SSO's are indications of capacity problems within the sanitary sewer collection system: untreated municipal waste flows out of manholes and from other failures of the otherwise "closed system" of sanitary sewers, which of course is unintended and a cause for public health concerns.

The overflows (or outflows) can result from a variety of factors, such as insufficient pipe sizing, and/or trunk main damage, and/or excessive I&I problems. The sewer main rehabilitation program should be concentrated on areas of

known SSO. Additionally, the development of a functional CMOM program will further help reduce SSO and allow for a more efficient use of resources.

Stormwater Management

The City is currently completing a series of major stormwater improvements funded by a quarter-cent sales tax that started in 2002 and is set to expire in 2012. These improvements were meant to address most of the major capacity and flooding issues throughout the City. In August 2011, this quarter-cent sales tax was renewed by the voters and is expected to generate $18.5 million for use on stormwater projects over a ten year period (along with park and recreation improvements).

A large percentage of local streets in the northern, older neighborhoods of the City have open ditch-section streets that carry stormwater efficiently (and in an environmentally friendly way, allowing for pre-treatment through natural filtration); however, such streets cannot accommodate sidewalks in most cases. Deteriorating curbs and gutters and sidewalks throughout Joplin are challenges--and need to be prioritized in the CIP as reinvestment continues over time: BOTH in the Recovery Area and in Joplin neighborhoods citywide.

Stormwater system upgrades would improve runoff management and reduce flooding and erosion. The City should promote alternative "green infrastructure" using natural systems to manage stormwater in both the public right-of-way and on private property.





The Joplin Plan 2012 Work Session of Fall 2011 tested stormwater management images and options in a group Focus Session process and Visual Preference Survey. Sustainable infrastructure in parking lots is one design option found to be viable in Joplin--as a developer choice, not mandated.



Rain gardens are planted depressions to absorb rainwater runoff from impervious urban areas such as roofs, driveways, walkways, and streets. This rain garden is located in a residential area.



Best Management Practices (BMPs)

Stormwater BMPs are environmentally sound practices aimed at reducing flow rates and pollutant concentrations in urban runoff. BMPs typically include "non-structural" improvements, such as preserving natural vegetation, particularly next to streams; and, "structural" practices such as vegetated swales, storm water wetlands, rain gardens, and wet detention basins planted with native vegetation. BMPs provide benefits beyond storm water management and often cost less over time than traditional practices. The conservation of natural resources and the creation of recreation and other amenities by preserving open space are additional benefits that BMPs can provide. The basic concepts and goals of BMPs are as follows:

- Improve both stormwater quality and reduce quantity;
- Protect streams, wetlands, slopes, vegetation and trees;
- Reduce flooding, erosion and pollutants; and,
- Increase infiltration of storm water on-site.

Stormwater BMPs are sound practices presented in the Plan 2012 to educate the public and give developers a vision and encouragment to apply the standards: aimed at reducing flow rates and pollutant concentrations in Joplin runoff. The reasons for the Plan introducing and defining these new terms are twofold:

1. The CART process reveals widespread public interest in (and expectations for) application of new stormwater sustainability BMPs, and
2. There are today more and more affordable and technologically advanced methods and materiasl for implementing the new sustainability BMPs than ever before; therefore, they are more affordable and practicable t apply than ever before.

Once again, however, they are presented in the Plan and good ideas--as Best Practices--not as code mandates.



This example of a rain garden constructed at the street also serves as a traffic calming measure along a neighborhood roadway with higher speed traffic.



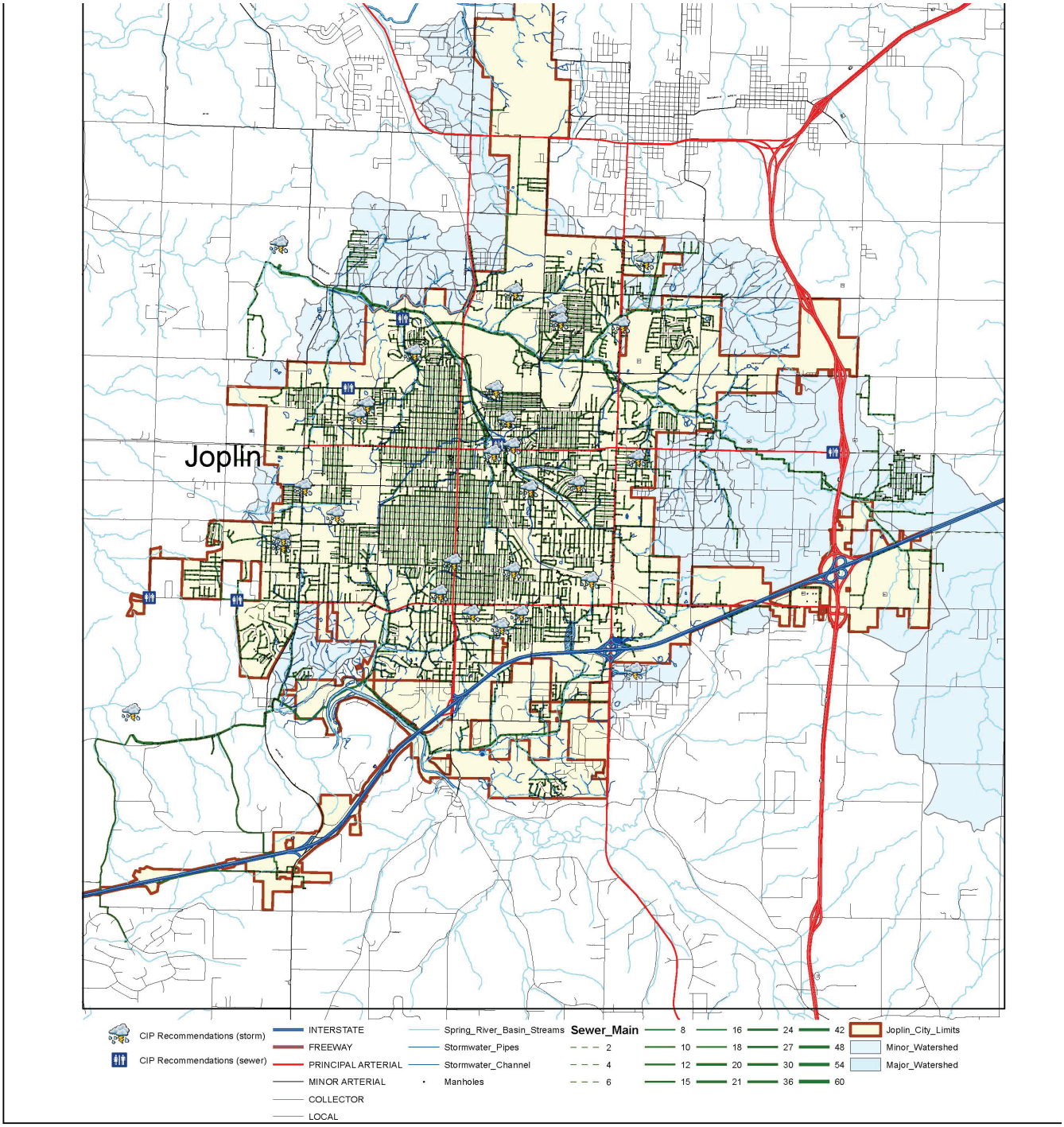
*This bio-swale street section was a top-rated image in the Visual Preference Survey (***Ref. Chapter 5***)*



Permeable paving allows the movement of water around and through the paving material and into the soil. Such paving methods can be used for parking lots, driveways and walkways to help minimize the quantity of stormwater runnoff; however, they may require extensive soil amendments--adding cost.



Capital Improvements Plan Map 2012 Sales Tax Projects



Joplin Moving Forward
Comprehensive Plan 2012

Capital Improvement Plan Map

N

CITY OF JOPLIN MISSOURI



Capital Improvements Program (CIP)

To prepare the annual Capital Improvements Program (CIP), the list of projects is based on the City's policies for growth as set forth in the Plan.

Structure of the CIP

Each year the city formally reviews and ranks near-term projects in an update of the 10-year Capital Improvements Program projects for Stormwater and Parks & Recreation from the successful renewal of the 1/4 Cent Sales Tax.

The Capital Improvements Program projects are listed for the immediate and next 5-year periods as follows:

- Project number.
- Project name.
- Funding levels.
- Total Costs.

Near-Term Capital Improvement Projects are listed in two categories:

- Stormwater projects in this Chapter, and
- Transportation projects.

CIP Map Legend

The Capital Improvements Plan Map (on the opposite page) shows the voter-approved 2012 Sales Tax Projects. They consist of the following:

1. *The 2012 Stormwater CIP Projects, and*
2. *The 2012 Sanitar Sewer Projects.*

*The 2012 Parks & Recreation Projects are shown in the Parks Section of **Chapter 3**, Community Revitalization; and the trails project on the Transportation Plan Map (**Ref Chapter 6**).*

*The 2014 Proposed Futrue Sales Tax CIP Projects for Transportation are listed in **Chapter 6, Transportation**. The Plan 2012 sets forth planning policies and recommendations for these future CIP projects and the rationale for public funding through public vote in 2013 to extend the 10-year 3/4 Cent Sales Tax for the needed transportation projects: 2014 - 2024.*

An adopted CIP affords the Joplin public an opportunity to review and andopt a far-sighted capital improvements prgram, with planned funding, rather than year-to-year budgetting alone.

For each of these categories, a table lists each recommended project and the anticipated costs for each CIP (the recently approved CIP 2012, and the futrue CIP for the 2014 vote). Stormwater issues have been addressed in the Plan at the policy level, rather than at the project level. Proposed Long-Term Capital Improvement Projects (beyond 10 years) are listed but not quantified. The two major CIP considerations when listing and ranking projects are:

Maintenance

- **Imminent**. Is this a project that represents some threat to the public health or safety? A failure in a sewage system would rank highly, while a nonessential repair could be rated less highly.
- **Continuation**. Is this project a continuation of a preceding year's on-going effort and therefore worthy of a higher degree of consideration?
- **Ordinary.** Is this a project which may be necessary and improve the quality of life, but is not essential and could be postponed to a later year (example: street reconstruction)?

Investment

- **Support of the Community Core**. Does the project support revitalization along Downtown streets—such as along Main Street south to 20th Street—or the corridors leading to employment centers, as advocated in the Comprehensive Plan?
- **Stabilization of Decline**. A project in the Community Core, or in a designated target area of the Recovery Area, which has received grant funding, might receive a higher rating (for grant matching) than a project with no immediate funding.
- **New Construction**. Projects that encourage new construction to implement the goals and objectives of the in the designated Growth Areas where sewer and water service can be most cost-effectively extended.

Other CIP Priority Considerations

In addition to Maintenance and Investment issues, there are other key prioritizing CIP projects:

- **Public Support**. Political considerations are part of the capital improvements programming process. Consequently, consideration should be given

to projects that encourage intergovernmental cooperation, and/or implement federal or state mandates. A CIP to be successful cannot concentrate in limited areas. Consequently, both the historical and current year distribution of projects should be considered in the prioritization process.

- **Long-range Plan 2012**. Clearly, the Future Land Use Plan map of the Plan 2012 should direct the public policy here. Investment, for example, where sewer interceptors are planned or under construction within a single drainage basin—or phased to coordinate among two or three basins—should be a guiding factor (Ref. Infrastructure Map and CIP Map).
- **Timing**. It is critical to allow financing of timely projects, such as matching funds for state grants. The CIP process should be flexible and re-evaluated to accommodate such circumstances; and the availability of such funds should be factored into the ranking.
- **Private Sector Initiative**. Development plans should be evaluated and supported with public projects so that growth is served adequately. Consideration should be given to whether the implementation of a project has an immediate impact on the community. The City has competition in the southwest-Missouri and four-state industrial market place, including northwest-Arkansas and northeast Oklahoma. Kansas state legislation on medical liability insurance creates medical industry competition across the Missouri state line to the west. Public investment to encourage industrial development is a beneficial expenditure of public revenues.
- **Leverage**. A project that leverages monies from other entities (grants, private investment, special assessments, etc.) might be rated more highly than others if the "window of opportunity" is small. If a program must be taken advantage of immediately or be forever lost, such as for CDBG funds for public improvements, or a MODOT or USDA grant, it also might be rated higher.

Summary of Recommendations 2012

The Capital Improvement Program recommendations are based on the analysis conducted and input obtained throughout the Plan 2012 process. The following improvements are to be prioritized for completion under the renewed 1/4 Cent Sales Tax Vote of August 2011, or as necessary to provide for redevelopment and infill in the Recovery Area. Some of the recommendations are likely necessary to be revised given the 2011 tornado.

In conducting planning studies for Plan 2012, civil engineers and planners with Anderson Engineering, Inc. (A/E) and Lochner (HWL) reviewed and summarized past engineering reports and studies by the City of Joplin; and reports available to the City from other providers, such as water supply studies from Missouri-American Water Company (MOAW). These reviews and summaries by A/E and HWL—along with key person interviews with City staff and community service providers—are the basis for the findings and recommendations.

The recommendations focus on whether a) current and planned infrastructure are capable of accommodating expected growth and redevelopment in Joplin, and b) crisis-recovery areas require re-prioritization of projects in the near-term reinvestment initiatives—all of which will be the policy-basis for Capital Improvements Program (CIP) of the updated Comprehensive Plan 2012 (highlighted below with grey shading as being particularly relevant to the Future Land Use Plan policies of the Plan update). The recommendations should be categorized to programs and projects. Projects to meet regulatory issues, and that are part of an overall maintenance strategy for specific infrastructure improvements should be initiated as the highest-priority needs.

Stormwater Management

The City's current Stormwater Management Master Plan (Allgeier, Martin and Assoc., April 2009) indentifies several capital improvement projects. These projects address some minor capacity and flooding issues. However, the main intent of these projects is to address water quality issues to ensure conformance with the current and future Clean Water Act Phase I and Phase II requirements. An annual maintenance budget of $650,000 is included in the budget



for maintaining open and closed stormwater infrastructure.

To comply with upcoming regulatory requirements, the City should anticipate installing several water quality sampling stations at key locations. It is expected that water sampling will be a requirement within the next 5 years. The City plans 38 stormwater capital improvement projects to be completed over the next 10 years. Major capital investments in this plan include:

- Regional detention at Murphy Blvd and 15th Street,
- Regional detention at Arizona Avenue and 32nd Street,
- Ditch and culvert improvements at 10th Street and Peters Avenue,
- Ditch and culvert improvements at Connecticut Street between 32nd Street and 37th Street,
- New culvert system at Michigan Avenue between 27th Street and 30th Street, and
- New culvert system at Main Street between 25th Street and 27th Street.

Recommendations -- 2012 CIP Stormwater Projects

Based on the above analysis the following Stormwater improvements and management/planning measures are recommended for the Joplin Comprehensive Plan 2012 CIP component.

Stormwater

The City should implement the following improvements as part of the renewed 1/4 Cent Sales Tax Vote of August 2011:

1. Enhanced maintenance of stormwater system in the storm-damaged area has also been has been a high priority for the City since the tragic storm. The City should review and re-prioritize near-term stormwater projects, both as public projects and as partners with the private sector in support of private reinvestment initiatives—all of which should be a policy-basis for the CIP of the Plan.
2. As a high priority in the near-term, cleaning out of storm-damaged stormwater collection inlets and trunk mains should be addressed. As a result of the heavy rains immediately after the May 22, 2011 tornado, most of the stormwater collection system became clogged with debris. This debris decreases the capacity of the system and could cause localized flooding. The City should continue as a high priority the inspecting and cleaning of stormwater inlets, pipes, ditches, and detention facilities in the crisis-recovery area.
3. The City should continue to enforce erosion control practices and installation of water quality features in both new and existing developments.
4. The City should consider adopting new BMPs for enhance stormwater detention and collection on-site of parking lots, in addition to enhanced erosion control practices and installation of water quality features in both new and existing developments; and in both public and private installations—the latter through new and innovative incentives, including consideration of monetary rewards for stormwater detention that exceeds the private site's own runoff coefficients.
5. The installation of several stormwater collection stations should be planned for the purpose of monitoring stormwater quality.
6. Regional detention at Murphy Blvd and 15th Street; and at Arizona Avenue and 32nd Street should be planned for regional site amenity enhancement—to support and incentivize private reinvestment through aesthetic amenities in addition to function stormwater improvements.

2014 CIP Projects Recommendations

Based on the above analysis the following improvements and management/planning measures are recommended for the Joplin Comprehensive Plan 2012 CIP component.

Water Supply, Storage Water, and Distribution.

1. City staff should continue coordinating with MOAW on planning for water service infrastructure and on implementing their development projects—both inside the corporate limits and the City's planning area.
2. City staff should work closely with MOAW on developing the water company's new 15-year service plan for the

Stormwater Projects 2012-2022

PROJECTS		COST ESTIMATES			
ID	Item	2012	2017	2022	Cumulative Totals
A1	1. Minor System Improvements				
A2	2. Ditch and Detention Pond Maintenance				
A3	3. Catch Basin and Closed System Maintenance				
A4	4. Regional Detention, NE side of Murphy Blvd & S. of 15th St.				
1-5	5. Regional Detnetion, W. of Arizona & N. of 32nd St.				
6-10	6. Storm Sewer Improvements, Illinois btw 7th & 9th				
6-12	7. Regional Detention, 15th & Massachusetts				
7-10	8. Culvert Improvements, Lone Elm & Murphy Blvd				
3-7	9. Ditch & Culvert Improvements, Connecticut - 32nd & 35th				
3-7A	10. Ditch & Culvert Improvements, Connecticut - 35th & 37th				
10-1	11. Channel Improvement, Canterbury Ditch 3rd & 7th				
16-15	12. Ditch & Culvert Improvements, 4th & School				
10-4	13. Ditch & Culvert Improvements, Euclid & Odessa/Rolla				
10-3	14. Ditch & Culvert Improvements, 10th & St. Peters Ave				
4-14	15. New Culver System, Michigan - 30th & 27th				
7-9	16. Ditch Improvements, 2nd & Oliver/McCoy				
6-13	New Culvet System, Hill - Division & Mineral				
7-8	Curb Inlet Improvements, 4th & Tyler/Adele				
Total Costs					$18.5 Million

Joplin-area water system. MOAW will provide a copy of this completed plan to the City for coordination purposes; however, the City staff should engage MOAW closely during plan preparation—for example, in considering a site for a future reservoir in the Joplin region.

3. MOAW should coordinate with the City in hosting monthly utility meetings to discuss developments under consideration; and in conducting annual master planning meetings to discuss major improvements in crisis-recovery areas and development areas—using the Comprehensive Plan and CIP as a guide.

Wastewater

1. Enhanced maintenance in the storm-damaged area has been a high priority for the City since the tragic storm of May 2011. Improperly capped and damaged service lines at demolished structures create added I & I problems. The Comprehensive Plan update is an opportunity to review the City's near-term response to wastewater services demands in the crisis-recovery area for the 5-year period of the Plan CIP. Therefore, City should review and re-prioritize near-term wastewater projects, both as public projects and as partners with the private sector in support of private reinvestment



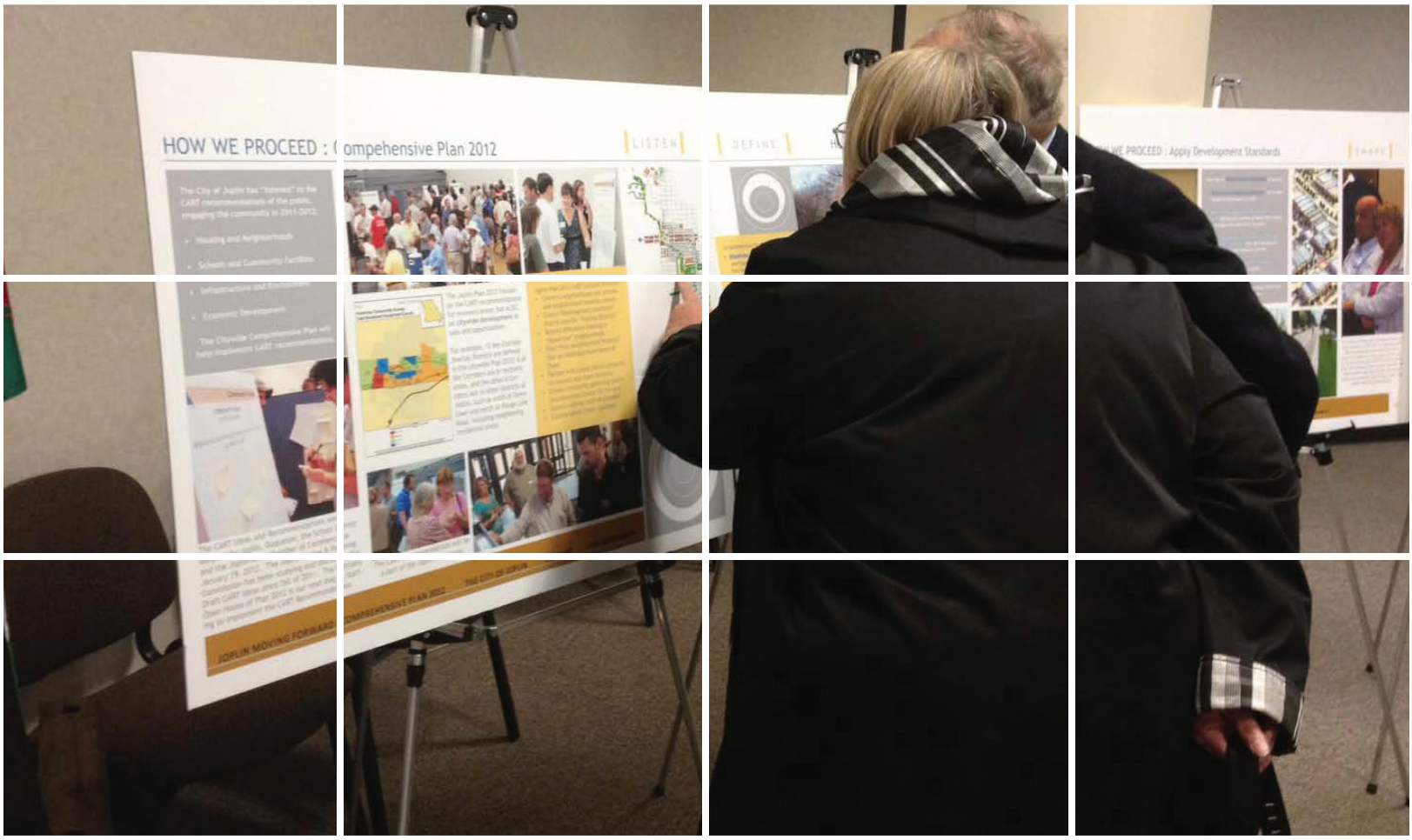
initiatives—all of which should be a policy-basis for the CIP of the Plan.

2. Sewer main maintenance should be concentrated on areas of known SSOs.
3. Given that new initiatives for management of sanitary sewer collection systems are expected to be a requirements in the longer-term 10- to 20-year time period of the Plan, the City should begin planning for:
4. A functional Capacity, Management, Operations, and Maintenance (CMOM) program as an enhanced method for management of sanitary sewer collection systems. A CMOM program uses management practices and information collection to track how well each component of the program is meeting the performance goals; to indicate if the overall system efficiency is improving. A CMOM program can lead to cost savings by helping reduce overtime charges by personnel, emergency construction, insurance premiums, and lawsuits.
5. Enhanced pharmaceuticals treatment measures.

Recommendations -- 2014 CIP Transportation Projects

The 2014 Proposed Future Sales Tax CIP Projects for Transportation are listed in Chapter 6, Transportation. The Plan 2012 sets forth planning policies and recommendations for the Joplin public to consider when voting 2013 to extend the 10-year 3/4 Cent Sales Tax for the needed transportation projects: 2014 - 2024. The 2012 Parks & Recreation Trails Projects are shown on the Transportation Plan Map as future trail extensions (Ref Chapter 6).

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Comprehensive Plan 2012

Chapter Seven: Implementation

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Chapter Seven

Implementation





Introduction

This section provides the tools and steps to implement the guidelines, recommendations and actions outlined within the Master Plan, and assigns responsibilities for implementation. This happens through private development applications, public investments and improvements, partnerships serving as community catalysts to organize citizens and private funds, and local businesses starting, growing and changing. These tools include, but are not limited to the following:

- zoning,
- subdivision regulations,
- design guidelines,
- public infrastructure extension and improvement policies,
- impact assessments,
- site design,
- economic development tools and incentives, and
- capital improvement programming.

Implementation Matrix

The following action steps and the framework identified throughout the Plan should be used to prioritize improvement plans and requests for funding, such as through the City's Capital Improvement Program and other local, state, and federal funding sources.

The work plan for implementation is summarized in the following matrix elements:

- Action Steps – First steps in implementing Plan recommendations.
- Implementation Responsibilities – Lead organizations and partners responsible for initiation, oversight, and monitoring.

Responsibility: ■ Primary ☐ Secondary

Typically the City of Joplin will serve as the primary party responsible for initiating and implementing action steps. However it is often necessary for other partners to be actively involved in the implementation process and, in some cases, serve as the primary lead for implementation efforts. Partners typically involved in the implementation process may include:

- City: Various city departments, boards, and commissions.
- Agencies: Federal, state, and county departments and agencies.
- Private Sector: Developers, investors and land owners.
- Other: an Oversight Committee of Citizens, neighborhood organizations, business owners, agencies, and other community organizations.

- Time Frame – A general period of time during which specific actions should occur is expressed in the following terms:
  - Short-term, 1 to 3 years ("Near-term")
  - Medium-Term, 3-10 years ("CIP-term")
  - Long-Term, over 10 years
  - Ongoing

Implementation Matrix

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
COMMUNITY REINVESTMENT	City	Active Partners: Agencies	Active Partners: Private Sector	Active Partners: Other	Short Term (1-3 Years)	Mid Term (3-10 Years)	Long Term (10+ Years)	Ongoing
Pursue commercial development **along the I-249 Bypass**.	■	☐	☐		✓			
Adopt **Transportation Plans for key Corridors** of the Recovery Area.	■	☐	☐	☐	✓			
Adopt Neighborhood Standards for **older neighborhoods and HPC districts**.	■				✓			
Extend the wastewater system to serve growth as needed and the **South Prigmor Avenue Industrial Areas**.	■					✓		
Improve the Turkey Creek Trail Corridors to **link with the MSSU Campus**.	■					✓		
Adopt **Zoning Ordinance Amendments** to more fully implement the new Development Standards in key Planned Corridors and the community. Prepare a South Main Street Gateway Corridor Study, including a **new South Main Overaly District** to be applied for all development permits, rezonings and site plans.	■				✓			
Provide aesthetic improvements and **gateway features** at the primary entrances to Joplin in the "South Main Street Gateway Corridor."	■					✓		
Provide **strategic upgrades to arterial and collector-level streets** and street connections when redevelopment occurs in the Recovery Area.	■		■					✓
Encourage development that incorporates low impact development (LID) measures as a start to new **Joplin Sustainability BMP**s.	■		☐					✓
Plan for future annexation of unincorporated development in West Joplin future growth areas for long-term implementation of the West Bypass Concept Plan, particularly along the J-Highway Corridor alignment.	■							✓
As the 2012 Sales Tax for Parks & Recreation is allocated in the CIP, e**xpand the parks and trail systems** along stream corridors linking to new and existing Joplin School District facilities, as a top priority and as indicated on the Future Land Use Plan.	■		☐					✓
Form partnerships with the Joplin School District to effectively prioritize the CIP projects: Establish a **City/School District Advisory Committee for CIP** fund allocations and the Community Center/Multi-Use Complex visioning.	■	■	■	■				✓
Partner with other cities in the Plan 2012, such as **Duquesne and Leawood**, to promote economic growth of the I-44 and Range Line Road Corridors.	■	■	■	■				✓
Provide neighborhood parks and recreation according to the Joplin Park Board Master Plan: Establish a **City/Park Board Advisory Committee for CIP** fund allocations.	■		■					✓



Implementation Matrix

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
		Active Partners						
COMMUNITY REINVESTMENT	City	Agencies	Private Sector	Other	Short Term (1-3 Years)	Mid Term (3-10 Years)	Long Term (10+ Years)	Ongoing
Prepare a 5-year CIP for continued implementation of the Joplin Downtown Plan	■	☐	☐		✓			
Adopt a **unique set of design guidelines** for redevelopment projects in **Downtown** Joplin.	■				✓			
Apply **Neighborhood Development Standards** in and around **historic districts** of Joplin to blend with and enhance the area's historic character.	■		■		✓			
Prepare a gateway streetscape improvement plan for the South Main Street Gateway Corridor including construction drawings.	■	☐			✓			
Prepare a streetscape improvement plan for linking the South Main Street Gateway Corridor to the Downtown community core, including construction drawings.	■	☐	☐		✓			
Apply for funding through the D.R.E.A.M. Initiative and other programs to fund improvements to the community core.	■				✓			
Adopt a Corridor Plan for the Business Highway Route. 43 Corridor north of Downtown.	■					✓		
Extend the decorative "wayfinding" directional signage in Downtown, at key gateways south and north, and strategic locations citywide.	■					✓		
Construct Downtown streetscape improvements south to I-44.	■	☐				✓		
Initiate a traffic and safety study for south Main Street to document impacts of medical center development--to strategize for economic development.	■					✓		
Improve other gateway entrances to the community core with aesthetic enhancements, such as at 20th & Main; 7th & Main; 4th & Main.	■						✓	
Construct ADA compliant pedestrian crosswalks and curb cuts in the Downtown core, and in core neighborhoods in historic Joplin.	■							✓
Promote the development of businesses in the community core that meet the Southwest Missouri market demand.	■	■	■					✓
Working with the Joplin Area Chamber of Commerce and others, build an effective framework and incentives to encourage the assemblage of sites suited by size and location to attract investment in diverse new private housing, businesses and institutions within the Recovery area, as well as elsewhere within the community.	■	■	■					✓
Identify opportunities for higher-density residential development in the Redevelopment Area and older core neighborhoods, applying the new "Residential Multi-Use Development Standards" and "Neighborhood Development Standards."	■							✓

Implementation Matrix

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
INFRASTRUCTURE & TRANSPORTATION	City	Active Partners: Agencies	Active Partners: Private Sector	Active Partners: Other	Short Term (1-3 Years)	Mid Term (3-10 Years)	Long Term (10+ Years)	Ongoing
Update the Joplin plan for long term maintenance and system improvements to the City's street network.	■				✓			
Plan for and identify funding mechanisms to support necessary sanitary sewer infrastructure for future development in the City's growth areas.	■				✓			
Prepare a Safe Routes to School Plan to address sidewalk and safety improvements around the schools and apply for funding through MoDOT.	■	☐			✓			
Prioritize Safe Routes to School projects in the upcoming transportation Sales Tax Renewal public vote.	■				✓			
Prepare construction drawings for sidewalk and streetscape enhancements for South Main Street to help implement the new "South Main-to-Downtown Overlay District" Development Standards in this key Plan Corridor.	■	☐			✓			
Prioritize capital improvement program funds for multimodal transitions from a car-focused system, for new installation of new sidewalks.	■				✓			✓
Pave portions of the Trail System that are closest to Joplin R-8 School District facilities.	■				✓			
Initiate a Signal Warrant Study with MoDOT as intersection traffic warrants them.	■				✓			
Partner with MSSU and other regional colleges to apply for transportaiton funding through the Economic Development programs.	■		■		✓			
Provide an incentive to conserve water by conducting a rate study that includes pay-back calculations from inflow & infiltration investments.	■				✓			✓
Update the city website to provide information on Recovery Area development sites: both public and private sector initiatives and opportunities.	■				✓			
Consider a development policy for the extension of utilities that would require water users to connect to the sanitary sewer system.	■	■	■		✓			
Initiate a public relations campaign that educates the public on sustainability issues and related environmental issues: to help define for Joplin what these terms mean.	■	■			✓			
Adopt updates to the City's Zoning Ordinance and Subdivision Regulations to implement new Development Standards in context of long-standing Overlay Districts, and in relation to special district needs, such as historic districts.	■			☐	✓			
Construct Main Street sidewalk/ADA improvements and crosswalk enhancements.	■	☐				✓		



Implementation Matrix

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
		Active Partners						
INFRASTRUCTURE & TRANSPORTATION	City	Agencies	Private Sector	Other	Short Term (1-3 Years)	Mid Term (3-10 Years)	Long Term (10+ Years)	Ongoing
Extend the existing Shoal Creek Trail System to the new Joplin High School, eventually providing connections to each school district facility in the Recovery Area and in older neighborhoods.	■					✓		
Implement Planned Corridor street improvements to support infill redevelopment in the Recovery Area.	■					✓		
Construct WWTF upgrades to meet MDNR wastewater improvements mandates.	■					✓		
Prepare and implement a comprehensive stormwater management plan to allocate and prioritize the 2012 Sales Tax Renewal Programs.	■	☐	☐				✓	
Provide new multimodal infrastructure projects to improve walkability.	■	☐	☐				✓	✓
Implement curb and gutter improvements on Planned Corridor thoroughfare system streets.	■						✓	✓
Implement sidewalk and trail improvements throughout the city, in accordance with the Transportation Plan (Chapter 4).	■	☐	☐					✓
Require new street construction to equally serve the multimodal needs of the vehicle, pedestrians, bicyclists and other alternative transportation options where appropriate.	■	■						✓
Require street connectivity as conditions of redevelopment plan approval in the Recovery Areas.	■		☐					✓
Facilitate the efforts of private interests to assemble and prepare sites to accommodate investment in facilities for businesses and institutions that will generate high-quality jobs, giving priority to those which will bring new dollars into the community – ones which export of locally produced goods and services and bring back new dollars	■	■	■					✓
Utilize the full array of potential federal, state and local fiscal and economic incentives to leverage private investment in the Recovery Area, thereby building a diverse and sustainable new community within the larger Joplin community.	■	■						✓
	■				✓			
Educate the public on sustainable infrastructure improvements, due to the lack of interest in code mandates for "green design."	■	☐						✓

Economic Development Implementation

Joplin can maintain its retail and employment center position in Southwest Missouri by:

- continuing population and employment growth,
- enhancing workforce education, and
- accommodating new commercial reinvestment.

The Economic Development Implementation section summarizes the next steps the City should plan in partnering with the private sector in Joplin and in the lager Southwest Missouri region.

Next Steps

The Recovery Area must accommodate land assembly to provide adequate-size infill sites for redevelopment construction. This is a key objective of the Plan and is spelled out in more detail below. A "Comprehensive Housing Market Analysis" is being conducted for Joplin, set for publication in summer 2012 (**Ref. Appendix C**).



Historic Joplin Depot building north of Downtown has been targeted for community reinvestment.

Planning for retail growth is an ongoing process. The City has the opportunity to further define its southwest Missouri regional center opportunities for the four-state region by applying regional economic data to the local level to the extent data is available. One method would be to set implementation strategies for the Chamber-School District Certified Workforce Program (in the City and the Counties).

A broad-based "Quality Jobs for Joplin" program should be launched as a partnership between the City and the Joplin Area Chamber of Commerce. The City's primary responsibility would be to insure that appropriate sites are available and provided with necessary infrastructure and entitlements to accommodate new investment in an expeditious manner. The Chamber's job will be to market those promising sites and locations to businesses and institutions desiring expansion within or relocation to the City of Joplin. Priority should be given to business sectors engaged in selling goods and services beyond the community, thereby increasing the size of the local economic pie with new dollars.

Land Assembly in Urban Recovery Areas

From the start of the Joplin recovery after May 22, 2011 a land assembly strategy has been discussed to help the private sector aggregate land parcels into larger redevelopment and infill tracts in the Recovery Area. The Joplin Community quickly understood that assembly of sites suitable in location and size to new increments of real estate development will be critical to the successful rebuilding of the Recovery Area.

Joplin faces a rebuilding challenge unprecedented in urban America in its scale and scope relative to the size of the city as a whole. The only rival situations in the State of Missouri would be the vast areas of neighborhood abandonment and deterioration that emerged in portions of inner cites of St. Louis and Kansas City after World War II. This decline resulted from long-term depopulation and disinvestment as peoples life-styles and socio-economic preferences evolved



over half a century or more. In Joplin the destruction occurred in minutes leaving, not acres of land, but many **square miles** of cleared streets with underlying patterns of small subdivided lots. The scale of tornado damage is unprecedented for an American city.

How can Joplin move forward if the private sector is unable to assemble desirable development tracts? Is there an alternative to a completely haphazard process of private initiatives putting together single parcels for individual buildings – sometimes two lots to build a home where two had stood, or occasionally random clusters yielding resubdivision into larger lots?

This will require definition of a general concept of compatible and interrelated future land uses for the area, rigorous but flexible design and planning standards, and effective use of public funds and incentives to induce private investment in necessary public infrastructure – especially roads, electric, gas, water, sanitary and storm sewage facilities, and public open space and parks. Communities in Missouri fortunately have access to a wide array of tools designed primarily to facilitate this objective.

Site Assembly

- Missouri Land Assembly Tax Credit Program (Section 99.1205)
- Incentive zoning provisions in City Zoning Code

Public Infrastructure Investment

- Tax Increment Financing (TIF, MO)
- Community Improvement District (CID, MO)
- Transportation Improvement District (TID, MO)

Private investment in rebuilding a devastated area of any city is inordinately expensive and inherently risky. Assuming the challenge of achieving appropriate and necessary site assembly is addressed, there will still be overwhelming risks relative to potential rewards to be overcome by the owners and investors in new housing as well as job-producing businesses. Once again, the State of Missouri along with the federal government offers an array of tools that can be stitched together to close this gap, including:

Investment Inducement, Risk Mitigation

- New Market Tax Credits (U.S. Treasury, for commercial investments)
- Chapter 353 Tax Abatement (MO)
- Tax Increment Financing (TIF, MO)
- Missouri Brownfield Tax Credits
- Low-Income Housing Tax Credits (U.S. Treasury and MO Housing Development Commission – can be configured to support mixed-income neighborhoods)

End-User Incentives (targeted to specific business occupant)

- Enhanced Enterprise Zone (MO EEZ)
- Missouri Quality Jobs Program
- Missouri BUILD
- Missouri New Jobs Training Programs
- Missouri Chapter 100 Abatement Industrial Revenue Bonds
- SBA 504 Loan Program (U.S. Small Business Administration)

Site Assembly in Joplin's Recovery Area

A fundamental need of Joplin moving forward is to assemble buildable tracts of land--in sizable tracts rather than lot-by-lot as the area had originally evolved--that are attractive to private capital necessary to rebuild. In older urban cores like St. Louis and Kansas City the rebuilding process has spread over decades with literally dozens of separate development sites guided by public planning and site assembly. Redevelopment projects supported by state and federal powers and financing have yielded a slow and unsteady recovery process there. In Joplin, there is a driving desire not to repeat this and instead, to rebuild as effectively as possible.

A viable alternative to haphazard development would be for the City to prepare an area-wide strategic plan that identifies the preferred type and intensity of future land uses configured in consolidated tracts or parcels. It would then tailor its zoning code to provide certain zoning

premiums as well as one or more fiscal incentives potentially available through state and local redevelopment programs. Development projects that comply with the site assembly objectives as well as the land use and development standards would receive the prescribed zoning and fiscal incentives. Ones that do not comply could proceed, but without these benefits.

An important consideration in determining what uses and densities are encouraged through the strategic plan would be compatibility with surviving patterns and uses of property that abut and surround the areas of destruction that are cleared to undergo redevelopment. New uses should knit the larger neighborhood together rather than creating conflicting uses or barriers. In this regard, lot and home sizes and values can be very important considerations, along with use, density and scale.

A potential source of funds to underwrite and encourage site assembly is Missouri's Land Assemblage Tax Credit Program. The program is applicable where the redeveloper incurs acquisition costs for assembly of 50 acres or more within a larger area of 75 acres or more deemed to be "distressed" – a criterion that can be readily met in a wide variety of circumstances within the Recovery Area. While the aggregate amount of funds available to the program state-wide is set at $75 million, an individual eligible project can receive up to $20 million against 50% of total acquisition costs and 100% of the interest incurred in holding costs over 5 years following acquisition.

In addition to state tax credits covering a portions of site assembly costs, the City can authorize state enabled tax abatement, tax increment financing or supplemental project based revenue taxation to underwrite acquisition and site improvement costs. Perhaps it goes without saying, but use of any of these potential tools and programs should be carefully tailored to project needs and prudently applied to yield the greatest benefit for least public investment.



Professionals collaborated during a Joplin Community Charrette in fall 2011 to strategize on redevelopment in the Recovery Area. Plan 2012 carries those ideas into plan policies and implementation strategies for citywide revitalization and in Plan Corridors (Ref. Chapter 5).



Funding Opportunities

There are a variety of federal and state programs that can potentially be utilized to fund infrastructure improvements and economic development initiatives. The following list only provides examples of possible funding opportunities; program eligibility will need to be assessed on a project-by-project basis.

Federal Programs

Clean Water State Revolving Fund (CWSRF)

The CWSRF program provides loan assistance for wastewater treatment, storm water management, nonpoint source abatement and estuary protection projects. This funding is provided in the form of low interest loans at an average of 30% below market rate. CWSRF programs are capitalized with a grant from the EPA, plus a 20% match from the state. In many cases, funds to repay CWSRF loans are generated by the project itself.

The CWSRF can fund the "capital costs" of water quality improvement. Capital costs include traditional infrastructure expenditures (such as pipes, pumps and treatment plants), as well as unconventional infrastructure costs (such as land conservation, tree plantings, equipment purchases, planning and design, environmental cleanups and the development and initial delivery of environmental education programs).

Public Works and Economic Development Program (PWEDA)

Supports the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain long-term private sector jobs and investments, attract private sector capital, and promote regional competitiveness. Cities meeting "Natural or Other Major Disasters or Emergencies" are eligible applicants for PWEDA funds, and eligible activities include the acquisition or development of public land and improvements for use in public works, public services, or development facilities. Also, acquisition, design and engineering, construction, rehabilitation, expansion, or improvement of publicly owned and operated development facilities, including related machinery and equipment.

In addition, the project must fulfill a pressing need of the region and must improve the opportunities for the successful establishment or expansion of industrial or commercial plants or facilities in the region.

Section 319 Nonpoint Source Implementation (NPS) Program

Nonpoint source (NPS) pollution is traced to multiple sources (both natural and man-made) within a watershed, such as storm water runoff, agricultural/land disturbance activities, or faulty septic systems. NPS grant funds can be used to address NPS pollution through information/education, conservation, restoration, or improvement of water quality. Eligible sponsors include state and local agencies, educational institutions, and nonprofit organizations with 501(c)(3) status. The goal of the grant program is to provide citizens with the knowledge and ability to improve common land-use practices and to protect water quality. The mission of Missouri's nonpoint source management program is to preserve and protect the quality of the water resources of the state from nonpoint source impairments.

Missouri Economic Development Programs

(Source: Missouri's Economic Development Tools: A Practical Guide to Building a Better Missouri Development Finance Board and Missouri Department of Economic Development)

Redevelopment Projects

- Tax Increment Financing (TIF)
- New Market Tax Credits (U.S. Treasury, for commercial investments)
- Chapter 353 Tax Abatement (MO)
- Missouri Downtown and Rural Economic Stimulus Act (MODESA)
- Downtown Preservation Program (a.k.a. MODESA Light)
- Historic Preservation Credit Program
- Downtown Revitalization Economic Assistance for Missouri (DREAM) Initiative
- Missouri Rural Economic Stimulus Act (MORESA)
- Brownfield Remediation; Jobs and Investment Credits; and Demolition Financing

Infrastructure Development

- Community Improvement Districts
- Transportation Development Districts
- Neighborhood Improvement Districts
- Development/Corporation Agreements

Incentive Programs for Job Creation and Capital Projects

- Business Use Incentives for Large Scale Development (BUILD)
- Missouri Quality Jobs Act
- Industrial Development Bonds Issued for Tax Abatement
- Enhanced Enterprise Zones (MO EEZ)
- Development Tax Credit
- Sales Tax Exemption - Manufacturing Equipment
- Inventory Property Tax Exemption
- Missouri Chapter 100 Abatement Industrial Revenue Bonds
- SBA 504 Loan Program

Worker Training Incentives

- New Jobs Training Program
- Retained Jobs Training Program
- Missouri Customized Training

Bond Financing Programs

- Missouri Development Finance Board
- Land Clearance for Redevelopment Authority (LCRA)
- Planned Industrial Expansion Authority (PIEA)
- Environmental Improvement and Energy Resources Authority
- Missouri Agricultural and Small Business Development Authority
- Industrial Development Corporations

Community Development Block Grant Programs

Community Development Incentives

- Neighborhood Assistance Program
- Youth Opportunities Tax Credit Program
- Family Development Account Tax Credit Program

Housing Incentives

- Affordable Housing Assistance Credit
- Low-Income Housing Tax Credits (U.S. Treasury and MO Housing Development Commission, which can be configured to support mixed-income neighborhoods)
- Neighborhood Preservation Credit

Missouri Development Finance Board

- MIDOC Infrastructure Loans
- Tax Credit for Contribution

Other Development Programs

- Economic Development
  - Local Option Sales Tax
- Small Business Development
  - Rebuilding Communities Credit
  - Loan Guarantee Fee
  - Urban Enterprise Loan
  - Business Incubator Credit

Industry Specific Programs

Venture/Seed Capital Projects

- Certified Capital Companies
- New Entity Creation (Prolog Ventures)

Private Development Financing

Private investment in rebuilding a devastated are of any city is inordinately expensive and inherently risky. Assuming the challenge of achieving appropriate and necessary site assembly is addressed, there will still be overwhelming risks relative to potential rewards to be overcome by the owners and investors in new housing as well as job-producing businesses. The State of Missouri and the federal government of tools that can be stitched together to close this gap, as shown on the facing page, should be used to leverage private financing in Joplin--citywide and in the Recovery Area.



SUMMATION

Joplin faces a rebuilding challenge unprecedented in urban America in its scale and scope relative to the size of the city. A fundamental challenge facing Joplin is to assemble sites appropriate to attraction of private capital necessary to rebuild in sizable tracts rather than lot-by-lot as the area had originally evolved. To move forward Joplin cannot rely on a haphazard process of private initiative to assemble individual parcels – sometime two lots to build a home, or for a larger use such as an apartment project, big box retail establishment or church.

A better way recommended in Plan 2012 is for the City to prepare an area-wide strategic plan that identifies the preferred type and intensity of infill consolidated parcels. Tailor its zoning code to provide certain zoning premiums as well as fiscal incentives available through state and local redevelopment programs. Development projects that comply with the site assembly objectives as well as the land use and development standards would receive the prescribed zoning and fiscal incentives.

An important consideration in determining what uses and densities are encouraged through the strategic plan would be compatibility with surviving patterns and uses of property that abut the Recovery Area. New uses should knit the larger neighborhood together rather than create conflicting uses or barriers. In this regard, lot and home sizes and values can be very important considerations, along with use, density and scale.

A potential source of funds to underwrite and encourage site assembly is Missouri's Land Assemblage Tax Credit Program. The program is applicable where the redeveloper incurs acquisition costs for assembly of 50 acres or more within a larger area of 75 acres or more deemed to be "distressed" – a criterion that can be readily met in a wide variety of circumstances within the Recovery Area. While the aggregate amount of funds available to the program state-wide is set at $75 million, an individual eligible project can receive up to $20 million against 50% of total acquisition costs and 100% of the interest incurred in holding costs over 5 years following acquisition.

In addition to state tax credits covering a portions of site assembly costs, the City can authorize state enabled tax abatement, tax increment financing or supplemental project based revenue taxation to underwrite acquisition and site improvement costs. Perhaps it goes without saying, but use of any of these potential tools and programs should be carefully tailored to project needs and prudently applied to yield the greatest benefit for least public investment.

Rebuilding an area the size and nature of the Recovery Area will be complex and challenging. It is not a job for one, or even a few, developers of different projects. There will be hundreds of discrete projects built by a wide variety of developers and home builders over a long period of time. The City is forming a partnership with a private development organization that brings the necessary skills and experience to the task on behalf of the city. This role of a master developer will be charged with guiding and coordinating the planning and implementation of both public and the private investment required by many different players over an extended period of time.

Fortunately Missouri has long had a redevelopment law that has been successfully adapted as the legal framework for this type of master development arrangement. Chapter 353 of the Missouri statutes enables a community like Joplin to empower a private developer to act on its behalf in effecting a series of specific projects executed by other developers to complete the redevelopment of a large area. A prime example of this approach is Washington University's revitalization of a declining neighborhood and an obsolete industrial district adjacent to its medical center in St. Louis. The Chapter 353 redevelopment stature provided the needed procedural and legal framework for a public/private partnership and master developer arrangement.

The projects ranged from a shopping district to a major corporate headquarters campus, to numerous small clusters of rehabilitated buildings and infill residences. Upon the city's approval of the revitalization plan, the corporation assembled sites, relocated residents and competitively selected the best developer of each sub-project area. The result is a vital urban neighborhood that complements the city's largest employment center outside of downtown.

Partnership Opportunities

There are a number of state, regional, and local organizations that provide economic development assistance, information, or marketing opportunities.

State

Missouri Partnership: Offers tools for businesses looking to locate in Missouri, including an available property search and tracking of business climate and industry clusters.

Missouri Business Development Program: Offers services to help start and grow small businesses, including providing business education resources, spreadsheets for business finance data, and business/economy news.

Missouri Economic Development Council: An authoritative and unified voice for communities and businesses in Missouri for economic development and related issues.

Resources for Missouri, Inc.: Provides financial resources to businesses and entrepreneurs in Missouri. They offer business loans and other financial services.

Missouri Economic Research and Information Center: Provides access to completed studies on economic conditions and markets for the various regions of Missouri. It also has economic indicators by region, other regional information, and economic news for the state.

Office of Social and Economic Data Analysis: Tracks economic development information and demographics for use by the public. It conducts various socioeconomic analyses and other demographic and economic studies.

Missouri Department of Transportation: MoDOT programs such as the Cost Sharing/Economic Development Program can help fund highway improvements in Joplin.

Regional

Joplin Area Chamber of Commerce: Leads Joplin area economic development initiatives, including Joplin School District participation in the Certified Training Program. Tracks news for the southwest Missouri region. The Chamber provides links to grant funding for transportation, economic development, and joint venture funding relevant to the area.



Local

National Corporate Retail: The City will continue to serve as a regional shopping center for Southwest Missouri. There are ___ corporate restaurants and businesses in Joplin to meet regional market demand.

Joplin Area Chamber of Commerce: As the chamber actively markets Joplin and supports business growth, the City should continue to work with this organization.

Joplin Area School District: The district serves much of the population throughout the Joplin Metropolitan Area. Partnerships with the school district provide community-wide quality-of-life benefits.

Missouri Southern State University: Based in Joplin, MSSU has a significant institutional presence, with an expanding campus in northeast Joplin. The college is a leader in Nursing Programs and coordinates with the Joplin Medical Community.

Volunteer and Quasi-Public Agencies: Partnering with volunteer organizations, religious-based groups and other quasi-public agencies has been a success story that is filling volumes of "good press" for the Joplin community.

Mercy Medical Center: The community's Mercy Medical Group hospital is being rebuilt in south Joplin at I-44 and South Main Street. Both hospitals provide diagnostic, treatment, education, and support services.

Newman Medical Center: Provides full health services, community health education, and emergency medical facilities. Quality health services are attractive to potential residents and businesses.

Empire Electric District: The community is locally-served by an electric company that serves 89,700 customers throughout the metropolitan area.

Joplin Library System: Libraries are a quality-of-life amenity that are attractive to potential residents and businesses and are an important information resource for the community.

Joplin Regional Airport: The local commercial airport in Joplin included daily commercial jet service to Dallas and other metropolitan areas. The 7,000+ runway accommodates a full service airport facility in north Joplin.













Build on Joplin Branding Strategy

The next step in marketing the Joplin area after the 2011 tornado is to build on the success of the communitywide CART process (**Ref. Appendix B**). The Joplin community has an opportunity to create a brand that defines the spirit of the community which can be successfully used for business and industry recruitment, as well as broader economic development activities and residential infill development. Branding is the process to change, refine or improve what people are saying about the "Revitalization Experience of Joplin."

The Joplin brand should define what people say and think about the community. That impression is a combination of emotional and intellectual reactions to all the different experiences, marketing communications and behaviors people encounter in the Joplin area. One of the best examples that graphically illustrates what a community can do to make the best of a community tragedy is Oklahoma City. Following the domestic terrorist bombing of the Murrah Federal Office Building in 1995, Oklahoma Citians came together to invest in key community assets in an effort to heal and project its core character to the world. The Metropolitan Area Projects program (or MAP) was initiated with a series of voter approved tax levies focused on creating and upgrading public and civic institutions and facilities. The first wave of MAP focused on downtown betterment and landmarks, helping to transform an otherwise dull and moribund urban core to a vital center. The second wave focused on school and higher education facilities city-wide and a third wave is currently underway. The results have been stunning both for Oklahomans and all those who visit the city or learn of it through its changing reputation. The Murrah Building tragedy transformed both the reality and image of the City.

A brand is not created; it is discovered within the spirit of a place. Because of this, the brand is useful to community leaders in furthering the economic, political and social goals of the community. The Joplin brand should be a mixture of attributes – tangible and intangible – that create value and influence. From a marketing or consumer perspective "value" is "the promise and delivery of an experience." This brand should brand helps consumers (residents, businesses and tourists) distinguish Joplin from other regional centers in the four-state marketplace and solidify Joplin as a shopping and employment center and destination. When beginning the branding process the following should be considered:

- History (successful recovery),
- Values (guiding principles),
- Promise (what we can provide that others cannot),
- Truths (ability to deliver the promise),
- Collaboration (City-Chamber-Schools-Industry), and
- Services (strengths of regional center city).



Cunningham Park has been reinvented in the Recovery Area, including demonstrations of eco-friendly park improvements which combine recreation and scenic beauty of the park environments, including an educational component of learning about ecosystems in an urban park setting.

Overlay District and Plan Corridor Development Standards

APPENDIX A

City of JOPLIN, MISSOURI

COMPREHENSIVE PLAN 2012 - Joplin Moving Forward

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South Main-to-Downton Overlay District

and

MIXED-USE DEVELOPMENT STANDARDS



The focus of the "Mixed-Use Development Standards " is to guide market choice in the South Main-to-Downtown Overlay District that the City of Joplin is to adopt into its zoning regulations and official zoning districts map. The new standards will promote appropriate infill of our historic South Main Street business districts. Revitalization along the adjoining side-streets and the rear lot lines of the Main Street Corridor should complement surrounding residential neighborhoods. Conforming site plans presented by private sector developers will not be required to go through a rezoning process; just a site plan review application.

City of JOPLIN, MISSOURI

Overlay District and Development Standards

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CITY OF JOPLIN MISSOURI

PLANNING CONSULTANT
LOCHNER

INTRODUCTION 1



*The **Mixed-Use Development Standards** apply to Main Street as it connects from I-44 north to Downtown, as shown on the Comprehensive Plan **Future Land Use Map**, **South Main-to-Downtown Overlay District**.*

Introduction

The City of Joplin has a long-standing history of planning and zoning with the use of basic development standards. The City of Joplin **Comprehensive Plan 2012** builds on that long history: The Plan 2012 creates new Development Standards. The success of our community in recovery efforts to date from the F5 tornado of May 22, 2011 has impacted all aspects of the Joplin Community. The Citizens Advisory Recovery Team (CART) gave a pro-active response. The Plan 2012 builds on CART's leadership and recommendations.

CART and the public-at-large has called for the "***Development Standards***" to guide the review and approval of public- and private-sector re-investments in Joplin. **Comprehensive Plan 2012** updates the City's "Future Land Use Plan Map" to create these new Development Standards in "Plan Corridors" as guides for making decisions when reviewing development proposals. For Main Street south of Downtown, it was decided to do more than designate Corridors, and to create a new Overlay Districts that both sets forth new standards, and also adopts them as a "Zoning Overlay District," thereby establishing the Mixed-Use Zoning District Classifications.

South Main Street Overlay District

The Joplin Plan 2012 sets forth a new "South Main-to-Downtown Overlay District" for the Main Street Corridor from the I-44 Gateway of Joplin connecting north to Downtown. The Future Land Use Plan Map shows the new Overlay District as Mixed-Use. The new District will be adopted by amendments to the zoning text and zoning map. So land will be zoned Mixed-Use, and all the land owners will need is to follow the new Development Standards of the Overlay District as:

- Conditions of site plan approval, or
- Conditions of building permit approval.

Site plan applications that meet the new Development Standards for site access, circulation, and related site plan improvements; and that provide land use compatibility with neighboring uses behind the Main Street Corridor, can be approved without rezoning. The land will be zoned already for Mixed-Use once the City adopts the new Overlay District into the zoning text and the official city zoning map.

PURPOSE OF STANDARDS AS THEY RELATE TO ZONING



*The **Mixed-Use Development Standards** will guide development in the South Main-to-Downtown Overlay District once it is adopted into the official City zoning map. The standards will guide the Zoning & Planning Commission in recommending--and the City Council in approving--each site plan in this Overlay District. Mixed-Use zoning will already be in place, so conforming site plans will not have to seek rezoning approval, better accommodating regulatory reviews.*

Mixed-Use Development Standards

The purpose of the new Mixed-Use Development Standards is to require preferred development and promote compatible site planning in the Main Street Overaly district that the Joplin *Comprehensive Plan 2012* sets forth. Proposals will be led by the private-market decisions of Joplin land owners in the district. The standards focus on the principal street corridor, but apply to land in the neighborhoods at the edges of the corridors, as well. They provide direction to developers by clearly stating the development requirements of the City in review and approval of site plans and building permits.

Link to Regulatory Requirements

Zoning text and map amendments will implement the new development standards that will guide site plan and buiding permit review in the new Overlay District, shown generally on the Future Land Use Plan Map. The new Development Standards are set forth in the Plan Appendices for Overlay District. Once the new development standards are linked to the City's Zoning Regulations through Zoning Text and Map Amendments they will guide the recommendations by the Zoning & Planning Commission and decisions by the City Council when reviewing site plans, infill development proposals, and building permit applications.

Related Development Standards:

In addition to the Mixed-Use Development Standards applicable to the South Main-to-Downtown Overlay District, there are "Plan Corridors" designated where the following standards apply, several of which cross the South Main Street Overlay District Corridor:

- **Multi-Use Neighborhood Development Standards**: Residential land uses at the edges of Commercial Corridors
- **Multi-Use Residential-Commercial-Office/Institutional Development Standards**: 20th/26th Streets, and Connecticut Avenue Corridors
- **Multi-Use Retail Development Standards**: South Range Line Road

Finally, there are "Future Infill Development Corridors" where **Multi-Use Business District Development Standards** will be created for infill on long-established corridors largely outside of the Recovery Area, such as on North Range Line Road, the North Main Street Corridor above Downtown, and on Schifferdecker Road and Maiden Lane.

The City's new development standards serve as a guide for the public and private sectors in the redevelopment process. The new Standards were envisioned by hundreds of committed citizens through CART-process, and implemented in the Plan 2012 recommendations.

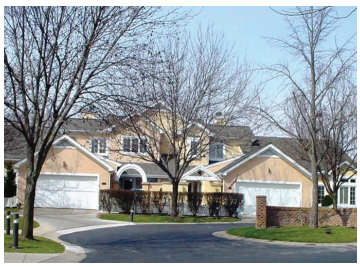
VISUAL PREFERENCE SURVEY 2

Planning Commissioners and stakeholders scored preferred images in a "Visual Preference Survey" for the City of Joplin ***Comprehensive Plan Update 2012****. Images in eight categories were rated for how appropriate each was for its category (Streetscape, Building Design, etc.) and as a "preferred" image for Joplin's "Development Guidelines." For a* ***complete summary*** *see the City of Joplin* ***Development and Planning Department at City Hall****.*

CATEGORY	MOST PREFERRED	LEAST PREFERRED
Landscape: Streetscape		
	• Inviting and Orderly • Welcoming and secure	• Basic and simple, but also neat • Natural stormwater
Landscape: Interior Sites		
	• Friendly, safe, attention to detail • Planned • Organized • Thought-out	• Uninviting • Grass berm only curb appeal
Building Materials: Commercial		
	• Good Corporate Design • Clean look	• Priced to market niche • Uninteresting
Building Materials: High-density Residential		
	• Traditional • Classic • Niche Market not yet here	• Unwelcoming and stark • Not durable material

VISUAL PREFERENCE SURVEY

Planning Commissioners and stakeholders scored preferred images in a "Visual Preference Survey" for the City of Joplin ***Comprehensive Plan Update 2012****. Images in eight categories were rated for how appropriate each was for its category (Streetscape, Building Design, etc.) and as a "preferred" image for Joplin's "Development Guidelines."*

Category	Most Preferred	Least Preferred
Building Design: High-density Residential		
	• Interesting and detailed • Single-family or "Big House" look	• Standard Multifamily
Building Design: Commercial		
	• Attractive corporate design • Forward thinking alternative	• Utilitarian • OK for niche price-point
Public Realm: Art		
	• Functional art • Inviting and welcoming	• Requires proper location • Proper scale
Public Realm: Use of Public Space		
	• Inviting and safe • Multiple areas • Shade is welcoming	• Minimalist but useful • Appropriate in context

DEVELOPMENT STANDARDS in DISTRICTS 3

Five Sets of Development Standards:

1. **Mixed-Use Development Standards:** South Main-to-Downtown Overlay District in the Corridor from the I-44 Gateway of Joplin connecting north to Downtown.
2. **Multi-Use Neighborhood Development Standards:** Residential Neighborhoods at the Edges of Designated Corridors
3. **Multi-Use Residential-Commercial-Office Development Standards:** 20th/26th Streets and Connecticut Avenue and South Main Street Gateway Corridors
4. **Multi-Use Retail Development Standards:** South Range Line Road and Schifferdecker and Maiden Lane Corridors
5. **Multi-Use Business District Development Standards:** East 20th Street, North Range Line Road, North Main Street Corridor.

Land Uses in Each Development Standard:

1. **Mixed-Use Land Uses:** Retail-commercial, Office/Institutional, Higher-density Residential
2. **Multi-Use Neighborhood Land Uses:** Low-density and Higher-density Residential, Neighborhood-commercial
3. **Multi-Use Residential-Commercial-Office Land Uses:** Low-density and Higher-density Residential, Retail-commercial, Office/Institutional
4. **Multi-Use Business District Land Uses:** Retail-Commercial, Office/Institutional
5. **Multi-Use Business District Land Uses:** Retail-commercial, Office/Institutional, Restricted Industrial

Zoning Approval in the Overlay District:

Site plan applications that meet the Overlay District standards for site access, circulation, and related site plan improvements; and that provide land use compatibility with neighboring uses behind the Main Street Corridor, can be approved without rezoning. The land will be zoned already for Mixed-Use once the City adopts the new Overlay District into the zoning text and the official city zoning map. No minimum depth of parcel should be required in the new South Main-to-Downtown Overlay District.

Zoning Approval in Other Corridors:

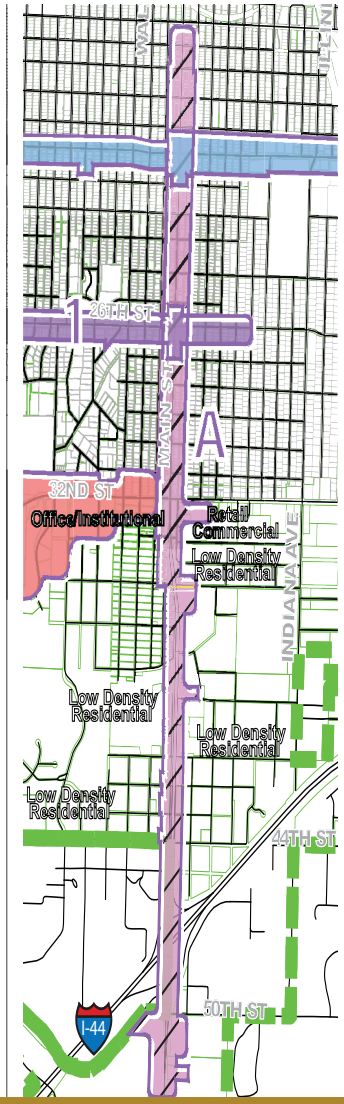
PD rezoning applications for ***higher-intensity land uses*** along other corridors--not in the South Main Overlay District--will ***require minimum depth of development*** (or of contiguous development parcels under single ownership) from the corridor rights-of-way to meet Development Standards for site access, circulation, buffers and added setbacks, and related site plan improvements; and ***to ensure land use compatibility with neighboring Corridor land uses as well as neighboring land uses behind the Corridor***.

In the Main Street Corridor as well as in the other corridors, the new standards **do not apply to single-family residential development** permit applications.

South Main Overlay District:

The South Main Corridor is depicted in the Plan as shown. The Zoning Regulations and Map will set the District boundaries.

The land will be zoned already for Mixed-Use once the City adopts the new Overlay District into the zoning text and the official city zoning map.



SITE LAYOUT & DEVELOPMENT PATTERN 4



Off-street parking in rear lots behind South Main Street buildings must be attractively connected to give pedestrians clear access to store entrances from parking areas.



South Main Street businesses that back on to residential districts on rear perimeter streets must be buffered with residential-pattern landscaping along the rear streets such as street trees that complement the residential lots.

Building Location and Orientation

Guidelines: Reinforce the character and quality of the South Main-to-Downtown corridor in its historic land use pattern into Joplin's core: More dense than other areas of Joplin. Appropriately sited buildings will greatly enhance the public streetscape and maintain Joplin's historic "sense of place."

Standards—Residential Edges

- Along residential districts behind Main Street buildings, higher-density residential buildings are encouraged to be arranged and grouped to create a distinct neighborhood residential edge adjacent to the corridor. This edge must be maintained by locating at least fifty percent (50%) of the residential building's "active wall" oriented toward the retail-commercial district. An "active wall" is considered the side of the building containing the majority of the residential entrances and windows.
- Primary entrances to residential uses at ground level must be oriented toward local street rights-of-way rather than rear parking lots.
- Commercial parking lots located next to residential areas must be screened and bermed; or, if connected visually, then create residential-pattern landscaping with street trees and similar residential planting patterns.
- Ground based mechanical equipment and trash receptacles must be located away from property lines adjacent to existing residential areas and adequately screened.

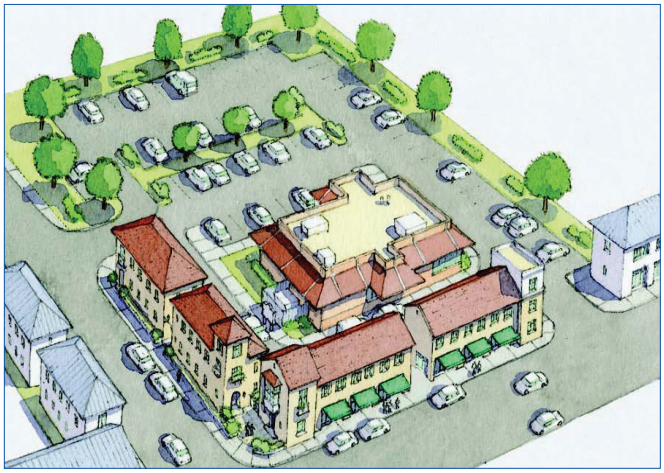
Standards—South Main Street Commercial

- Create visual interest in streetscape, walks, and public gathering places along South Main Street.
- To the extent possible, parking must be linked to adjacent parking lots.
- Create a focal point at the corners of 20th/26th and at 15th Street and South Main Street. 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. Cluster individual freestanding buildings to define an edge (along the street or parking area) and create amenity areas between buildings. The even dispersal of freestanding buildings in a widely spaced pattern is not desirable at such focal points at key intersections.
- Deep, multi-aisled parking lots located behind the buildings must be landscaped with planting islands and with two (2) trees for every 20-space interlock.
- On-street parking is encouraged along South Main Street. When on-street parking is provided, a majority of the street frontage must be occupied by buildings with deeper sidewalks at the curb-line to allow for pedestrian and parked car interaction in a safe and welcoming manner. To create public gathering places, curb-line walks are encouraged to have street tree plantings and exceed 15-feet in depth.

SITE LAYOUT & DEVELOPMENT PATTERN



Commercial buildings are encouraged to be placed on the Main Street sidewalk line. Crosswalks should be distinguished by color, texture, or height of paving materials that define a safe place to cross streets.



Commercial development on South Main Street leading to Downtown is encouraged to be built up to the front lot line the same way historic building was placed on the Main Street sidewalk. Off-street parking lots are encouraged to be placed at the rear of the buildings.

Vehicle and Pedestrian Circulation

Guideline: Internal circulation for both vehicles and pedestrians must be from side streets away from South Main Street, 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 should be designed and buffered in a manner that encourages their use.

Standards:

- Additional direct access drives from Main Street shall not be allowed.
- Walkways must be at least six (6) feet wide in commercial corridors; wider if in an "Entertainment District."
- 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.
- Provide walkways along entrance or internal access drives at the curb line designed on South Main Street to include on-street parking; however, across from residential areas, setback at least six (6) feet from drive or parking lot curbs.
- Walkways extending through parking areas must be incorporated into linear landscape strips, with adequate width to accommodate car overhangs and planting areas between the sidewalk and the curb. Crosswalks must vary in pavement and color with landscape islands at pedestrian gathering places on Main Street.
- At each point where a walkway crosses a paved area in a parking lot or internal street or driveway, the crosswalk must be clearly delineated through the use of change in paving materials distinguished by color, texture, or height (see photo upper left).
- Access points to local public streets, circulation drives, and off-street parking must be shared throughout the development area.
- The historic street grid or modified grid on and leading to South Main Street must be preserved.
- Walkways must be built to accommodate one of two situations. They must be built directly adjacent to the building wall to create space for a "transition zone" of pedestrian amenities between the street or drive and walkway such as ornamental street trees, landscape planters, pedestrian lighting, and other streetscape amenities.

SITE LAYOUT & DEVELOPMENT PATTERN



Parking lots behind Main Street buildings must be distributed into small blocks, connected with landscaped and textured walkways (VPS Summary). If adjacent to residential districts, they must has residential scale landscaping.



Commercial parking lots deeper than one-block from the street must have internal connections to storefronts as well as pedestrian connections to the public street.

Parking Lot Layout, Lighting and Design

Guidelines: Provide for vehicular and pedestrian access while enhancing views of parking areas from streets and adjoining districts. Parking lots must be effectively landscaped and screened with 2' tall berms and hedges if adjacent to residential districts. Enhancing the visual impact of parking maximizes the positive character of streets and buildings through continuity of buildings and streetscape frontages.

Standards:

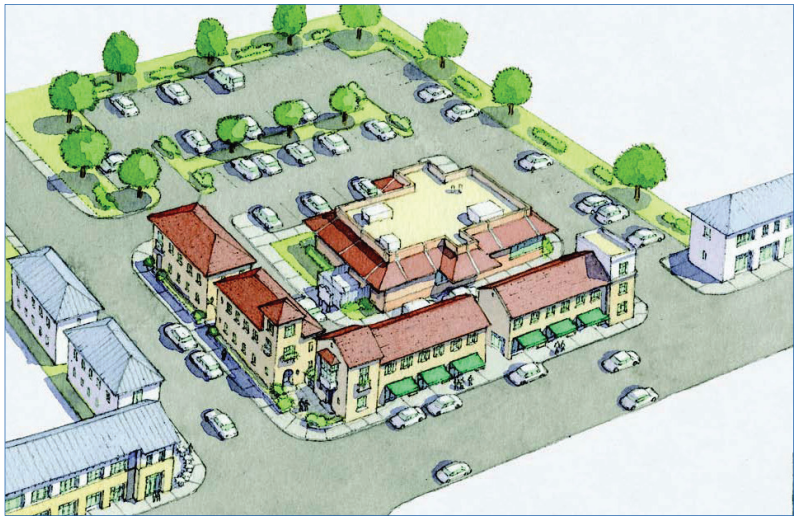
- Parking lots must be attractively landscaped so that the surrounding street network blends with the site plan improvements.
- Plant materials must be a suitable species requiring a minimal amount of regular maintenance and watering to remain healthy and provide a quality appearance.
- Plantings adjacent to residential areas must be improved with sprinkler systems.
- Illumination of parking lots near residential uses must be limited to individual poles and hooded fixtures not to exceed twenty (20) feet in height as measured from grade. Wall-pack fixtures and floodlights that project light outward rather than downward are not permitted. Any building mounted light fixtures must be decorative in nature and used primarily at entrances, rather than for site or parking lot lighting purposes. Fixtures that project light or glare toward street right-of-way or adjoining properties are not permitted.
- Loading and service areas must be located and designed to minimize visibility from streets and adjoining properties.
- Decorative screen walls constructed of long lasting durable materials requiring minimal maintenance must be provided for screening of parking areas adjacent to residential property. Wood fences, surfaces requiring regular painting or staining, and chain link fences are not permitted.
- Screen walls for service and loading areas, and mechanical equipment must be designed to complement the architectural style of the principal building on the site.
- Circulation drive connections must be provided between adjacent nonresidential parking lots. Any business with drive-through lanes must be oriented so the drive-through approach drives do not take egress from South Main Street.
- Connections with adjacent residential areas must be planned and incorporated wherever possible to provide convenient walkable access for nearby neighborhoods.
- A distinct system of internal circulation drives must be provided for access to parking areas. Such circulation drives may not be located along the facades of buildings that contain primary customer entrances in order to minimize pedestrian conflict.
- Parking areas must be distributed into smaller parking blocks to the extent reasonable. Each parking block must be separated by buildings, landscaping, access drives or streets, or pedestrian walkways.
- Where parking blocks cannot be easily defined, interior landscape islands must be provided to visually break up large parking areas.

SITE PLAN AMENITIES AND PREFERRED DEVELOPMENT PATTERNS

These images are for the interpretation and application of the ***Mixed-Use Development Standards***. They apply to the South Main-to-Downtown Overlay District. These Standards go beyond a general "vision" by spelling out guidelines for how the City of Joplin will decide on site plans and building permit applications when reviewing land use applications and applying these standards as conditions of site plan and/or building permit approval.



CART Charrette concepts for South Main Street (below) were general. These Development Standards are detailed planning policy guides for review and approval of site plans and building permits.



Joplin Development Standards in this Overlay District encourage buildings up to the street as shown above; but allow for setbacks from the street provided there is adequate landscaping: a minimum 6-foot wide landscape buffer should be provided along the arterial street right-of-way at the sidewalk, and 10-foot buffer/berm at edges of off-street parking lots. The new standards promote multi-land use compatibility: Commercial parking lots located at the rear of lots, next to residential areas, must create residential-pattern landscaping with street trees and similar residential planting patterns.



Communitywide comments from the CART process called for development standards that create "Mixed-Use" on South Main Street to Downtown. Commercial development that is "built-to" the sidewalk is the historic Downtown Joplin pattern, and is encouraged in the ***South Main-to-Downtown Overlay District****. However, it also allows for commercial centers setback based on new standards.*



Community comments on Mixed-Use Development Standards for South Main Street were taken at the final Open House held on May 14, 2012. Many public comments of support were received and followed.

BUILDING DESIGN & MATERIALS 5

The design and treatment of commercial buildings will play an important role in the visual identity of Mixed-Use Overlay District as applied to the South Main Street Corridor to Downtown. Where there are adjacent residential areas these Standards promote function, quality, and appearance of mixed-uses of land that are compatible in context of Joplin's historic Downtown.

New market niches for Joplin provide reinvestment options such as for congregate living/assisted living, continuum care residential villages (given the deep support services of Joplin hospitals and clinics), and Higher-density Housing--all of which would be compatible with higher-intensity Main Street uses.



These duplex/fourplex units are "Modular Homes" built off-site. The good design and quality materials go well with the site planning and street layout, including island streetscaping and street trees.



Facades of building across from residential areas must incorporate residential fenestration and pedestrian-friendly spaces.



Storefront commercial facades across from residential districts must have residential design elements and use natural materials.



Where South Main Street businesses are across from residential districts, extensive landscaping and berms must screen along the street edge.



For deeper-setback development not along South Main Street, an attractive facade with pedestrian walkways must be provided between the buildings and parking lot.

BUILDING DESIGN

Building Scale and Massing

Guidelines: The scale and massing of buildings should replicate the historic South Main Street-to-Downtown appearance, scale and massing.

Standards--Commercial:

- 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.
- Buildings must not exceed 50 feet in height and, if near residential uses, 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 areas, rather than integrate with their neighbors, must provide greater setbacks and landscape buffers. Developments with loading docks, overhead doors, or commercial parking lots adjacent to residential districts must provide greater landscape buffers.
- Each building must have similar qualities and architectural elements that contribute to the overall theme and must include some of the following: arched windows, covered walkways, open courtyards, tile roofs, vertical towers, etc. 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 residential 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 must be visually established by architectural features, 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 60 percent of the façade. Windows must be recessed and include visually prominent sills or other forms of framing.
- The sides and rear of the nonresidential buildings must 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.
- Upper floors should be differentiated architecturally from lower levels. The step-back areas are encouraged for upper floor balconies and rooftop gardens.
- Windows should comprise 25-50 percent of upper facades, and reflect a rhythm, scale, and proportion compatible with the overall building design.
- Distinctive roof forms, profiles, and cornices are encouraged to provide a termination of the top of the building. On focal point corners of South Main Street, the roof design should emphasize the corner.



Commercial buildings on and off of South Main Street should create a scale along the street that evokes the historic Main Street with elements such as canopies or porticos. Behind Main Street, where residential district abut commercial parking lots, interior parking lots should provide connectivity and islands for interior landscaping to complement streetscape plantings.

BUILDING DESIGN & MATERIALS



Downtown Joplin sets a great example of Main Street good building massing and design for ground level storefronts: with significant glass oriented to the street, with upper levels differentiated architecturally.



New market niches must match the Joplin economic market, and if so, then higher cost durable materials such as brick and stone can provide an attractive and sturdy product.

Building Materials and Design

Guidelines: To provide commercial development with building materials and colors that are durable, attractive, and have low maintenance requirements.

Standards--Commercial:

- Consistent architectural design and durable building materials, such as natural or synthetic stone, brick and stucco must be carried throughout the development; and finished-out on all sides adjacent to residential districts. Designs that provide visual interest and variety, consistent with theme, are required.
- 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 must be used to create visual interest and to avoid monotony. No one material and color should dominate a building or a development, unless the architectural theme, carried out with durable architectural materials such as glass and stone, depends on uniformity.
- Roofs visible from the ground must show hues consistent with the building exterior. Preferred materials include concrete or clay tile, slate, copper or other architectural metals, and synthetic materials creating a similar appearance. Asphalt or wood shingles are permitted if consistent with a residential-compatible design.
- Water-managed Exterior Installation Finish Systems (EIFS) may be incorporated, but in higher protected areas, not as ground-contact applications.

Standards--High-density Residential:

- Exterior building materials must 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.
- Materials considered not acceptable include: vinyl siding; smooth-faced gray concrete block, painted or stained concrete block, split shakes, rough-sawn wood, or EIFS.
- Building materials and design should follow market niche opportunities for each unique district and market area.
- HVAC systems for both commercial and high-density residential developments must be screened from the street and, if adjacent to low-density residential districts, from the adjoining properties.
- Both commercial storefronts and high-density residential developments across from low-density residential districts must have residential design elements that create visually compatible transitions, using natural materials carried throughout the development.

LANDSCAPING & OPEN SPACE 6

A key element of new commercial development along South Main Street is creation of public gathering spaces on the street with site amenities and pedestrian-scale features to enhance the overall streetscape "experience." Higher-intensity developments should offer attractive places for pedestrians to gather and interact. Gathering spaces should be incorporated as urban design elements at key intersections, such as at 15th Street and South Main Street.



Attractive and inviting pedestrian-scale spaces, improved to make them useful, well-integrated into the streetscape and near storefronts, will contribute to an intimate neighborhood feeling.

Minimum Landscape Requirements

Guidelines: Apply standards to ensure that South Main Street commercial development is aesthetically pleasing and sets and example for functional, pedestrian-friendly open space.

Standards:

- For commercial development on South Main Street, a minimum 10-foot wide sidewalk with streetscape landscaping must be provided along the street right-of-way, and if possible, at least 15- to 20- foot deep sidewalk at the curb line to create room for public sidewalk gathering places.
- In areas where parking and residential areas are located together, a landscape buffer or screening must be provided through planting shrubs and other low vegetation between trees, no less than 3 feet in height.





The Joplin Mall entrance off of Range Line Road is a good model to replicate on South Main Street where deeper parking lots extend into rear parking lots. Pedestrian amenities should be added on Main.

Site Amenities and Vegetation

Guidelines: Provide a variety of landscape features that extend Downtown streetscape patterns and provide areas for gathering, pedestrian movement, and recreation.

Standards:

Site amenities such as public plazas or open landscaped gathering spaces must generally be provided in commercial developments. Desired site amenities include the following.

- Public plaza with seating;
- Landscaped mini-park or square;
- 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 must 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, accented with functional landscaping.
- Open storm drainage and detention areas visible to the public should be incorporated into the design of the development as an attractive water feature amenity or open space 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.
- Ornamental trees must be planted, such as Honey Locust trees, that can withstand the urban heat of Main Street.

OPEN SPACE AMENITIES and the Public Realm



Bike lanes on side streets that parallel and link to South Main Street should be painted for shared-road connections to bike paths.



Public art must be functional and create inviting, "welcoming" gateways to public and private open space, targeted for the South Main Street to Downtown Corridor as a link to the South Main Gateway Corridor.

Recreation

Guidelines: Connect shared-road bike lanes on side streets that parallel South Main Street so that trails and other recreation improvements can be extended to adjacent neighborhoods.

Standards:

- Open space for public recreational use must be provided in useful, quality spaces integrated purposefully into the overall development design.
- Green spaces must be improved along rear parking lots and commercial developments behind South Main Street development.
- Plazas, seating areas, recreational facilities, or other similar features for the use and enjoyment of pedestrians must be provided along South Main Street.

Sidewalks

Guidelines: Internal walks to link with public sidewalks.

Standards:



- Sidewalks at least 10-feet in width must be provided along both sides of South Main Street, and deeper if in an "Entertainment District" of the Joplin *Downtown Plan*.
- Where buildings create a street amenity zone, sidewalks should be 15-20 feet deep from street curb line-to-building wall.
- Zones next to residential districts must have neighborhood amenities, such as crosswalks with street trees, rather than commercial landscaping.

Public Art

Guidelines: Provide attractive and functional art in public gathering places that support Downtown streetscape themes.

Standards:

- Where public art can help create a street edge, art objects should help promote a 'pedestrian zone' and an 'amenity zone' near street furnishings, and seating.
- The visual and physical impact of public art must blend into the surroundings and be placed in proper scale, to help create inviting and welcoming public places and a "Sense of Place" that helps connect to Downtown, such as a "String of Pearls" lighting and streetscape plantings that carry Downtown themes.

Public Use of Public Space

Guidelines: Provide gathering places that support pedestrian use, including lighting, street trees and benches.

Standards:

- Provide streetscapes with 'pedestrian zones' along South Main Street, and an 'amenity zone' near the street curb for landscaping and street furnishings.
- Amenities such as benches, bike racks, and trash receptacles must be permanently mounted.
- Street lighting must function as unifying elements and can create a "String of Pearls" lighting and streetscape plantings that carry Downtown themes south along Main Street.
- Planting pots and planters should be used in addition to landscape planting areas to compliment the South Main Street streetscape by adding color and variety.

SUSTAINABLE DEVELOPMENT 7





Sustainable Development

Guidelines: Promote site plans that treat environmental impacts in new ways, with benefit of enhancing marketability, improving air quality, stormwater pre-treatment, and reducing operating costs--including public-private partnerships to demonstrate cost-effective sustainable projects.

Standards:

- Manage stormwater runoff by increasing on-site infiltration through methods such as bioswales, bio-retention cells, rain gardens, pervious paving, exfiltration devices, and reuse of stormwater for non-potable uses including landscape irrigation.
- Reduce pollution from construction activities by controlling soil erosion, waterway sedimentation, and airborne dust generation.
- Reduce pollution and land development impacts from motor vehicle use through methods such as minimizing parking lot/garage size, using shared parking facilities, providing facilities and accommodations for bicyclists, and amenities for pedestrians.
- Reduce generation of wastewater and potable water demand in the buildings and for exterior irrigation using methods such as water-conserving fixtures, using indigenous plant materials, and the reuse of rainwater and recycled wastewater or gray water.
- Maximize energy performance by designing the building envelope, HVAC, lighting, and incorporate technologies for non-polluting and renewable energy using methods such as solar.
- Facilitate reduction of waste, accommodating areas to collect and store materials for recycling.
- Integrate the use of building materials or products extracted, harvested or recovered, or manufactured in the region.
- Increase the comfort and well-being of building occupants through methods that reduce indoor chemical and pollutants, increase natural ventilation and day-lighting and views, and provide higher levels of thermal comfort while reducing overall energy consumption.
- Create multimodal "complete streets" on side streets that radiate from Main Street, to promote walking and cycling in addition to safer movement of automobiles.

Stormwater Management

Guidelines: Development should be sensitive to the environmental characteristics of the Corridors drain into linear green spaces. Use low impact development (LID) practices such as landscaping with vegetation native to southern Missouri and providing areas for stormwater runoff to collect and dissipate slowly to prevent pollution and contribute to erosion and flooding.

Standards:

- Sustainable infrastructure, such as natural buffers, native vegetation, bio-retention areas, rain gardens, and pervious paving should be used cost-effectively to reduce the need for larger enclosed piped systems–thus reducing up front development costs as well as long-term maintenance needs.
- Buildings, parking areas, and grading should be set back to ensure minimal maintenance of stormwater facilities.
- Sidewalk streetscape should accommodate stormwater infiltration where possible on side streets and in rear parking lots.

'Sustainable' infrastructure can reduce reliance on traditional stormwater structures (i.e. pipes, channels, and treatment plants) that are expensive to build, operate, and maintain. Sustainable infrastructure also can protect surface waters and drinking water supplies, mitigate the impact of urban heat islands, and reduce energy demands.

APPLYING DEVELOPMENT STANDARDS

*The new Mixed-Use Development Standards for the South Main-to-Downtown Overlay District should **not require** site plan applications to assemble parcels **of minimum lot depth off of Main Street.** The new District should allow South Main land owners to redevelop in the Recovery Area as before, but **on the new Site Plan Development Standards**.*

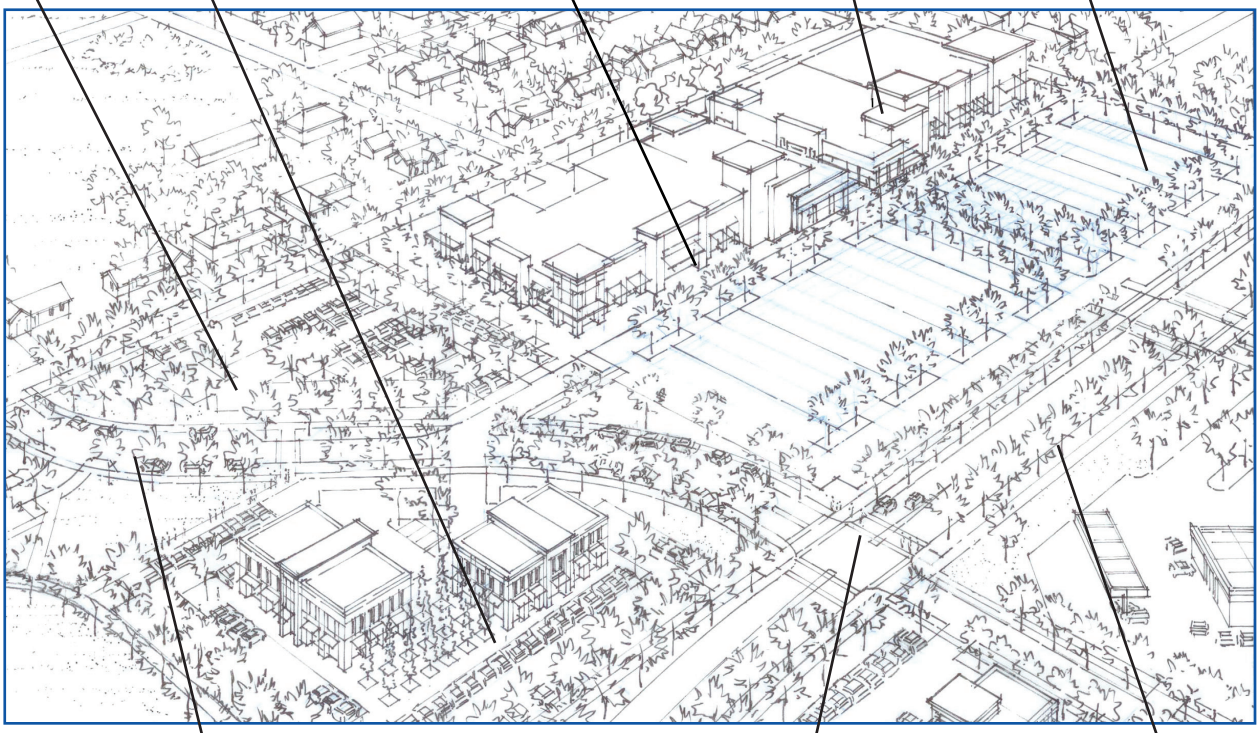
Site improvements must include sidewalks along the perimeter streets from South Main Street. On-street "vest pocket parks" should be considered for the Joplin CIP.

Higher-intensity commercial uses (2-3 stories) with minimal front lot parking are more appropriate for the northern portion of the Main-to-Downtown Overlay District, bringing buildings forward to the street.

Interior streets and access drives with interior connections is encouraged along and off the corridors. This allows for better access and safer connections between large surface parking lots.

Lower-intensity commercial uses (1-2 stories) with front lot parking are more appropriate for the southern portion of the Corridor further South on Main Street from Downtown, where parking lots in the front are more appropriate transitions to South Main Street gateway leading to I-44.

Based on the commercial density proposed by the site developer, a larger off-street parking lot behind South Main Street buildings can accommodate special events. The off-street parking area should be well-landscaped as it faces neighboring residential districts.



The graphic rendering presented here is for illustration of site planning standards to be applied when reviewing site plans and building permit applications by the development standards. The mixed-uses of land allowed under the Development Standards require careful application of Site Planning Principles to create a preferred Main Street "edge" on the corridor.

Cross streets that lead from South Main Street should be planned as "Complete Streets" to promote safe bike and pedestrian access to and from the Main Street Corridor, including trolley stops for multimodal improvements.

Traffic calming crosswalks on South Main Street would improve the corridor as an attractive place to walk and shop and congregate.

Off-street parking lots must be linked and connected for integrated traffic movement, without having to exit onto the public street.

South Main-to-Downtown Overlay District

and

Mixed-Use Development Standards

City of JOPLIN, MISSOURI

Neighborhood Infill and Housing Revitalization/Redevelopment Guidelines

City of JOPLIN, MISSOURI

Comprehensive Plan 2012

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Neighborhood Infill and Housing Revitalization/Redevelopment Guidelines



The focus of the "Neighborhood Infill and Housing Revitalization/Redevelopment Development Guidelines" is to guide market choice in proposing housing revitalization projects throughout Joplin neighborhoods, while also promoting compatible, quality housing: compatible with existing residences in the neighborhood, and quality in terms of site planning and building materials and design. Conforming site plans presented by private sector developers should meet the standards and intent in these guidelines, for higher-density residential development and modular homes/residential-design manufactured homes.

City of JOPLIN, MISSOURI
Zoning Regulations

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CITY OF JOPLIN MISSOURI

PLANNING CONSULTANT
LOCHNER

INTRODUCTION 1



The ***new "Neighborhood Infill and Housing Revitalization/Redevelopment Guidelines" promote housing revitalization projects throughout Joplin neighborhoods that are compatible with existing residences in the neighborhood, and of high quality in terms of site planning and building materials and design.***

Introduction

The City of Joplin has a long-standing history of applying basic development standards in "PD" (Planned Overlay) districts. The City of Joplin **Comprehensive Plan 2012** builds on that long history: The Plan 2012 recommends Zoning Ordinance Text Amendments for new "Neighborhood Infill and Housing Revitalization/Redevelopment Guidelines" to be applied in all higher-density residential site plan and building permit applications; and for modular housing and residential-design manufactured homes in residential districts on foundations with pitched roofs and related design features to make them compatible with neighboring single-family residences.

"PD" overlay districts work well where they can be designated; however, the City needs to update Zoning Regulations to provide for elements of flexibility in design, placement, arrangement, bulk and other considerations involved in the applicable to higher-density residential development citywide, and not just in overlay districts. The new Housing Revitalization/Redevelopment Guidelines will provide a framework within which good urban design can promote the desired overall intensity of land use, desired design, and desired site amenities (such as common open space) can be promoted. The use of the guidelines is intended to encourage innovative and compatible design as well as imaginative site planning in both large-scale developments and on small tracts.

Residential Guidelines

The Joplin Plan 2012 "Neighborhood Infill and Housing Revitalization/Redevelopment Guidelines" differ from the Plan Corridor Development Standards in that they are intended to work in the more complex context of infill housing--as distinct from commercial corridor development. As such, they are a guide in proposing housing revitalization projects throughout Joplin neighborhoods, rather than a development standard, promoting compatible, quality housing. Given the complexity of infill site plans, the guidelines are presented as recommendations, rather than as standards. The exception is in architectural standards and building material standards: in those cases, the guidelines are adopted as Development Standards with required improvements. Developers should meet these standards in these guidelines, for higher-density residential development and modular homes/residential-design manufactured homes. The new guidelines should be adopted by amendments to the zoning text.

PURPOSE OF GUIDELINES AS THEY RELATE TO ZONING



The Joplin Plan 2012 "Neighborhood Infill and Housing Revitalization/ Redevelopment Guidelines" *will guide higher-density residential development citywide. The guidelines must be adopted into the Zoning Regulations to apply to each multifamily building permit and site plan citywide to better assure good building and site plans in regulatory reviews.*

Shown here is a Modular House built off-site and set on a foundation in modules--built to all City Building Codes--and the highest rated image in the VPS (see next page).

Zoning Approval

Site plan applications that meet the new Infill Guidelines for site access, circulation, and related site plan improvements; and that provide land use compatibility with neighboring uses should be approved. The current zoning as shown on the official city zoning map would control. No minimum depth of parcel should be required in the new Infill Guidelines.

Link to Regulatory Requirements

Zoning text amendments will implement the new Infill Guidelines, to be required citywide, and not just in a Plan Corridor or Overlay District. The new Guidelines are set forth in the Plan Appendices. Once the new Guidelines are adopted into the City's Zoning Regulations through Zoning Text Amendments, they will guide the recommendations of staff and Zoning & Planning Commission votes, and decisions by the City Council when reviewing site plans, infill development proposals, and building permit applications.

Related Development Standards:

In addition to the Infill Guidelines, any parcel of land that is in an area applicable to the Mixed-Use Development Standards in the South Main-to-Downtown Overlay District, or where there are "Plan Corridors" designated, then the following additional standards apply:

- **Multi-Use Neighborhood Development Standards**: Residential land uses at the edges of Commercial Corridors
- **Multi-Use Residential-Commercial-Office/Institutional Development Standards**: 20th/26th Streets, and Connecticut Avenue Corridors
- **Multi-Use Retail Development Standards**: South Range Line Road

Finally, there are "Future Infill Development Corridors" where **Multi-Use Business District Development Standards** will be created for infill on long-established corridors largely outside of the Recovery Area, such as on North Range Line Road, the North Main Street Corridor above Downtown, and on Schifferdecker Road and Maiden Lane.

The City's new guidelines and standards serve as a guide for the public and private sectors in the redevelopment process. The new standards were envisioned by hundreds of committed citizens through CART-process, and implemented in the Plan 2012 recommendations.

VISUAL PREFERENCE SURVEY

Planning Commissioners and stakeholders scored preferred images in a "Visual Preference Survey" for the City of Joplin ***Comprehensive Plan Update 2012****. Images in eight categories were rated for how appropriate each was for its category (Streetscape, Building Design, etc.) and as a "preferred" image for Joplin's "Development Guidelines."*

CATEGORY	MOST PREFERRED	LEAST PREFERRED
Building Design: High-density Residential		
	• Interesting and detailed • Single-family or "Big House" look	• Standard Multifamily
Building Materials: High-density Residential		
	• Traditional, Niche Market not yet here • Classic	• Unwelcoming and stark • Not durable material
Public Realm: Art		
	• Functional art • Inviting and welcoming	• Requires proper location • Proper scale
Public Realm: Use of Public Space		
	• Inviting and safe • Multiple areas • Shade is welcoming	• Minimalist but useful • Appropriate in context

SITE LAYOUT & DEVELOPMENT PATTERN 4



Other reasons why the Planning & Zoning Commission rated highly this image of a Higher-density residential development--a Modular Home development--was for good site planning: the homes relate well to the street, which has residential-scale landscaping.



Neighborhood businesses that back up to residential districts on rear perimeter streets must be buffered with residential-pattern landscaping along the rear streets, such as with street trees that complement the residential lots.

Building Location and Orientation

Guideline Principle: Reinforce the character and quality of the Residential Infill Neighborhood corridor in its historic land use pattern into Joplin's core: More dense than other areas of Joplin. Appropriately sited buildings will greatly enhance the public streetscape and maintain Joplin's historic "sense of place."

Guidelines—Residential Edges

- Higher-density residential buildings are encouraged to be arranged and grouped to create a distinct neighborhood residential edge adjacent to the public street and to neighboring districts. This edge should be maintained by locating at least fifty percent (50%) of the residential building's "active wall" oriented toward the street. An "active wall" is considered the side of the building containing the majority of the residential entrances and windows.
- Primary entrances to residential uses at ground level should be oriented toward local street rights-of-way rather than rear parking lots.
- Commercial parking lots located next to residential areas screened and bermed; or, if connected visually, then create residential-pattern landscaping with street trees and similar residential planting patterns.
- Ground based mechanical equipment and trash receptacles must be located away from residential property lines.

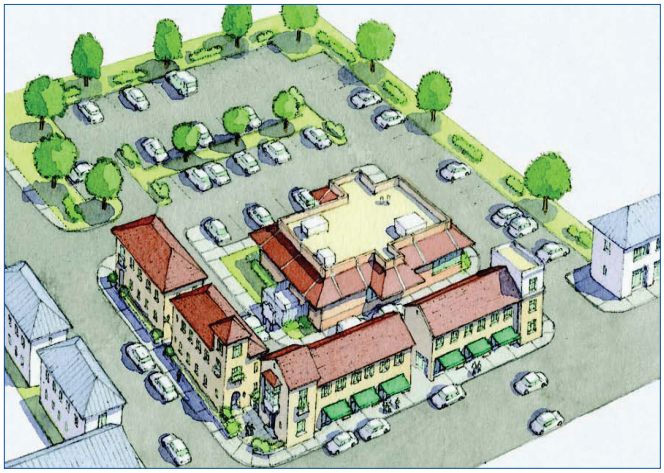
Guidelines—Commercial Edges

- Create visual interest in streetscape, walks, and public gathering places along commercial streets.
- To the extent possible, parking should be linked to adjacent parking lots.
- Create a focal point at the corners of major commercial streets. 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. Cluster individual freestanding buildings to define an edge (along the street or parking area) and create amenity areas between buildings. The even dispersal of freestanding buildings in a widely spaced pattern is not desirable at such intersections.
- Deep, multi-aisled parking lots must be landscaped with planting islands and with two (2) trees for every 20-space interlock.
- On-street parking is encouraged along streets. When on-street parking is provided, a majority of the street frontage must be occupied by higher-density residential buildings with deeper sidewalks and greenspace at the curb-line to allow for pedestrian and parked car interaction in a safe and welcoming manner.

SITE LAYOUT & DEVELOPMENT PATTERN



Higher-density residential buildings are encouraged to be placed on the Main Street sidewalk line. Crosswalks should be distinguished by color, texture, or height of paving materials that define a safe place to cross



Commercial development on South Main Street leading to Downtown is encouraged to be built up to the front lot line the same way historic building was placed on the Main Street sidewalk. Off-street parking lots are encouraged to be placed at the rear of the buildings.

Vehicle and Pedestrian Circulation

Guideline Principles: As streets serve as primary open space, the views along and within streets are important. Views along residential streets should be clearly defined. Excessively long/wide streets can be unappealing. Street trees, building orientation, and street layout should create a residential scale and character.

Guidelines:

- The design of open parking areas needs to respond to specific site features, functional requirements, and visual/ aesthetic considerations. Parking areas should be designed to provide convenient access to the residents they serve.
- Generally, the parking should be located within 200 feet of the respective dwelling units. The overall layout and configuration of parking areas should be designed to control excessive amounts of paved area. The following points apply:
    - Double-loaded parking areas along private streets or drives are generally not acceptable. Every attempt should be made to cluster and separate parking areas from the street. Landscaping, changes in grade, etc. should be used to break up these spaces.
    - Clustered parking spaces should not exceed 100 spaces in total. Any area consisting of two double-loaded parking aisles should have a landscaped area separating each aisle.
- Create a network of pedestrian walkways to link the entrances of Higher-density residential buildings to each other and to the public sidewalk system along perimeter streets, as well as to adjacent neighborhoods.
- Walkways extending through parking areas should be incorporated into linear landscape strips, with adequate width to accommodate car overhangs and planting areas between the sidewalk and the curb. Crosswalks must vary in pavement and color with landscape islands at pedestrian gathering places on Main Street.
- 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 (see photo upper left).
- Access points to local public streets, circulation drives, and off-street parking should be shared throughout the development area.
- The historic street grid or modified grid on and leading to a Principal Street should be preserved.
- Walkways should be built to create space for a “transition zone” of pedestrian amenities between the street or drive and walkway such as ornamental street trees, landscape planters, pedestrian lighting, and other streetscape amenities.

SITE LAYOUT & DEVELOPMENT PATTERN



Parking lots behind Main Street buildings must be distributed into small blocks, connected with landscaped and textured walkways (VPS Summary). If adjacent to residential districts, they must has residential scale landscaping.



Commercial parking lots deeper than one-block from the street must have internal connections to storefronts as well as pedestrian connections to the public street.

Parking Lot Layout, Lighting and Design

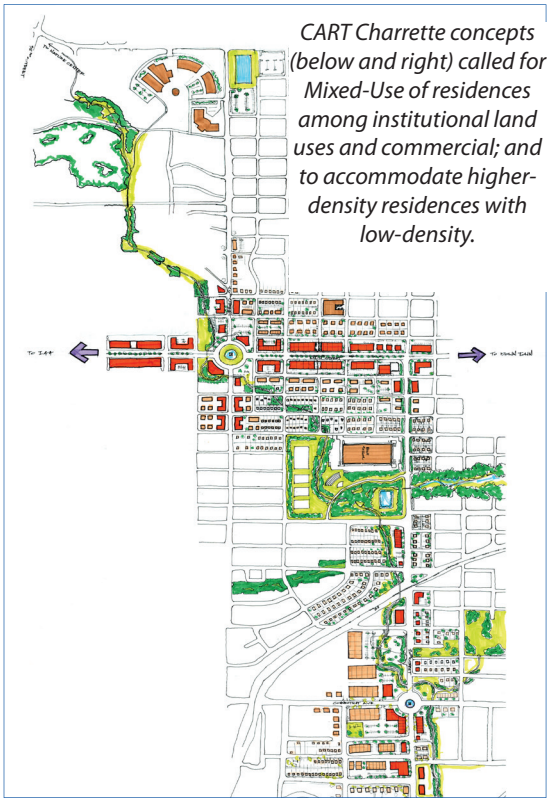
Guidelines: Provide for vehicular and pedestrian access while enhancing views of parking areas from streets and adjoining districts. Parking lots should be effectively landscaped and screened with 2' tall berms and hedges if adjacent to residential districts. Enhancing the visual impact of parking maximizes the positive character of streets and buildings through continuity of buildings and streetscape frontages.

Standards:

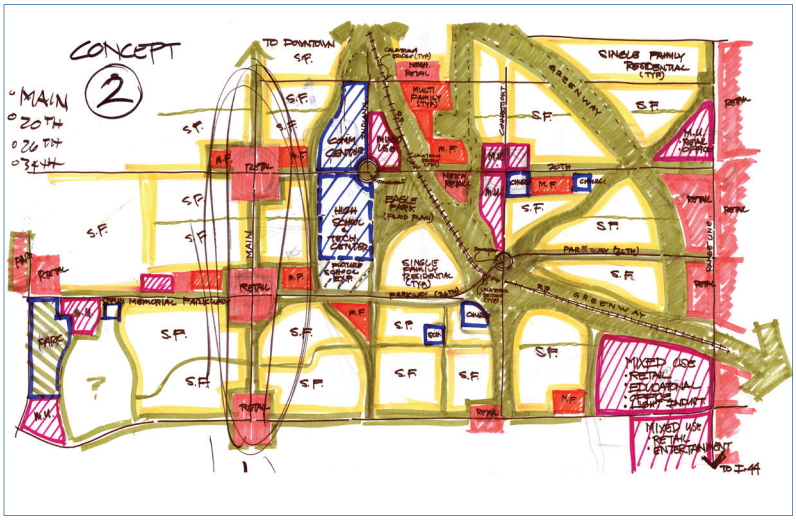
- Parking lots should be attractively landscaped so that the surrounding street network blends with the site plan improvements.
- Plant materials must be a suitable species requiring a minimal amount of regular maintenance and watering to remain healthy and provide a quality appearance.
- High-density residential development landscaping must be improved with sprinkler systems, or with xeriscape plants suitable to southwest Missouri climate zones.
- Illumination of parking lots near low-density residential districts must be limited to individual poles and hooded fixtures not to exceed twenty-five (25) feet in height as measured from grade. Wall-pack fixtures and floodlights that project light outward rather than downward are not permitted.
- Building mounted light fixtures must be decorative in nature and used primarily at entrances, rather than for site or parking lot lighting purposes. Fixtures that project light or glare toward street right-of-way or adjoining properties are not permitted.
- Wood fences, surfaces requiring regular painting or staining, and non-coated chain link fences are not permitted.
- Screen walls for mechanical equipment must be designed to complement the architectural style of the principal building on the site.
- Connections with adjacent residential areas must be planned and incorporated wherever possible to provide convenient walkable access for nearby neighborhoods.
- A distinct system of internal circulation drives must be provided for access to parking areas. Such circulation drives may not be located along the facades of buildings that contain primary customer entrances in order to minimize pedestrian conflict.
- Parking areas must be distributed into smaller parking blocks to the extent reasonable. Each parking block must be separated by buildings, landscaping, access drives or streets, or pedestrian walkways.
- Where parking blocks cannot be easily defined, interior landscape islands must be provided to visually break up large parking areas.

SITE PLAN AMENITIES AND PREFERRED DEVELOPMENT PATTERNS

These images are for the interpretation and application of the **Residential Infill Neighborhood Guidelines**. These Guidelines go beyond a general "vision" by spelling out guidelines for how the City of Joplin will decide on site plans and building permit applications when reviewing higher-density residential applications citywide as conditions of site plan and/or building permit approval.



CART Charrette concepts (below and right) called for Mixed-Use of residences among institutional land uses and commercial; and to accommodate higher-density residences with low-density.



The CART Charrette recommendations were general and visionary. They set a vision for what Joplin residents were calling for in response to recovery and revitalization needs. These Infill Guidelines are detailed planning policy guides for review and approval of site plans and building permits, citywide and not just in the Recovery Area and not just in the Plan Corridors of the Plan 2012 where Development Standards are used to review site plans and building plans..



*Communitywide comments from the CART process called for development standards that allow for "Mixed-Uses." Higher-density residential development that is "built-to" the sidewalk is encouraged in the **Residential Infill Guidelines** .*



Community comments on Development Standards and Guidelines at the final Open House held on May 14, 2012. Many public comments of support were received--calling for quality design and development.

BUILDING DESIGN & MATERIALS 5

The design of higher-density residential buildings impact neighborhoods, but so do single-family residences. Site- built homes and any other residence allowed by the zoning ordinance in R-1, R-S, R-2, R-3 and R-4 Zoning Districts (such as modular homes, which must be built to all building code standards the same as site-built homes) must meet these citywide Residential Infill Revitalization Guidelines. The new guidelines require residential-design that is compatible with low-density residential structures; and materials commonly used in standard residential construction in the City. Exceptions are for structures designed with unique architectural style, built with unique architectural building materials.



These duplex/fourplex units are "Modular Homes" built off-site. The good design and quality materials go well with the site planning and street layout, including island streetscaping and street trees.



High-density residential materials must be of durable architectural standards with residential fenestration of windows and entrances.



Storefront commercial facades across from residential districts must have residential design elements and use natural materials.



Where businesses are across from residential districts, extensive landscaping and berms must screen along the street edge.



*For deeper-setback developments, residential-scale streetscape should be added to promote pedestrian walkways and bikeways. Multi-use trails should be 10' wide (**Ref. Chapter 6, Transportation**).*

BUILDING DESIGN

Building Scale and Massing

Guideline Objective: The scale and massing of residential infill buildings should be compatible with the physical form and pattern of existing, established Joplin residential neighborhoods in appearance, scale and massing.

Guidelines--Low-density Residential:

- Single-family structures must be built to all applicable building codes and minimum size requirements. For standard-design homes--structures designed not with unique architectural style and with no unique architectural building materials--the must have:
  - A pitched roof with a minimum vertical rise of four feet for each 12 feet of horizontal run, finished with a type of shingle that is commonly used in residential construction in the City;
  - An eave projection of no less than 12 inches;
  - Exterior siding commonly used in standard residential construction in the City;
  - Stairs, porches, entrance platforms, ramps and other entrances to the home that contribute to the appearance of an on-site, conventionally built, single-family dwelling.

Guidelines--Higher-density Residential:

- Building orientation should reflect the predominant neighborhood pattern. The front-to-front, back-to-back relationship of typical residential neighborhoods establishes security, privacy, and a very identifiable streetscape that should be maintained.
- Buildings should not exceed 40 feet in height if near single-family residential uses and, if near higher-density uses, be compatible in scale and massing with neighbors.
- The architectural design of infill housing development should strengthen the existing forms of the neighborhood. Architecturally, project design should represent compatible building form; roof types, slope, and overhand; horizontal and vertical proportions; exterior materials, finishes, and details.
- The style and image of the neighborhood should be reinforced by infill development. Where style and image may be lacking, infill design has more latitude and should strive to achieve a stronger neighborhood image.



Higher-density residential buildings should create a scale along the street that is human and compatible with a residential scale. Where residential infill abuts commercial, interior parking lots should provide connectivity and islands for interior mobility.

- Building designs that create variety and do not look monotonous if replicated throughout the development are required. Such designs should include the following:
  - Side and rear building elevations, garages, carports, and all accessory structures with the same level of design, aesthetic quality, and architectural detailing.
  - Porches, varied rooflines, and varied facade depths to create variety and individuality of each dwelling within the building.
  - Windows and projecting wall surfaces to break up larger wall surfaces and establish visual interest and to provide visibility of the street and other public spaces to encourage social interaction.
  - Protective entry courts, common vestibules, covered breeze ways, or enclosed stair halls to reduce the number of visible doors, unless designed in a row house or townhouse manner oriented toward the street.
- Garages designed to be integrated with the building design or sites so as to avoid long monotonous rows of garage doors and building walls. Garages shall be oriented so that they do not visually dominate the building facade or the streetscape.

BUILDING DESIGN & MATERIALS



Downtown Joplin sets a great example of good building massing and design with upper levels differentiated architecturally; and for Mixed-Use Residential above Commercial.



New market niches must match the Joplin economic market, and if so, then higher cost durable materials such as brick and stone can provide an attractive and sturdy product.

Building Materials and Design

Guideline Principles: To provide commercial development with building materials and colors that are durable, attractive, and have low maintenance requirements.

Guidelines-Commercial:

- Consistent architectural design and durable building materials, such as natural or synthetic stone, brick and stucco must be carried throughout the development; and finished-out on all sides adjacent to residential districts. Designs that provide visual interest and variety, consistent with theme, are required.
- 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 must be used to create visual interest and to avoid monotony. No one material and color should dominate a building or a development, unless the architectural theme, carried out with durable architectural materials such as glass and stone, depends on uniformity.
- Roofs visible from the ground must show hues consistent with the building exterior. Preferred materials include concrete or clay tile, slate, copper or other architectural metals, and synthetic materials creating a similar appearance. Asphalt or wood shingles are permitted if consistent with a residential-compatible design.
- Water-managed Exterior Installation Finish Systems (EIFS) may be incorporated, but in higher protected areas, not as ground-contact applications.

Guidelines--Higher-density Residential:

- Exterior building materials must 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.
- Materials considered not acceptable include: vinyl siding; smooth-faced gray concrete block, painted or stained concrete block, split shakes, rough-sawn wood, or EIFS.
- Building materials and design should follow market niche opportunities for each unique district and market area.
- HVAC systems for both commercial and high-density residential developments must be screened from the street and, if adjacent to low-density residential districts, from the adjoining properties.
- Both commercial storefronts and high-density residential developments across from low-density residential districts must have residential design elements that create visually compatible transitions, using natural materials carried throughout the development.

LANDSCAPING & OPEN SPACE 6

Landscaping should be designed in sufficient form, quantity, and location to reduce to the greatest extent possible negative impacts affecting the site and adjacent properties, and to increase the sense of neighborhood scale, character, and identity.



Attractive and inviting pedestrian-scale spaces should be improved to make them useful and well-integrated: neighborhood commercial with neighborhood residences.

Minimum Landscape Requirements

Guideline Principles: Landscaping is an important element of the site plan. A diversity of plant materials including overstory and understory trees (deciduous and coniferous), shrubbery, ground cover and turf should be used.

Guidelines:

- Overstory and understory trees which can be used to provide enclosure through the tree canopy. Larger trees can reduce the perceived scale of larger structures.
- Understory trees and shrubbery provide eye-level vegetation. Typically these materials should be used as foundation plantings, which tie the structure to the ground and soften hard edges, create visual focal points to frame desirable views, and provide privacy screens.
- Ground cover and turf should be used to reduce unnecessary paved area(s) and to control erosion and surface drainage





Where residences abut commercial districts, streetscape should be scaled and designed deeper, yet still in a residential pattern to complement residential patterns across the street.

Site Amenities and Vegetation

Guideline Principles: Landscaping is an important element of the site plan. A diversity of plant materials including overstory and understory trees (deciduous and coniferous), shrubbery, ground cover and turf should be used.

Guidelines:

Site amenities such as public plazas or open landscaped gathering spaces must be provided in high-density residential developments. Desired site amenities include the following.

  - Public plaza with seating;
  - Landscaped mini-park or square;
  - Other similar area of focal feature that in the city's judgment is an appropriate gathering space or residential design enhancement.

- Environmental and site impacts should be minimized through landscaping. Buffering of adjacent single-family residential must be added.
- Address regional and micro-climatic factors which include reducing radiant heat and heat gain, providing wind protection.
- Reduce perceived density in high-density residential development by establishing view corridors, providing visual focal points, and softening and enhancing pedestrian paths and open areas.

OPEN SPACE AMENITIES and the Public Realm



Public open space and signs across from low-density residences should be pedestrian scale, not commercial scale. Parking lot landscaping should be residential in character, not institutional.



Public art must be functional and create inviting, "welcoming" gateways to public and private open space, inviting residents to transition from housing to commercial corridors across the street and next door.

Open Space

Guideline Principles: Neighborhood open space patterns, and side, front, and rear yards should be visually preserved. The spacing of infill units (front, rear, and side yards) should generally reflect the spacing of existing homes in the neighborhood.

Guidelines:

- Open space for public recreational use must be provided in useful, quality spaces integrated purposefully into the overall development design.
- Green spaces must be improved along parking lots. Higher-density residential developments should provide plazas, seating areas, recreational facilities, or other similar features for the use and enjoyment of pedestrians.

Sidewalks

Guideline Principles: Pedestrian access should be designed to provide reasonable linkages of dwelling units to neighborhood facilities such as recreation, services, mail, and parking.



Guidelines:

- Pedestrian systems should incorporate landscaping details to increase the visual interest and character of the neighborhood.
- Sidewalks along streets and drives shall be a minimum five feet (5') in width. Interior private walkways along parking areas shall be a minimum of three unobstructed feet (3').
- Multi-use paths shall be a minimum eight feet (8') in width.

Public Art

Guideline Principles: Provide attractive and functional art in public gathering places that support streetscape themes.

Guidelines:

- Where public art can help create a street edge, art objects should help promote a 'pedestrian zone' and an 'amenity zone' near street furnishings, and seating.
- The visual and physical impact of public art must blend into the surroundings and be placed in proper scale, to help create inviting and welcoming public places and a "Sense of Place" that helps connect residences to neighboring commercial districts.

Public Use of Public Space

Guideline Principles: Provide gathering places that support pedestrian use, including lighting, street trees and benches.

Guidelines:

- Provide streetscapes with 'pedestrian zones' along Principal Streets, and an 'amenity zone' near the street curb for landscaping and street furnishings.
- Amenities such as benches, bike racks, and trash receptacles should be permanently mounted.
- Public space should be lighted with street light standards of a residential scale no greater than 25 feet in height.
- Planting pots and planters should be used in pedestrian scale streetscape, and as links to the non-residential districts neighboring the district to encourage walking.

SUSTAINABLE DEVELOPMENT 7





Sustainable Development

Guideline Objectives: Promote site plans that treat environmental impacts in new ways, with benefit of enhancing marketability, improving air quality, stormwater pre-treatment, and reducing operating costs--including public-private partnerships to demonstrate cost-effective sustainable projects.

Guidelines:

- Manage stormwater runoff by increasing on-site infiltration through methods such as bioswales, bio-retention cells, rain gardens, pervious paving, exfiltration devices, and reuse of stormwater for non-potable uses including landscape irrigation.
- Reduce pollution from construction activities by controlling soil erosion, waterway sedimentation, and airborne dust generation.
- Reduce pollution and land development impacts from motor vehicle use through methods such as minimizing parking lot/garage size, using shared parking facilities, providing facilities and accommodations for bicyclists, and amenities for pedestrians.
- Reduce generation of wastewater and potable water demand in the buildings and for exterior irrigation using methods such as water-conserving fixtures, using indigenous plant materials, and the reuse of rainwater and recycled wastewater or gray water.
- Maximize energy performance by designing the building envelope, HVAC, lighting, and incorporate technologies for non-polluting and renewable energy using methods such as solar.
- Facilitate reduction of waste, accommodating areas to collect and store materials for recycling.
- Integrate the use of building materials or products extracted, harvested or recovered, or manufactured in the region.
- Increase the comfort and well-being of building occupants through methods that reduce indoor chemical and pollutants, increase natural ventilation and day-lighting and views, and provide higher levels of thermal comfort while reducing overall energy consumption.
- Create multimodal “complete streets” on side streets that radiate from Main Street, to promote walking and cycling in addition to safer movement of automobiles.

Stormwater Management

Guideline Objectives: Development should use low impact development (LID) practices such as landscaping with vegetation native to southern Missouri that survive without sprinkling; and that dissipate stormwater slowly to reduce pollution, erosion and flooding.

Standards:

- Sustainable infrastructure, such as natural buffers, native vegetation, bio-retention areas, rain gardens, and pervious paving should be used cost-effectively to reduce the need for larger enclosed piped systems–thus reducing up front development costs as well as long-term maintenance needs.
- Buildings, parking areas, and grading should be set back to ensure minimal maintenance of stormwater facilities.
- Sidewalk streetscape should accommodate stormwater infiltration where possible on side streets and in rear parking lots.

APPLYING INFILL GUIDELINES

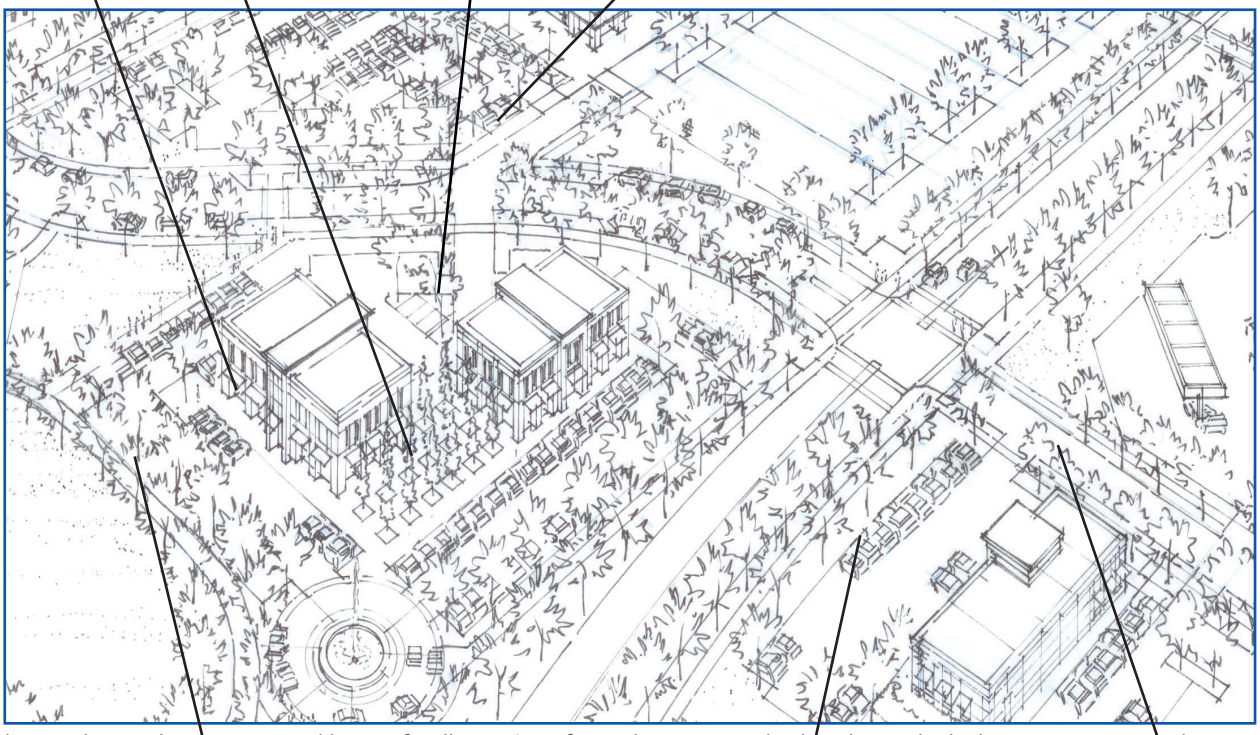
*The new Residential Infill Guidelines should **guide compatible infill revitalization citywide so that** land owners redevelop in the Recovery Area but also in established Joplin neighborhoods **on new Site Plan Development Standards in the Zoning Ordinance**.*

Site improvements must include sidewalks along the perimeter streets from residences.

Higher-intensity residential blocks should be encouraged to bring buildings forward to the street.

Interior streets and access drives with interior connections are encouraged. This allows for better access and safer connections between large surface parking lots.

Lower-intensity residences are also expected to meet minimum design standards with pitched roofs, porches and other site-built design amenities.



The graphic rendering presented here is for illustration of site planning standards to be applied when reviewing site plans and building permit applications by the development standards. The future Infill Development Standards will be adopted into the Zoning Ordinance.

Cross streets that lead from residential districts should promote multimodal travel, including trolley stops for multimodal improvements.

Traffic calming crosswalks on Principal Streets would improve the walkability of residential areas the same as business districts.

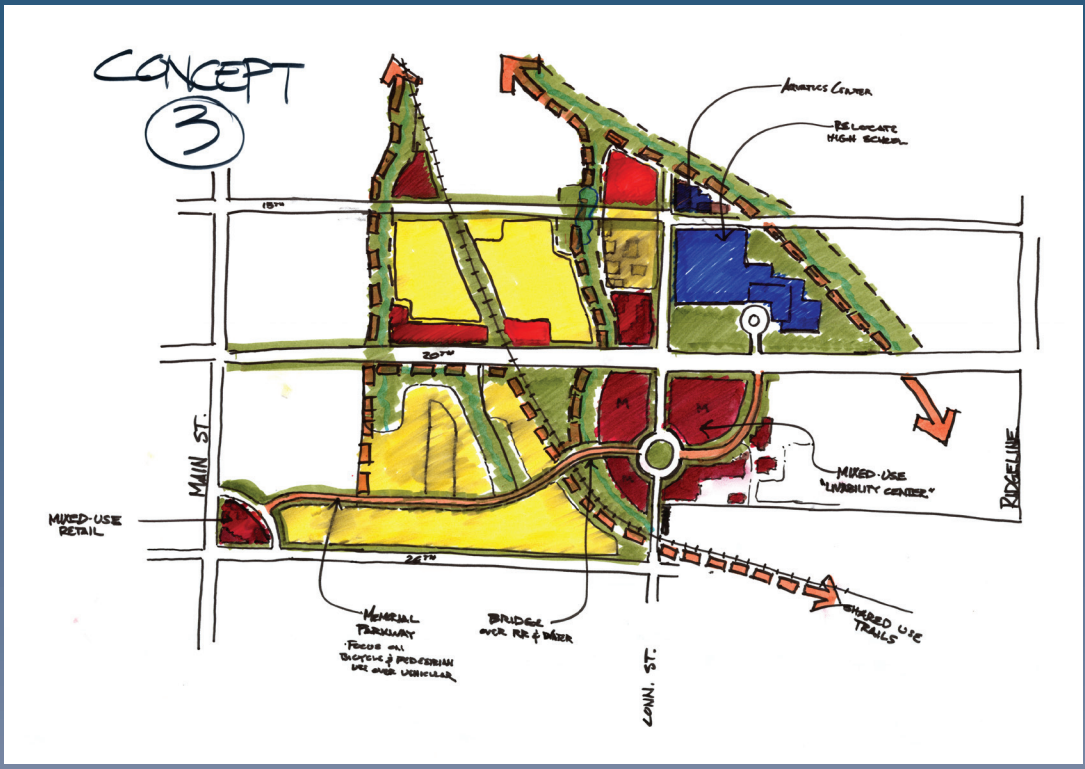
Off-street parking lots must be linked and connected for integrated traffic movement, without having to exit onto the public street.

Neighborhood Infill and Housing Revitalization/Redevelopment Guidelines

City of JOPLIN, MISSOURI

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Multi-Use Residential-Commercial-Office/Institutional
DEVELOPMENT STANDARDS & GUIDELINES



The focus of the "Multi-Use Residential-Commercial-Office/Institutional Development Standards & Guidelines" is to guide market choice in key corridors, such as in the 20th/26th Street Corridors, Connecticut Avenue and South Main Street Gateway Corridors, so that emerging Multi-use districts can grow and complement surrounding residential neighborhoods. Site plans will be guided by the development standards. The site plans presented by private sector developers must follow the guidelines by applying the development standards. Public sector partners--the Joplin School District, the MSSU planners, the Empire District and other utility suppliers--will have these standards as development guides, as well.

City of JOPLIN, MISSOURI
DEVELOPMENT STANDARDS & GUIDELINES

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CITY OF JOPLIN MISSOURI

PLANNING CONSULTANT
LOCHNER

INTRODUCTION 1



*The **Multi-Use Residential-Commercial-Office/Institutional Development Standards & Guidelines** apply to corridors designated in the Comprehensive Plan **Future Land Use Map**: the **20th/26th Street, Connecticut Avenue, and South Main Street Gateway Corridors**.*

Introduction

The City of Joplin has a long-standing history of planning and zoning with the use of basic development standards. The City of Joplin **Comprehensive Plan 2012** builds on that long history: The Plan 2012 creates new Development Standards and applies them in newly-designated Corridors by linking the Plan to the City's Zoning Regulations.

The success of our community in recovery efforts to date from the F5 tornado of May 22, 2011 has impacted all aspects of the Joplin Community. The Citizens Advisory Recovery Team (CART) gave a pro-active response. The City Plan 2012 builds on CART's leadership and recommendations.

CART and the public-at-large has called for "***Development Standards***" to guide the review and approval of public- and private-sector re-investments in Joplin. **Plan 2012** updates the City's "Future Land Use Plan Map" to outline the general location of the designated Corridors; and it sets forth these new Development Standards as guides for making decisions when rezoning land and reviewing development proposals.

New Development Standards:

- **Mixed-Use Development Standards**: South Main Street to Downtown Corridor
- **Multi-Use Neighborhood Development Standards**: Residential portions of West 26th Street and Edges of Commercial Corridors
- **Multi-Use Residential-Commercial-Office/Institutional Development Standards**: 20th/26th Streets, Connecticut and South Main Street Gateway Corridors
- **Multi-Use Retail Development Standards**: South Range Line Road Corridor
- **Multi-Use Business District Development Standards**: North Range Line Road, North Main Street Corridor above Downtown

The City's new development standards serve as a guide for the public and private sectors in the redevelopment process. The standards guide revitalization of highly-visible Corridors on Principal Streets shown conceptually on the Future Land Use Plan Map. They apply throughout Joplin, not only in the recovery area. For example, Joplin residents and community stakeholders recognize the importance of the "South Main Street Gateway Corridor" south to I-44. The new Standards were envisioned by hundreds of committed citizens since summer 2011 through CART-sponsored initiatives, such as the "charrette" of community stakeholders in fall 2011, and by continued public input--concluding in the January 2012 adoption of the CART recommendations.

PURPOSE OF STANDARDS AS THEY RELATE TO ZONING



*The **Multi-Use Residential-Commercial-Office/ Institutional Development Standards** guide "Multi-Use" development in the 20th/26th Street, Connecticut Avenue and South Main Street Gateway Corridors, driven by private-sector market choices of what mix of land uses should be at any given site. The standards will guide the Zoning & Planning Commission in recommending--and the City Council in approving--each site plan in specific Corridors. Off-site improvements are addressed and coordinated with site plan proposals, such as connecting regional paths.*

Purpose of Development Standards

The purpose of these development standards is to require preferred development in select Planned Development Corridors. The standards promote compatible site planning in the key corridors that the Joplin *Comprehensive Plan 2012* sets forth, led by the private-market decisions of Joplin land owners. The standards focus on the Principal Street Corridors, but apply to land in the neighborhoods at the edges of the corridors, as well. They provide direction to developers by clearly stating the development requirements of the City in review and approval of site plans and rezoning applications.

Link to Regulatory Requirements

The City Zoning Ordinance adopts the new Development Standards by reference. The standards shall be applied:

- As conditions of **site plan approval,** or
- As conditions of **rezoning approval to a higher-intensity PD** classification.

Required PD rezoning applications for ***higher-intensity land uses*** along the Corridors will ***require minimum depth of development*** (or of contiguous development parcels under single ownership) from the corridor rights-of-way to meet the new standards. This will help ensure ***land use compatibility with neighboring Corridor land uses as well as neighboring land uses behind the Corridors***.

The two official City documents—the City's land development policy plan, and its land use regulatory ordinances—now will guide in tandem the recommendations by the Zoning & Planning Commission and decisions by the City Council when reviewing site plans, infill development proposals, and zoning applications; and when formulating capital improvement programs in the established Corridors.

Applying Development Standards

Each set of Development Standards is based on principles from public input, as set forth in the Future Land Use Section—in Chapter 5—of the Plan. Guiding Principles for the unique Joplin market set public policy for each district. All Development Standards of the Plan 2012 are based on these guiding principles, and they are applied through the Joplin Zoning Ordinance as site plan requirements that must be met for site plan approval, or rezoning to higher-intensity land uses along the Corridors. Each site plan is unique in its topography, its relationship to neighboring districts and land uses, to the public rights-of-way, and to market opportunities. Therefore, the Plan 2012 Development Standards are applied to unique development proposals by the private sector to guide "preferred" development with the language of standards (such as "must be provided"). The standards link policy with regulations, so that the Plan does not "sit on the shelf;" rather it is a guide for implementing zoning regulations.

VISUAL PREFERENCE SURVEY 2

Planning Commissioners and stakeholders scored preferred images in a "Visual Preference Survey" for the City of Joplin ***Comprehensive Plan Update 2012****. Images in eight categories were rated for how appropriate each was for its category (Streetscape, Building Design, etc.) and as a "preferred" image for Joplin's "Development Guidelines." For a* ***complete summary*** *see the City of Joplin* ***Planning and Development Department at City Hall****.*

CATEGORY	MOST PREFERRED	LEAST PREFERRED
Landscape: Streetscape		
	• Inviting and Orderly • Welcoming and secure	• Basic and simple, but also neat • Natural stormwater
Landscape: Interior Sites		
	• Friendly, safe, attention to detail • Planned • Organized • Thought-out	• Uninviting • Grass berm only curb appeal
Building Materials: Commercial		
	• Good Corporate Design • Clean look	• Priced to market niche • Uninteresting
Building Materials: High-density Residential		
	• Traditional • Classic • Niche Market not yet here	• Unwelcoming and stark • Not durable material

VISUAL PREFERENCE SURVEY

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Category	Most Preferred	Least Preferred
Building Design: High-density Residential	 • Interesting and detailed • Single-family or "Big House" look	 • Standard Multifamily
Building Design: Commercial	 • Attractive corporate design • Forward thinking alternative	 • Utilitarian • OK for niche price-point
Public Realm: Art	 • Functional art • Inviting and welcoming	 • Requires proper location • Proper scale
Public Realm: Use of Public Space	 • Inviting and safe • Multiple areas • Shade is welcoming	 • Minimalist but useful • Appropriate in context

APPLYING DEVELOPMENT STANDARDS 3

Five Sets of Development Standards:

1. **Mixed-Use Development Standards:** South Main Street to Downtown Corridor
2. **Multi-Use Neighborhood Development Standards:** Residential Neighborhoods at the Edges of Designated Corridors
3. **Multi-Use Residential-Commercial-Office Development Standards:** 20th/26th Streets and Connecticut Avenue and South Main Street Gateway Corridors
4. **Multi-Use Retail Development Standards:** South Range Line Road and Schifferdecker and Maiden Lane Corridors
5. **Multi-Use Business District Development Standards:** East 20th Street, North Range Line Road, North Main Street Corridors

Land Uses in Each Development Standard:

1. **Mixed-Use Land Uses:** Retail-commercial, Office/ Institutional, Higher-density Residential
2. **Multi-Use Neighborhood Land Uses:** Low-density and Higher-density Residential, Neighborhood-commercial
3. **Multi-Use Residential-Commercial-Office Land Uses:** Low-density and Higher-density Residential, Retail-commercial, Office/Institutional
4. **Multi-Use Business District Land Uses:** Retail-Commercial, Office/Institutional
5. **Multi-Use Business District Land Uses:** Retail-commercial, Office/Institutional, Restricted Industrial

Zoning Approval in Each Corridor:

The City of Joplin **Comprehensive Plan 2012** updates the "Future Land Use Plan Map" as a policy guide for making decisions when rezoning land to higher-intensity uses and approving site plans for Corridor parcels. The new standards shall be applied as:

- Conditions of **site plan approval,** or
- Conditions of **rezoning approval to a higher-intensity PD** classification.

PD rezoning applications for ***higher-intensity land uses*** along the Corridors ***require minimum depth of development*** (or of contiguous development parcels under single ownership) from the corridor rights-of-way to meet Development Standards for site access, circulation, buffers and added setbacks, and related site plan improvements; and ***to ensure land use compatibility with neighboring Corridor land uses as well as neighboring land uses behind the Corridor***.

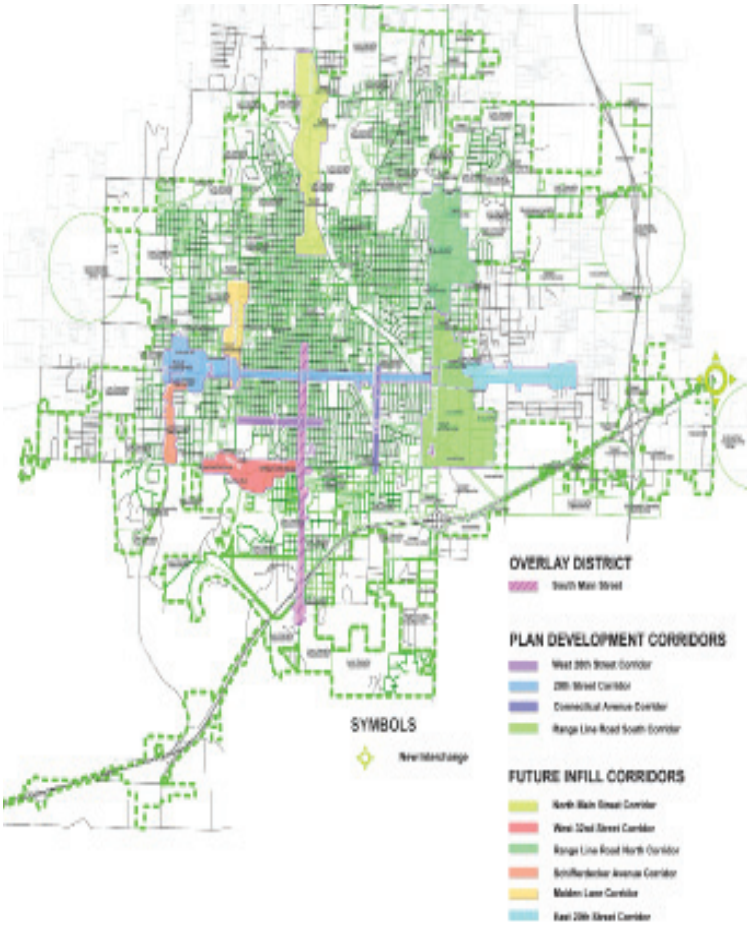
In each Corridor a land owner/developer has choices:

- **Develop** as already zoned--with Site Plan Approval
- **Seek rezoning** to a land use **already permitted** on the underlying Future land Use Map--with Site Plan Approval
- **Seek Planned Development (PD) rezoning** to a **higher-intensity land use permitted** for review under these Development Standards--with Site Plan Approval

The general location of each Corridor is illustrated on the Plan 2012 Future Land Use Map (shown in the graphic to the right).

Corridors Designated Citywide:

The Corridors depicted in the Plan are for illustration, only. See the Joplin Zoning Regulations for official designations.



SITE LAYOUT & DEVELOPMENT PATTERN 4



Off-street parking and walking must be attractively connected to give pedestrians clear access to store entrances from parking areas.



Commercial lots next to residential districts must be buffered and include residential-pattern landscaping that include street trees to create a more residential-character with appropriate landscape materials.

Building Location and Orientation

Guidelines: Reinforce the character and quality of outdoor public spaces by landscaping parking lots at the street. Appropriately sited buildings will greatly enhance the formation of the public streetscape and provide a "sense of corridor" with a cohesive visual identity and attractive street scene.

Standards—Residential Edges

- Along residential districts connecting to Retail-Commercial, higher-density residential buildings are encouraged to be arranged and grouped to create a distinct neighborhood residential edge adjacent to the commercial district. This edge must be maintained by locating at least fifty percent (50%) of the residential building's "active wall" oriented toward the street. An "active wall" is considered the side of the building containing the majority of the residential entrances and windows.
- Primary entrances to residential uses at ground level must be oriented toward local street rights-of-way rather than rear parking lots.
- Commercial parking lots located next to residential areas must create residential-pattern landscaping with street trees and similar residential planting patterns.
- Ground based mechanical equipment and trash receptacles must be located away from property lines adjacent to existing residential areas and adequately screened from such properties to minimize any visual impacts or noise.

Standards—20th/26th Street

- Create outdoor spaces with patterned streetscape, walks, and greenspace.
- Cross-access must be platted in parking lots for linking to adjacent parking lots.
- Create a focal point at the corners of 20th and Connecticut and of 20th/26th and South Main Streets. 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. Cluster individual freestanding buildings to define an edge (along the street or parking area) and create amenity areas between buildings. The dispersal of freestanding buildings in a widely spaced pattern at focal points of key intersections shall not be permitted.
- Deep, multi-aisled parking lots located between the building and the arterial street must be landscaped with planting islands and, if greater than 20-space rows, improved with a 6-foot wide pedestrian aisle separating the parking space interlocks.
- On-street parking along 20th Street is allowed only when tucked into the site on added street rights-of-way width. When on-street parking is provided, a majority of the street frontage must be occupied by buildings or other structures such as decorative architectural walls (not to exceed 3-feet in height).

SITE LAYOUT & DEVELOPMENT PATTERN



Crosswalks must be distinguished by color, texture, or height of paving materials that define a safe place to cross streets.



Commercial parking lots on the corridors have good examples in Joplin to emulate: good connectivity, good landscaping. New satandards call for street trees 40' on center added to current Buffer Landscaping requirement of the Joplin Zoning Regulations.

Vehicle and Pedestrian Circulation

Guideline: 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.

Standards:

Additional direct access drives onto Principal Streets may be allowed if in compliance with Access Management Standards.

- Commercial streets must include a network of pedestrian walkways to link the entrances of commercial buildings to each other and to the public sidewalk system along perimeter streets, as well as to adjacent neighborhoods. Walkways in commercial corridors must be no less than six (6) feet wide.
- 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 street with on-street parking.
- Walkways extending through parking areas must be incorporated into linear landscape strips, with adequate width to accommodate car overhangs and planting areas between the sidewalk and the curb. Walkways must vary in pavement and color with multiple landscape islands to break-up interlock parking greater than 20 parking spaces.
- At each point where a walkway crosses a paved area in a parking lot or internal street or driveway, the crosswalk must be clearly delineated through the use of change in paving materials distinguished by color, texture, or height (see facing page).
- Access points to public streets, circulation drives, and off-street parking must be shared throughout the development area.
- A grid pattern that retains the historic street layout, or modified grid street layouts that respond to local topography are required over cul-de-sac streets.
- Walkways must be built to accommodate one of two situations. They must be built directly adjacent to the building wall to create space for a "transition zone" of pedestrian amenities between the street or drive and walkway such as street trees, landscape planters, pedestrian lighting, and other streetscape amenities; or they must be set back several feet from a building wall to incorporate building foundation landscape plantings.
- Site improvements must help elevate Principal Streets to "complete street" as defined in the Plan, with traffic-calming standards and accommodate all modes of travel--including pedestrian access--if the site is within a designated school improvement district.

SITE LAYOUT & DEVELOPMENT PATTERN



Parking lots must be distributed into small blocks, connected with landscaped and textured walkways (VPS Summary, page 3). If adjacent to residential districts, must have residential-scale landscaping.



Commercial parking lots deeper than one-block from the street should have internal connections to storefronts as well as pedestrian connections to the public street.

Parking Lot Layout, Lighting and Design

Guidelines: Provide for vehicular and pedestrian access while enhancing views of parking areas from streets and adjoining districts. Parking lots must be effectively landscaped and screened with 2' tall berms and hedges if adjacent to residential districts and existing uses. Enhancing the visual impact of parking maximizes the positive character of streets and buildings through continuity of buildings and streetscape frontages.

Standards:

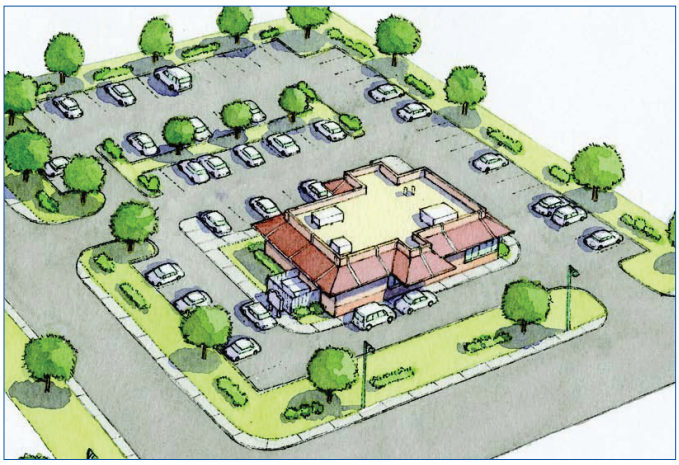
- Parking lots must be attractively landscaped so that the surrounding street network blends with the site plan improvements.
- Off-street parking and circulation drives must be shared throughout the development area.
- Plant materials must be a suitable species requiring a minimal amount of regular maintenance and watering to remain healthy and provide a quality appearance.
- Plantings adjacent to residential areas must be improved with sprinkler systems.
- Illumination of parking lots near residential uses must be limited to individual poles and hooded fixtures not to exceed twenty-five (25) feet in height as measured from grade. Wall-pack fixtures and floodlights that project light outward rather than downward are not permitted. Any building mounted light fixtures must be decorative in nature and used primarily at entrances, rather than for site or parking lot lighting purposes. Fixtures that project light or glare toward street right-of-way or adjoining properties are not permitted.
- Loading and service areas shall be located and designed to minimize visibility from streets and adjoining properties.
- Decorative screen walls constructed of long lasting durable materials requiring minimal maintenance must be provided for screening of parking areas adjacent to residential property. Wood fences, surfaces requiring regular painting or staining, and chain link fences are not allowed.
- Screen walls for service and loading areas, and mechanical equipment must be designed to mirror the architectural style and materials of the principal building on the site.
- Circulation drive connections must be provided between adjacent nonresidential parking lots.
- Connections with adjacent residential areas must 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.
- A distinct system of internal circulation drives must be provided for access to parking areas. Such circulation drives shall not be located along the facades of buildings that contain primary customer entrances in order to minimize pedestrian conflict.
- Parking areas must be distributed into smaller parking blocks to the extent reasonable. Each parking block must be separated by buildings, landscaping, access drives or streets, or pedestrian walkways.
- Where parking blocks cannot be easily defined, additional interior landscape islands must be provided to visually break up large parking areas.

SITE PLAN AMENITIES AND PREFERRED DEVELOPMENT PATTERNS

These images are for the interpretation and application of the ***Multi-Use Residential-Commercial-Office Development Standards***. They apply to specific corridors, including the 20th/26th Street, Connecticut Avenue and South Main Street Gateway Corridors. These Development Standards go beyond a general "vision" by spelling out how the City of Joplin will decide on site plans and Planned Development (PD) rezoning applications when reviewing land use applications in the designated Corridors.



The new Development Standards provide for street trees along the corridors as enhanced landscaping from current City requirements; and enhancing screening and buffering from neighboring residential districts. Access management from the Principal Street is also a critical consideration in providing proper access and circulation to the site. PD Zoning is required if up-zoning along the corridor to a more intense use, with a minimum depth of 180' from the Principal Street.



Joplin Development Standards retail-commercial development in this Corridor call for setbacks from the public street and adequate landscaping: a minimum 5-foot wide landscape buffer must be provided along the arterial street right-of-way at the sidewalk, and 10-foot buffer/ berm at edges of off-street parking lots.

The new standards promote multi-use compatibility: Commercial parking lots next to residential areas must create residential-pattern landscaping with street trees and similar residential planting patterns.



Communitywide comments from the CART process called for development standards that promote compatibility between multi-land uses. Multi-use of land can be developed as neighbors with proper Development Standards along the South Main Street Gateway, Connecticut Avenue and 20th/26th Street Corridors.



Interior parking promotes pedestrian connections within the site, and provide islands for interior landscaping that complements the public streetscape plantings along the public street.

BUILDING DESIGN & MATERIALS 5

The design and treatment of commercial buildings will play an important role in the visual identity of Multi-Use Corridors, such as the South Main Gateway Corridor and on East 20th Street. Where there are adjacent commercial and residential areas these Standards promote function, quality, and appearance of multi-uses of land that are compatible in context of the surrounding areas and in Joplin's history.

New market niches for Joplin provide reinvestment options such as for congregate living/assisted living, continuum care residential villages (given the deep support services of Joplin hospitals and clinics), and Higher-density Housing.



These duplex/fourplex units are "Modular Homes" built off-site. The good design and quality materials go well with the site planning and street layout, including island streetscaping and street trees.



Facades of building across from residential areas must incorporate residential fenestration and pedestrian-friendly spaces.



Storefront commercial facades across from residential districts must have residential design elements and use natural materials.



Use distinctive architectural design and allow height flexibility at focal point corners.



For suburban-style development not situated along the street edge, an attractive facade with pedestrian walkways must be provided between the buildings and parking lot.

BUILDING DESIGN

Building Scale and Massing

Guidelines: The scale and massing of buildings should be comfortable to pedestrians and provide extensive variation to enhance the visual appearance of the area.

Standards--Commercial:

- 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 durable building material treatments at the base of the building.
- Buildings shall not exceed 40 feet in height and, if near residential uses, compatible in design, scale, and massing.
- Buildings adjacent to 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 areas rather than integrate with their neighbors are subject to buffers with greater setbacks and landscape requirements. Setbacks and landscape buffers for developments with loading docks, overhead doors, parking, or nonresidential buildings more than one story in height adjacent to residential districts are subject to enhanced requirements.
- Each building must have similar qualities and architectural elements that contribute to the overall theme and must include some of the following: arched windows, covered walkways, open courtyards, tile roofs, vertical towers, etc. 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 residential 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 must be visually established by architectural features, changes in texture or materials and fenestration pattern no less than twelve inches (12") in width.



Commercial buildings must be designed to create a human scale with elements such as canopies or porticos, arcades, colonnades and substantial building material treatments.

    - 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 60 percent of the façade. Windows must be recessed and include visually prominent sills or other forms of framing.
- The sides and rear of the nonresidential buildings must 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 must be oriented or screened so the drive-through areas are not fully visible from street rights-of-way.
- Upper floors must be differentiated architecturally from lower levels. The step-back areas are encouraged for upper floor balconies and rooftop gardens.
- Windows must comprise 25-50 percent of upper facades, and reflect a rhythm, scale, and proportion compatible with the overall building design.
- Distinctive roof forms, profiles, and cornices are encouraged to provide a termination of the top of the building. On focal point corners, the roof design should emphasize the corner.

BUILDING DESIGN & MATERIALS



Ground level storefronts must incorporate a significant amount of glass oriented toward the street, while upper levels are differentiated architecturally but also incorporate windows facing the street.



New market niches must match the Joplin economic market, and if so, then higher cost durable materials such as brick and stone can provide an attractive and sturdy product.

Building Materials and Design

Guidelines: To provide commercial development with building materials and colors that are durable, attractive, and have low maintenance requirements.

Standards--Commercial:

- Consistent architectural design and durable building materials, such as natural or synthetic stone, brick and stucco must be carried throughout the development; and finished-out on all sides adjacent to residential districts . Designs that provide visual interest and variety, consistent with theme, are required.
- 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 must be used to create visual interest and to avoid monotony. No one material and color may be permitted to dominate a building or a development.
- Roofs visible from the ground must show hues consistent with the building exterior. Preferred materials include concrete or clay tile, slate, copper or other architectural metals, and synthetic materials creating a similar appearance. Asphalt or wood shingles are permitted if consistent with a residential-compatible design.
- Water-managed Exterior Installation Finish Systems (EIFS) may be incorporated, but in higher protected areas, not as ground-contact applications.

Standards--Moderate-density Residential:

- Exterior building materials shall 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.
- Materials not allowed include: vinyl siding; smooth-faced gray concrete block, painted or stained concrete block, split shakes, rough-sawn wood; or EIFS, other than as access panels combined with allowed materials above the ground floor.
- Building materials and design should follow market niche opportunities for each unique district and market area.
- HVAC systems for both commercial and high-density residential developments must be screened from the street and, if adjacent to low-density residential districts, from the adjoining properties.
- Both commercial storefronts and high-density residential

LANDSCAPING & OPEN SPACE 6

A key element of new commercial developments adjacent to residential districts is creation of public gathering spaces with site amenities and pedestrian-scale features to enhance the overall development quality. Higher-intensity developments are to integrate with neighboring residential districts and offer attractive places for neighbors to gather and interact. Gathering spaces should be incorporated as urban design elements at key intersections.



Attractive and inviting pedestrian-scale spaces, improved to make them useful, well-integrated into the streetscape and near storefronts, will contribute to walkability and neighborhood gathering places.

Minimum Landscape Requirements

Guidelines: Apply standards to ensure that commercial development next to residential uses has landscaping to be aesthetically pleasing and provide functional open space.

Standards:

- For commercial development that is suburban in design and intensity, a minimum 5-foot wide landscape buffer must be provided along the arterial street right-of-way at the sidewalk, and 10-foot buffer/berm at edges of off-street parking lots.
- In areas where parking and paving are located between the building and the landscape buffer, screening must be provided through planting shrubs and other low vegetation between trees, at least three (3) feet in height.
- Commercial landscaping next to residential areas shall include sprinkler systems.





Pedestrian amenities and human-scale landscaping promote walking and gathering places, complemented with functional landscaping.

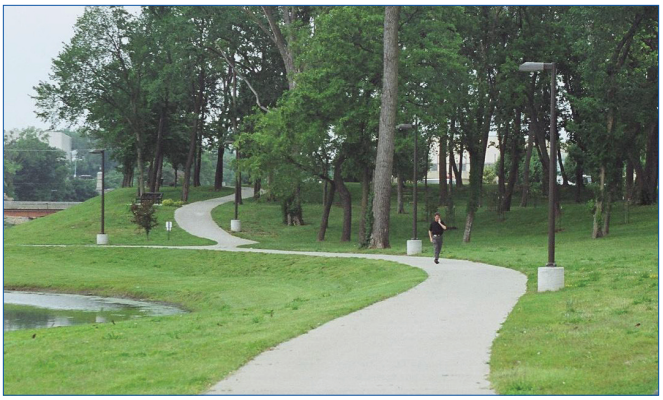
Site Amenities and Vegetation

Guidelines: Provide a variety of landscape features that fit into the overall development design and provide areas for gathering, pedestrian movement, and recreation.

Standards:

- Site amenities such as public plazas or open landscaped gathering spaces must be provided in commercial developments on greater than 1-acre parcels. Allowable 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 must 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, accented with functional landscaping.
- Open storm drainage and detention areas visible to the public must be incorporated into the design of the development as water feature amenities or open space focal points. Such areas may be considered site amenities if they meet the spirit and intent for creating public gathering spaces.
- Shade or ornamental trees must be planted in the landscape buffer area along the street frontage at a maximum spacing of one tree per 40 linear feet of right-of-way frontage.
- Planting materials and tree species must meet standards of the Plan and the zoning regulations.

OPEN SPACE AMENITIES and the Public Realm



Walking trails incorporated into site greenspace will provide recreation opportunities to residents of the surrounding area.



Public art should be functional and create inviting, "welcoming" gateways to public and private open space, targeted for the South Main Street Gateway Corridor to I-44.

Recreation

Guidelines: Connect trails and other recreation improvements throughout the community for passive and active recreation, and to support public gathering places within neighborhoods.

Standards:

- Open space for public recreational use must be provided in useful, quality spaces integrated purposefully into the overall development design. A minimum **10 percent of the net development area** is required for higher-intensity land uses than single-family and two-family residential development.
- Green spaces must remain visible and accessible to the public, rather than isolated or secluded behind development.
- Plazas, seating areas, recreational facilities, or similar features for the use and enjoyment of residents must also be provided.

Sidewalks and Trails

Guidelines: Internal walks to link with public sidewalks.



Standards:

- Sidewalks at least 6-feet in width must be provided along both sides of any major streets in commercial developments.
- Multi-use trails must connect to off-site public trail systems.
- Where buildings create a street edge, sidewalks and amenity zones must be 15-20 feet from street-to-building wall.
- Zones next to residential districts must have neighborhood amenities, such as crosswalks with ornamental pavers.

Public Art

Guidelines: Provide attractive and functional art in public gathering places that supports pedestrian amenities.

Standards:

- Where public art can help create a street edge, art objects should help promote a 'pedestrian zone' and an 'amenity zone' near street furnishings, and seating.
- The visual and physical impact of public art should blend into the surroundings and be placed in proper scale, to help create inviting and welcoming public places and a "Sense of Place" that instills community pride.

Public Use of Public Space

Guidelines: Provide gathering places that support pedestrian use, including lighting, street trees and benches.

Standards:

- Where buildings create a street edge, provide streetscapes with 'pedestrian zones' near residential districts, and an 'amenity zone' near the street curb for landscaping and street furnishings.
- Amenities such as benches, bike racks, and trash receptacles shall be incorporated into developments larger than 1-acre.
- Bicycle racks shall be permanently mounted.
- Street lighting must function as unifying elements throughout the Corridor and throughout streets from the Corridor.
- A berm buffer of 2-feet in height must screen parked car lots next to public gathering places and residential districts.
- Planting pots and planters are encouraged in addition to landscape planting areas to complement the surrounding streetscape by adding color and variety.

SUSTAINABLE DEVELOPMENT 7





Sustainable Development

Guidelines: Promote site plans that treat environmental impacts in new ways, with benefit of enhancing marketability, improving air quality, stormwater pre-treatment, and reducing operating costs--including public-private partnerships to demonstrate cost-effective sustainable projects.

Standards:

- Manage stormwater runoff by increasing on-site infiltration through methods such as bioswales, bio-retention cells, rain gardens, pervious paving, exfiltration devices, and reuse of stormwater for non-potable uses including landscape irrigation.
- Reduce pollution from construction activities by controlling soil erosion, waterway sedimentation, and airborne dust generation.
- Reduce pollution and land development impacts from motor vehicle use through methods such as minimizing parking lot/garage size, using shared parking facilities, providing facilities and accommodations for bicyclists, and amenities for pedestrians.
- Reduce generation of wastewater and potable water demand in the buildings and for exterior irrigation using methods such as water-conserving fixtures, using indigenous plant materials, and the reuse of rainwater and recycled wastewater or gray water.
- Maximize energy performance by designing the building envelope, HVAC, lighting, and incorporate technologies for non-polluting and renewable energy using methods such as solar and geothermal.
- Facilitate reduction of waste, accommodating areas to collect and store materials for recycling.
- Integrate the use of building materials or products extracted, harvested or recovered, or manufactured in the region.
- Increase the comfort and well-being of building occupants through methods that reduce indoor chemical and pollutants, increase natural ventilation and day-lighting and views, and provide higher levels of thermal comfort while reducing overall energy consumption.
- Create multimodal "complete streets" that promote walking and cycling in addition to safer movement of automobiles.

Stormwater Management

Guidelines: Development should be sensitive to the environmental characteristics of the Corridors drain into linear green spaces. Use low impact development (LID) practices such as landscaping with vegetation native to southern Missouri and providing areas for stormwater runoff to collect and dissipate slowly to prevent pollution and contribute to erosion and flooding.

Standards:

- Sustainable infrastructure, such as natural buffers, native vegetation, bio-retention areas, rain gardens, and pervious paving should be used cost-effectively to reduce the need for larger enclosed piped systems–thus reducing up front development costs as well as long-term maintenance needs.
- Buildings, parking areas, and grading should be set back to ensure minimal maintenance of stormwater facilities.
- Sidewalk streetscape should accommodate stormwater infiltration where possible.

'Sustainable' infrastructure can reduce reliance on traditional stormwater structures (i.e. pipes, channels, and treatment plants) that are expensive to build, operate, and maintain. Sustainable infrastructure also can protect surface waters and drinking water supplies, mitigate the impact of urban heat islands, and reduce energy demands.

APPLYING DEVELOPMENT STANDARDS

The 20th/26th Street, Connecticut Avenue, and South Main Street Gateway Corridors require Planned Development (PD) rezoning applications to assemble parcels no less than 180 feet deep from the Principal Street rights-of-way to assure proper application of the Development Standards in site-planning the higher-intensity zoned parcel.

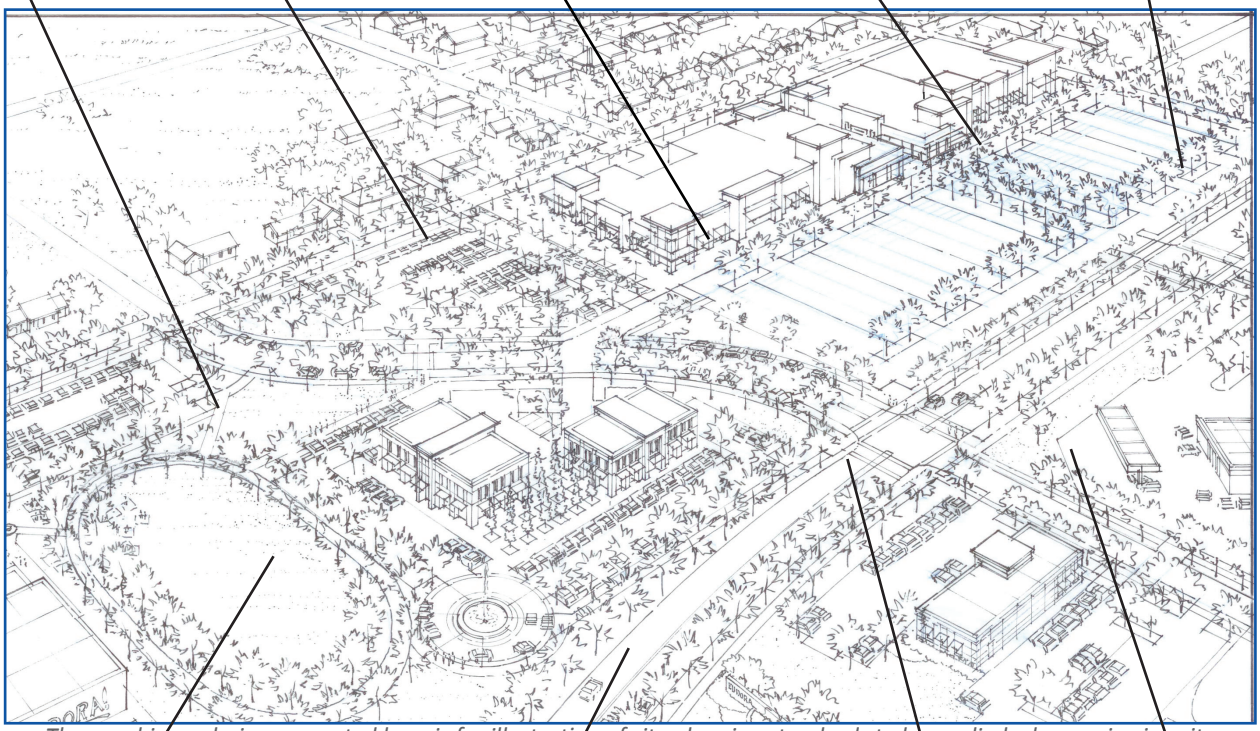
Site improvements must include sidewalks along the perimeter of the site and along streets and building frontages. Each development must pay its fair share of trail segments based on citywide trail plans in the Joplin CIP.

Based on the commercial density proposed by the site developer, a larger off-street parking lot can serve the site and also accommodate special events. The off-street parking area should be well-landscaped and include highly-visible and convenient walkways.

Interior streets and access drives with interior connections is encouraged along and off the corridors. This allows for better access and safer connections between large surface parking lots.

Higher-intensity commercial uses (2-3 stories) are more appropriate for the portion of the Corridor along South Main Street, while less-intense commercial (one story) is most appropriate along 20th/26th Streets and Connecticut Avenue where commercial uses transition to neighborhood homes and residential streets.

Where off-street parking is placed between the building frontage and the Principal Street, this parking should be minimized in depth and must be well-landscaped to complement the pedestrian spaces on the street.



The graphic rendering presented here is for illustration of site planning standards to be applied when reviewing site plans and rezoning applications in the Corridor. The multi-uses of land allowed in the Corridor will benefit from unique applications of Development Standards for each Site Plan approved or PD rezoning required.

Park and Open Space land should be integrated into the site to provide for recreation activities and public gathering places.

Principal Streets should be planned as "Complete Streets" to promote safe bike and pedestrian access along the Corridors, including future multimodal access to cross corridors and trolley stops to achieve the multimodal improvements.

Traffic calming on crosswalks (traffic tables, if warranted by a traffic study) improve not only safety but also make the crosswalks an integral feature of an attractive place to walk and shop and congregate.

Off-street parking lots should be linked and connected for integrated traffic movement, without having to exit onto the public street.

Multi-Use Residential-Commercial-Office/Institutional DEVELOPMENT STANDARDS and Guidelines

City of JOPLIN, MISSOURI

LOCHNER

Multi-Use Retail-commercial/Office
DEVELOPMENT STANDARDS & GUIDELINES



The focus of the "Multi-Use Retail-commercial-Office Development Standards & Guidelines" is to guide market choice in key corridors, such as in the South Range Line Road and the Schifferdecker/Maiden Lane Corridors, so that infill retail-commercial and office uses can grow with and complement surrounding residential neighborhoods. Site planning details will be guided by these development standards. The site plans presented by private sector developers, as well as public sector partners, must follow the development standards as guidelines when applying for site plan approval and rezoning of land.

City of JOPLIN, MISSOURI

DEVELOPMENT STANDARDS & GUIDELINES

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CITY OF JOPLIN MISSOURI

PLANNING CONSULTANT
LOCHNER

INTRODUCTION 1



*The **Multi-Use Retail-commercial/Office Development Standards & Guidelines** apply to corridors designated in the Comprehensive Plan **Future Land Use Map**: the **South Range Line Road Corridor**.*

Introduction

The City of Joplin has a long-standing history of planning and zoning with the use of basic development standards. The City of Joplin **Comprehensive Plan 2012** builds on that long history: The Plan 2012 creates new Development Standards and applies them in newly-designated Overlay Districts by linking the Plan to the City's Zoning Regulations.

The success of our community in recovery efforts to date from the F5 tornado of May 22, 2011 has impacted all aspects of the Joplin Community. The Citizens Advisory Recovery Team (CART) gave a pro-active response. The City Plan 2012 builds on CART's leadership and recommendations.

CART and the public-at-large has called for "***Development Standards***" to guide the review and approval of public- and private-sector re-investments in Joplin. **Comprehensive Plan 2012** updates the City's "Future Land Use Plan Map" to create the needed Overlay Districts; and it sets forth these new Development Standards as guides for making decisions when rezoning land and reviewing development proposals.

New Development Standards:

- **Mixed-Use Development Standards**: South Main Street to Downtown Corridor
- **Multi-Use Neighborhood Development Standards**: Residential portions of West 26th Street and Edges of Commercial Corridors
- **Multi-Use Residential-Commercial-Office Development Standards**: East 20th Street and South Main Street Gateway Corridor
- **Multi-Use Retail Development Standards**: South Range Line Road Corridor
- **Multi-Use Business District Development Standards**: North Range Line Road, North Main Street Corridor above Downtown

The City's new development standards serve as a guide for the public and private sectors in the redevelopment process. The standards guide revitalization of highly-visible Corridors on Principal Streets shown conceptually on the Future Land Use Plan Map. They apply throughout Joplin, not only in the recovery area. For example, Joplin residents and community stakeholders recognize the importance of the "South Main Street Gateway Corridor" south to I-44. The new Standards were envisioned by hundreds of committed citizens since summer 2011 through CART-sponsored initiatives, such as the "charrette" of community stakeholders in fall 2011, and by continued public input--concluding in the January 2012 adoption of the CART recommendations.

PURPOSE OF STANDARDS AS THEY RELATE TO ZONING



*The **Multi-Use Retail-comm/ Office Development Standards** guide "Multi-Use" development in the South Range Line Road Corridor. They apply to all site plans; and any up-zoning to a more intense land use must be a PD Zoning application on parcels no less than 330' deep from Range Line Road to allow for proper site planning. The rear edges of commercial sites must be made compatible with neighboring residential areas. Choice of what mix of land uses are still driven by the private-sector market. The standards will guide site plan review in the Corridor.*

Purpose of Development Standards

The purpose of these development standards is to require preferred development in select Corridor Overlay Districts. The standards promote compatible site planning in the key corridor districts that the Joplin *Comprehensive Plan 2012* sets forth, led by the private-market decisions of Joplin land owners. The standards focus on the Principal Street Corridors, but apply to land in the neighborhoods at the edges of the corridors, as well. They provide direction to developers by clearly stating the development requirements of the City in review and approval of site plans and rezoning applications.

Link to Regulatory Requirements

Zoning text amendments implement the development standards that are being adopted as Appendices of the Plan 2012. The new standards are applied through the city's zoning ordinance (and eventually, also the city's subdivision regulations):

- **As conditions of rezoning approval**, and/or
- **As conditions of site plan approval**.

The new Corridor Overlay Districts are designated in the Plan (shown generally on the Future Land Use Plan Map); and, the new Development Standards are set forth in the Plan Appendices for each district. At the same time, the new districts and development standards are linked to the City's Zoning Regulations through Zoning Text Amendments as of winter, 2012 to create a new policy-based development review process. The two official City documents—the City's land use and development policy plan, and its land use regulatory ordinances—now will guide in tandem the recommendations by the Zoning & Planning Commission and decisions by the City Council when reviewing site plans, infill development proposals, and zoning applications; and when formulating capital improvement programs in the established corridor districts.

Applying Development Standards

Each set of Development Standards is based on principles from public input, as set forth in the Future Land Use Section—in Chapter 5—of the Plan. Guiding Principles for the unique Joplin market set public policy for each district. All Development Standards of the Plan 2012 are based on these guiding principles, and they are applied through the Joplin Zoning Ordinance as site plan requirements that must be met for re-zoning and/or site plan approval. Each site plan is unique in its topography, its relationship to neighboring districts and land uses, to the public rights-of-way, and to market opportunities. Therefore, the Plan 2012 Development Standards are applied to unique development proposals by the private sector in review by the public sector. They are adopted as guidelines in tandem with zoning regulations; and they guide "preferred" development with the language of standards (such as "must be provided"). The standards link policy with regulations, so that the Plan does not "sit on the shelf;" rather it is a guide for implementing zoning regulations.

VISUAL PREFERENCE SURVEY 2

Planning Commissioners and stakeholders scored preferred images in a "Visual Preference Survey" for the City of Joplin ***Comprehensive Plan Update 2012****. Images in eight categories were rated for how appropriate each was for its category (Streetscape, Building Design, etc.) and as a "preferred" image for Joplin's "Development Guidelines." For a* ***complete summary*** *see the City of Joplin* ***Planning & Development Department at City Hall****.*

CATEGORY	MOST PREFERRED	LEAST PREFERRED
Landscape: Streetscape		
	• Inviting and Orderly • Welcoming and secure	• Basic and simple, but also neat • Natural stormwater
Landscape: Interior Sites		
	• Friendly, safe, attention to detail • Planned • Organized • Thought-out	• Uninviting • Grass berm only curb appeal
Building Materials: Commercial		
	• Good Corporate Design • Clean look	• Priced to market niche • Uninteresting

VISUAL PREFERENCE SURVEY

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CATEGORY	MOST PREFERRED	LEAST PREFERRED
Building Design: Commercial		
	• Attractive corporate design • Forward thinking alternative	• Utilitarian • OK for niche price-point
Public Realm: Art		
	• Functional art • Inviting and welcoming	• Requires proper location • Proper scale
Public Realm: Use of Public Space		
	• Inviting and safe • Multiple areas • Shade is welcoming	• Minimalist but useful • Appropriate in context

APPLYING DEVELOPMENT STANDARDS 3

Five Sets of Development Standards:

1. **Mixed-Use Development Standards:** South Main Street to Downtown Corridor
2. **Multi-Use Neighborhood Development Standards:** Residential Neighborhoods at the Edges of Designated Corridors
3. **Multi-Use Residential-Commercial-Office Development Standards:** 20th/26th Streets and Connecticut Avenue and South Main Street Gateway Corridors
4. **Multi-Use Retail Development Standards:** South Range Line Road and Schifferdecker and Maiden Lane Corridors
5. **Multi-Use Business District Development Standards:** East 20th Street, North Range Line Road, North Main Street Corridors

Land Uses in Each Development Standard:

1. **Mixed-Use Land Uses:** Retail-commercial, Office/ Institutional, Higher-density Residential
2. **Multi-Use Neighborhood Land Uses:** Low-density and Higher-density Residential, Neighborhood-commercial
3. **Multi-Use Residential-Commercial-Office Land Uses:** Low-density and Higher-density Residential, Retail-commercial, Office/Institutional
4. **Multi-Use Business District Land Uses:** Retail-Commercial, Office/Institutional
5. **Multi-Use Business District Land Uses:** Retail-commercial, Office/Institutional, Restricted Industrial

Zoning Approval in Each Corridor:

The City of Joplin **Comprehensive Plan 2012** updates the "Future Land Use Plan Map" as a policy guide for making decisions when rezoning land to higher-intensity uses and approving site plans for Corridor parcels. The new standards shall be applied as:

- Conditions of **site plan approval,** or
- Conditions of **rezoning approval to a higher-intensity PD** classification.

PD rezoning applications for ***higher-intensity land uses*** along the Corridors ***require minimum depth of development*** (or of contiguous development parcels under single ownership) from the corridor rights-of-way to meet Development Standards for site access, circulation, buffers and added setbacks, and related site plan improvements; and ***to ensure land use compatibility with neighboring Corridor land uses as well as neighboring land uses behind the Corridor***.

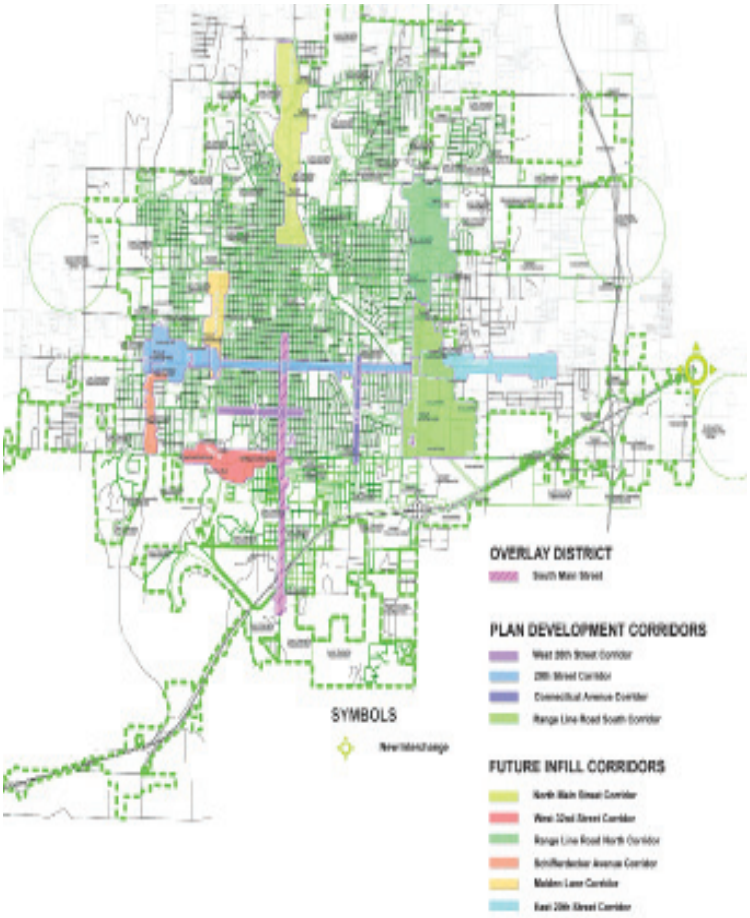
In each Corridor a land owner/developer has choices:

- **Develop** as already zoned--with Site Plan Approval
- **Seek rezoning** to a land use **already permitted** on the underlying Future land Use Map--with Site Plan Approval
- **Seek Planned Development (PD) rezoning** to a **higher-intensity land use permitted** for review under these Development Standards--with Site Plan Approval

The general location of each Corridor is illustrated on the Plan 2012 Future Land Use Map (shown in the graphic to the right).

Corridors Designated Citywide:

The Corridors depicted in the Plan are for illustration, only. See the Joplin Zoning Regulations for official designations.



SITE LAYOUT & DEVELOPMENT PATTERN 4



Off-street parking and walking should be attractively connected to give pedestrians clear access to store entrances from parking areas.



Commercial lots next to residential districts on parallel streets behind the corridor should be buffered with residential-pattern landscaping, such as street trees mixed with commercial landscaping.

Building Location and Orientation

Guidelines: Reinforce the character and quality of outdoor public spaces by landscaping parking lots at the street. Appropriately sited buildings will greatly enhance the formation of the public streetscape and provide a "sense of corridor" with a cohesive visual identity and attractive street scene.

Standards—Residential Edges

- Along residential districts adjacent to Commercial sites, commercial building and parking lots shall be buffered from residential districts. The residential edge landscaping must include residential pattern landscaping with street trees and similar pedestrian scale streetscape to soften the commercial buffer.
- Commercial parking lots located next to residential areas may berm non-residential parking lots from the street, mixed with residential-pattern landscaping with street trees and similar residential planting patterns.
- Primary entrances to commercial uses visible from adjacent residential districts must include ground level entrances oriented toward local street rights-of-way rather than solely toward rear parking lots.
- Ground based mechanical equipment and trash receptacles must be located away from property lines adjacent to existing residential areas and adequately screened from such properties to minimize any visual impacts or noise.

Standards—Range Line Road

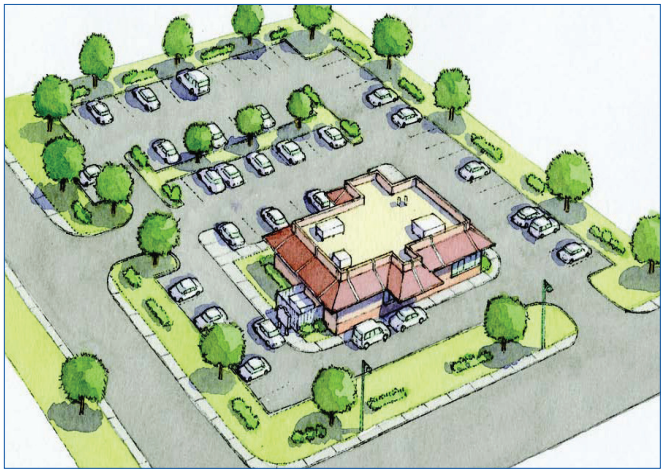
Create outdoor spaces within parking lots patterned streetscape, walks, and greenspace.

- To the extent possible, parking lots must be linked to adjacent parking lots.
- Create a focal point at the corners of commercial buildings visible from the streets. 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. Cluster individual freestanding buildings to define an edge (along the street or parking area) and create amenity areas between buildings. The even dispersal of freestanding buildings in a widely spaced pattern is not desirable.
- Deep, multi-aisled parking lots located between the building and the arterial street must be landscaped with planting islands and, if greater than 20-space rows, improved with a 6-foot wide pedestrian isle separating the parking space interlocks.
- On-street parking is disallowed on Range Line Road and discouraged along Principal Streets unless tucked into the site on added street rights-of-way width.

SITE LAYOUT & DEVELOPMENT PATTERN



The rebuilt Cick-fil-A on Range Line Road provides appropriate access and circulation to and around the site, with attractive streetscape landscaping on the Principal Street and interior parking aisles.



Commercial parking lots at corner lots should have one egress on the Prinicpal Street and one from the side street. Streetscaping should include street trees 40' on center and Buffer Landscaping if adjacent to residential districts as provided in the Zoning Regulations.

Vehicle and Pedestrian Circulation

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

Standards:

Additional direct access drives onto Principal Streets shall not be allowed.

- Commercial streets must include sidewalks along each side.
- 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 in commercial corridors must be six (6) feet wide or wider.
- 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 street with on-street parking.
- Walkways extending through parking areas must be incorporated into linear landscape strips, with adequate width to accommodate car overhangs and planting areas between the sidewalk and the curb. Walkways should vary in pavement and color with multiple landscape islands as appropriate.
- At each point where a walkway crosses a paved area in a parking lot or internal street or driveway, the crosswalk must be clearly delineated through the use of change in paving materials distinguished by color, texture, or height (see next page).
- Access points to public streets, circulation drives, and off-street parking must be shared throughout the development area.
- A grid, modified grid, or hybrid street layout that responds to local topography are preferred over cul-de-sac streets.
- Walkways must be built to accommodate one of two situations. They must be built directly adjacent to the building wall to create space for a "transition zone" of pedestrian amenities between the street or drive and walkway such as street trees, landscape planters, pedestrian lighting, and other streetscape amenities; or they must be set back several feet from a building wall to incorporate building foundation landscape plantings.
- Site improvements must contribute their fair share to accommodate multi-modes of travel--including bike access to the corridors--where a developing parcel is adjacent to planned capital improvements indicated on the Joplin Major Transportation Plan and CIP Plan Map as "complete streets".

SITE LAYOUT & DEVELOPMENT PATTERN



Parking lots shall be distributed into small blocks, connected by crosswalk with clearly delineated use of change in paving materials distinguished by color, texture, or height.



Commercial parking lots deeper than one-block from the street should have internal connections to storefronts as well as pedestrian connections to the public street.

Parking Lot Layout, Lighting and Design

Guidelines: Provide for vehicular and pedestrian access while enhancing views of parking areas from streets and adjoining districts. Parking lots should be effectively landscaped and screened with 2' tall berms and hedges if adjacent to residential districts and existing uses. Enhancing the visual impact of parking maximizes the positive character of streets and buildings through continuity of buildings and streetscape frontages.

Standards:

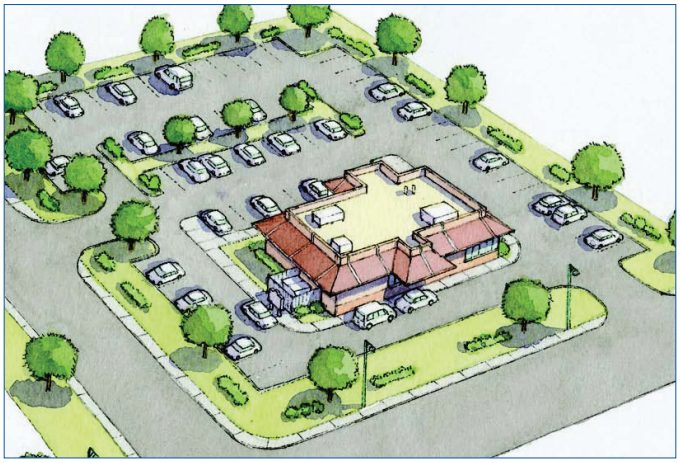
- Parking lots must be attractively landscaped so that the surrounding street network blends with the site plan improvements.
- Off-street parking and circulation drives must be shared throughout the development area.
- Plant materials must be a suitable species requiring a minimal amount of regular maintenance and watering to remain healthy and provide a quality appearance.
- Plantings adjacent to residential areas must be improved with sprinkler systems.
- Illumination of parking lots near residential uses must be limited to individual poles and hooded fixtures not to exceed twenty-five (25) feet in height as measured from grade. Wall-pack fixtures and floodlights that project light outward rather than downward are not permitted. Any building mounted light fixtures should be decorative in nature and used primarily at entrances, rather than for site or parking lot lighting purposes. Fixtures that project light or glare toward street right-of-way or adjoining properties are not permitted.
- Loading and service areas at rear lots adjacent to residential districts must be located and designed to minimize visibility from local streets and adjoining residential properties.
- Decorative screen walls constructed of long lasting durable materials requiring minimal maintenance must be provided for screening of parking areas adjacent to single-family residential property. Wood fences, surfaces requiring regular painting or staining, and chain link fences are not permitted.
- Screen walls for service and loading areas, and mechanical equipment must be designed to complement the architectural style of the adjacent buildings.
- Circulation drive connections must be provided between adjacent nonresidential parking lots within the same block.
- Grid street connections with adjacent residential areas should be retained.
- 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.
- Parking areas must be distributed into smaller parking blocks to the extent reasonable.
- Where parking blocks cannot be easily defined, interior landscape islands must be provided to visually break up large parking areas.

SITE PLAN AMENITIES AND PREFERRED DEVELOPMENT PATTERNS

These images are for the interpretation and application of the ***Multi-Use Retail-commercial-Office Development Standards***. They apply specifically to retail-dominate corridors such as the South Range Line Road Corridor. The standards spell out how the City of Joplin should decide on site plans and Planned Development (PD) rezoning applications for higher-intensity land use changes in the designated Corridors.



The new Development Standards provide for street trees along the back edges of the corridors as enhanced landscaping in the transitions from commercial to residential; and enhancing screening and buffering from neighboring residential districts. If up-zoning to a more intense use is proposed, a PD Zoning/Site Plan is required, with a minimum depth of 330' from the Range Line Road right-of-way.



Joplin Development Standards for retail-commercial development in this Corridor call for setbacks from the public street and adequate landscaping: a minimum 5-foot wide landscape buffer must be provided along the arterial street right-of-way at the sidewalk, and 10-foot buffer/ berm at edges of off-street parking lots.

The new standards promote multi-use compatibility: Commercial parking lots next to residential areas must create residential-pattern landscaping with street trees and similar residential planting patterns.



Communitywide comments from the public engagement process called for development standards that promote compatibility between multi-land uses. Multi-use of land behind the South Range Line Road Corridor can be developed as good neighbors with residential districts when proper Development Standards are applied..



Interior parking promotes pedestrian connections within the site, and provide islands for interior landscaping that complements the public streetscape plantings along the public street.

BUILDING DESIGN & MATERIALS 5

The design and treatment of commercial buildings will play an important role in the visual identity of Multi-Use development along prominent commercial corridors. Where there are adjacent residential areas, these standards promote quality and compatible appearance of disparate land uses. The new standards require a Planned District (PD) zoning application if proposing to "up-zone" land to a higher-intensity use.

Make the busy corridor pedestrian-friendly. For example, along sidewalks, incorporate features into ground level walls such as windows and architectural detail that define human scale to subdivide the façade along no less than 60 percent of the façade.



These regulations for busy commercial corridors require 360-degree finishes along side streets and at the rear of buildings. Neighboring residential areas should see streetscaping that include street trees, not just commercial-type landscaping.



Facades of building across from residential areas should incorporate residential fenestration and pedestrian-friendly spaces.



Storefront commercial facades across from residential districts should have residential design elements and use natural materials.



Use distinctive architectural design and allow height flexibility at focal point corners.



For suburban-style development not situated along the street edge, an attractive facade with pedestrian walkways should be provided between the buildings and parking lot.

BUILDING DESIGN

Building Scale and Massing

Guidelines: The scale and massing of buildings should be comfortable to pedestrians and provide extensive variation to enhance the visual appearance of the area.

Standards--Commercial:

- Buildings adjacent to a residential district 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.
- Buildings adjacent to a residential district must be compatible in design, scale, and massing.
- Buildings adjacent to residential must use architectural features and site design to provide residential compatibility.
- Nonresidential sites designed to "back up" to residential rather than integrate with their neighbors are subject to buffers with greater setbacks and landscape requirements. Setbacks and landscape buffers must be further increased for developments with loading docks, overhead doors, or nonresidential buildings more than one story in height adjacent to residential districts.
- Buildings should have architectural interest and variety to avoid the effect of long or massive walls with no relation to human scale. Building walls facing a pedestrian walkway or adjacent residential 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 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.
    - Along sidewalks, incorporate features into ground level walls such as windows and other architectural details that define human scale to subdivide the façade along no less than 60 percent of the façade. Windows should be recessed and include visually prominent sills or other forms of framing.
- The sides and rear of the nonresidential buildings must 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 must be screened from neighboring residential districts, or oriented so the drive-through areas are not readily visible from residential areas.
- Upper facades must reflect a rhythm, scale, and proportion compatible with the overall building design.
- At key intersections along the corridors, distinctive roof forms, profiles, and cornices are encouraged to provide a termination of the top of commercial buildings. On focal point corners, the roof design should emphasize the corner.



Commercial buildings should be designed to create a human scale with elements such as canopies or porticos, arcades, colonnades and substantial building material treatments.

BUILDING DESIGN & MATERIALS



Ground level storefronts should incorporate a significant amount of glass oriented toward the street, while upper levels are differentiated architecturally but also incorporate windows facing the street.



The Joplin economic market has already shown ability to support higher-grade durable materials such as brick and stone that provide an attractive and sturdy product. The new Joplin Walmart is designed with attractive facade treatments--including reuse of recovered materials from the storm.

Building Materials and Design

Guidelines: To provide commercial development with building materials and colors that are durable, attractive, and have low maintenance requirements.

Standards--Commercial:

- Consistent architectural design and durable building materials, such as natural or synthetic stone, brick and stucco must be carried throughout the development; and finished-out on all sides adjacent to residential districts . Designs that provide visual interest and variety, consistent with theme, are required.
- 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 must be used to create visual interest and to avoid monotony. No one material and color should dominate a building or a development.
- Roofs visible from the ground must show hues consistent with the building exterior. Preferred materials include concrete or clay tile, slate, copper or other architectural metals, and synthetic materials creating a similar appearance. Asphalt or wood shingles are permitted if consistent with a residential-compatible design.
- Water-managed Exterior Installation Finish Systems (EIFS) may be incorporated, but in higher protected areas, not as ground-contact applications.
- Exterior building materials must 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.
- Materials considered not acceptable include: smooth-faced gray concrete block, painted or stained concrete block. EIFS may be used above first floor levels, only.
- Building materials and design should follow market niche opportunities for each unique district and market area.
- HVAC systems for both commercial and high-density residential developments must be screened from the street and, if adjacent to low-density residential districts, from the adjoining properties.
- Commercial developments across from low-density residential districts must have residential design elements that create visually compatible transitions, using natural materials carried throughout the development.

LANDSCAPING & OPEN SPACE 5

A key element of new commercial developments adjacent to residential districts is creation of public gathering spaces with site amenities and pedestrian-scale features to enhance the overall development quality. Higher-intensity developments are to integrate with neighboring residential districts and offer attractive places for neighbors to gather and interact. Gathering spaces should be incorporated as urban design elements where the commercial transitions to residential.



Where the commercial district transitions to the residential neighborhoods behind the corridor, attractive and inviting pedestrian-scale spaces, improved to make them useful, should be provided.

Minimum Landscape Requirements

Guidelines: Apply standards to ensure that commercial development next to residential uses has landscaping to be aesthetically pleasing and provide functional open space.

Standards:

- For commercial development that is suburban in design and intensity, a minimum 5-foot wide landscape buffer must be provided along the arterial street right-of-way at the sidewalk, and 10-foot buffer/berm at edges of off-street parking lots.
- In areas where parking and paving are located between the building and the landscape buffer, screening must be provided through planting shrubs and other low vegetation between trees, no less than 3 feet in height.



Pedestrian amenities and human-scale landscaping can be added to busy street intersections in commercial districts, making it more functional landscaping and promoting walkability.

Site Amenities and Vegetation

Guidelines: Provide a variety of landscape features that fit into the overall development design and provide areas for gathering, pedestrian movement, and recreation.

Standards:

- Site amenities such as public plazas or open landscaped gathering spaces should provided in transition from commercial to residential areas. Amenities to include:
  - Public plaza with seating;
  - Landscaped mini-park, neighborhood green, or square;
  - Public art feature or clock tower;
  - Other similar area of focal feature that in the City's judgment is an appropriate public gathering space.
- Site amenities should be an integral part of the overall development design, rather than an undevelopable remnant parcel.
- Public gathering spaces should have direct access to the public sidewalk network, accented with functional landscaping.
- Shade or ornamental trees should be planted in the landscape buffer area along the street frontage at a maximum spacing of one tree per 40 linear feet of right-of-way frontage.

OPEN SPACE AMENITIES and the Public Realm



Sidewalks and shared road bike lanes on side streets that parallel Range Line Road will offer multimodal connectivity away from the busy commercial street. Berms and screens behind commercial lots help, too.



Public art should be functional and create inviting, "welcoming" gateways to public and private open space, targeted for the South Main Street Gateway Corridor to I-44.

Recreation

Guidelines: Connect trails and other recreation improvements throughout the community for passive and active recreation, and to support public gathering places within neighborhoods.

Standards:

- Public recreational use must be provided as a fair-share connection to regional trails--where they cross the development parcel and connect to regional systems, such as shared-road bike lanes. Deeper setbacks are required from commercial parking lots next to residential districts.
- Green spaces must remain visible and accessible to the public, rather than isolated or secluded behind development.

Sidewalks and Trails

Guidelines: Internal walks to link with public sidewalks.

Standards:

- Sidewalks at least 6-feet in width must be provided along both sides of any major streets in commercial developments.
- Multi-use trails must connect to off-site public trail systems.
- Zones next to residential districts must have neighborhood amenities, such as crosswalks with ornamental pavers.

Public Art

Guidelines: Provide attractive and functional art in public gathering places that supports pedestrian amenities.

Standards:

- Where public art can help create a transition to neighboring residential areas, 'pedestrian-scale art' should be planned.
- The visual and physical impact of public art must blend into the surroundings and be placed in proper scale, to help create inviting and welcoming public places and a "Sense of Place" that transitions from the commercial to the neighborhood areas.

Public Use of Public Space

Guidelines: Provide transitions from the commercial corridor to neighboring residential areas.

Standards:

- Where sidewalks transition from the commercial district to the neighborhood, provide streetscapes with 'pedestrian zones' near residential districts, and 'amenity zones'.
- Amenities such as benches, bike racks, and trash receptacles must be incorporated.
- Street lighting must function as unifying elements, pedestrian-scale lighting in the transitions to neighborhoods.
- A berm buffer of 2-feet in height must screen parked car lots next to public gathering places and residential districts.

SUSTAINABLE DEVELOPMENT 6





Sustainable Development

Guidelines: To promote site plans that treat environmental impacts in new ways, with benefit of enhancing marketability, improving air quality, stormwater pre-treatment, and reducing operating costs.

Standards:

- Manage stormwater runoff by increasing on-site infiltration through methods such as bioswales, bio-retention cells, rain gardens, pervious paving, exfiltration devices, and reuse of stormwater for non-potable uses including landscape irrigation.
- Reduce pollution from construction activities by controlling soil erosion, waterway sedimentation, and airborne dust generation.
- Reduce pollution and land development impacts from motor vehicle use through methods such as minimizing parking lot/garage size, using shared parking facilities, providing facilities and accommodations for bicyclists, and amenities for pedestrians.
- Reduce generation of wastewater and potable water demand in the buildings and for exterior irrigation using methods such as water-conserving fixtures, using indigenous plant materials, and the reuse of rainwater and recycled wastewater or gray water.
- Maximize energy performance by incorporating technologies for non-polluting and renewable energy using methods such as solar, wind, and geothermal.
- Facilitate reduction of waste, accommodating areas to collect and store materials for recycling.
- Integrate the use of building materials or products extracted, harvested or recovered, or manufactured in the region.
- Where commercial development connects to side streets that intersect with and transition to neighboring local streets, contribute the fair share portion of on-site walks and trails so that they link to multimodal systems and to "complete streets" that promote walking and cycling.

Stormwater Management

Guidelines: Development should be sensitive to the environmental characteristics of the Corridors drain into linear green spaces. Use low impact development (LID) practices such as landscaping with vegetation native to southern Missouri and providing areas for stormwater runoff to collect and dissipate slowly to prevent pollution and contribute to erosion and flooding.

Standards:

- Use sustainable infrastructure, such as natural buffers, native vegetation, bio-retention areas, rain gardens, and pervious paving must be used whenever possible to reduce the need for larger enclosed piped systems–thus reducing up front development costs as well as long-term maintenance needs.
- Buildings, parking areas, other structures, and grading must be set back from such features a distance that will ensure their continued quality and natural functions.
- Sidewalk streetscape must accommodate stormwater infiltration where possible.

'Sustainable' infrastructure can reduce reliance on traditional stormwater structures (i.e. pipes, channels, and treatment plants) that are expensive to build, operate, and maintain. Sustainable infrastructure also can protect surface waters and drinking water supplies, mitigate the impact of urban heat islands, and reduce energy demands.

APPLYING DEVELOPMENT STANDARDS

The South Range Line Road Corridor Standards require any up-zoning applications to a higher-intensity land use to assemble parcels no less than 330 feet deep from the Principal Street rights-of-way to assure proper application of the Development Standards in review and approval of the required Planned Development (PD) Zoning application.

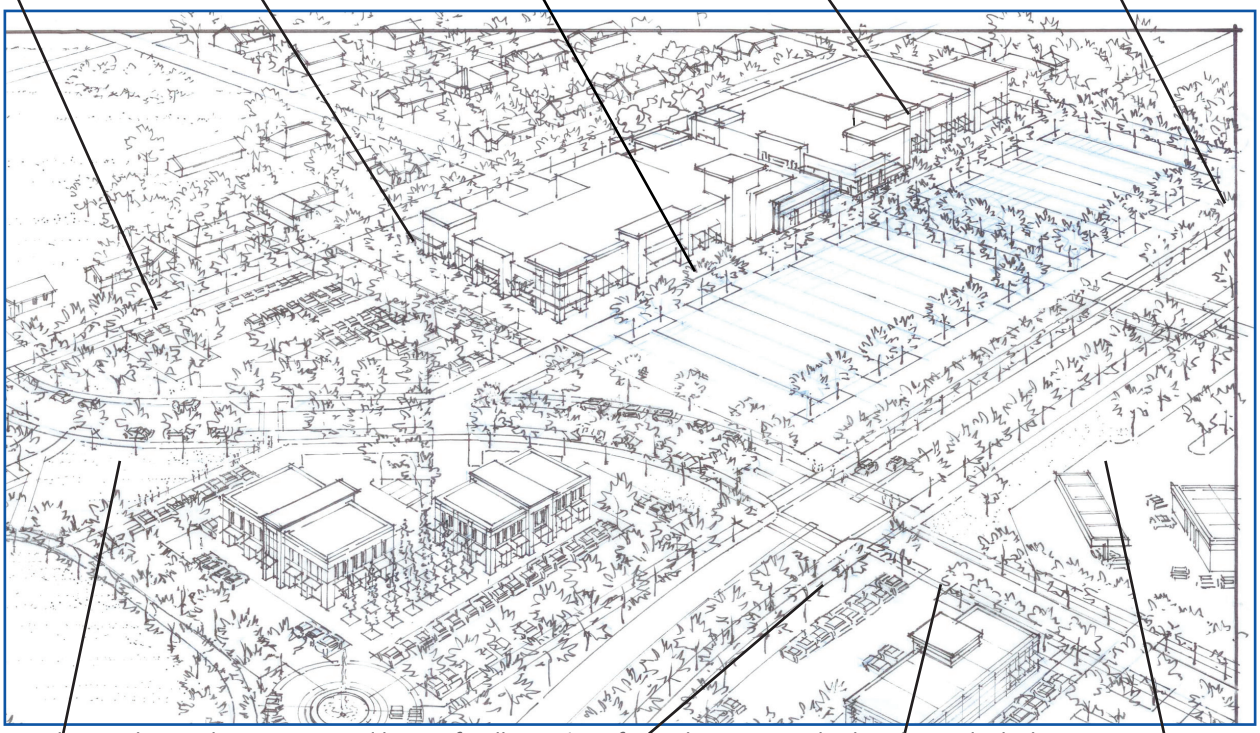
Site improvements must include sidewalks along the perimeter of the site and along side streets that transition to residential areas, based on future trails plans and the Joplin CIP.

Where the commercial development transitions to neighboring residential districts, the off-street parking area should be well-landscaped and include walkways that link to adjacent districts and "complete streets."

Interior streets and access drives with interior connections is encouraged along and off the corridors. This allows for better access and safer connections between large surface parking lots.

Higher-density commercial uses (1-2 stories) are more appropriate for the portion of the Corridor facing Range Line Road, while lower-density commercial (one story) is most appropriate where uses transition to neighborhood homes and streets behind the corridor.

Off-street parking placed in the frontage of the Principal Street now must be well-landscaped, including pedestrian spaces on the busy street to promote safety and multimodal use of the corridor.



The graphic rendering presented here is for illustration of site planning standards to be applied when reviewing site plans and rezoning applications in the Corridor. The Development Standards require unique application of Site Plan improvements where the commercial uses transition to neighboring residential districts.

Open Space land should be integrated into site to provide for public gathering places.

On-site walkways should connect to crosswalks to make the crosswalks an integral feature of an attractive place to walk and shop.

On-site pedestrian and bike trail improvements should be planned to connect to local "Complete Streets" to promote safe bike and pedestrian access to the Corridor from side streets, according to the Joplin CIP.

Off-street parking lots should be linked and connected for integrated traffic movement, without having to exit onto the public street.

Multi-Use Retail-commercial-Office DEVELOPMENT STANDARDS and Guidelines

City of JOPLIN, MISSOURI

LOCHNER

CART Final Report and Recommendations

January 19, 2012

APPENDIX B

City of JOPLIN, MISSOURI

Comprehensive Plan 2012

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Comprehensive Housing Market Analysis for Joplin, Missouri

Summer, 2012

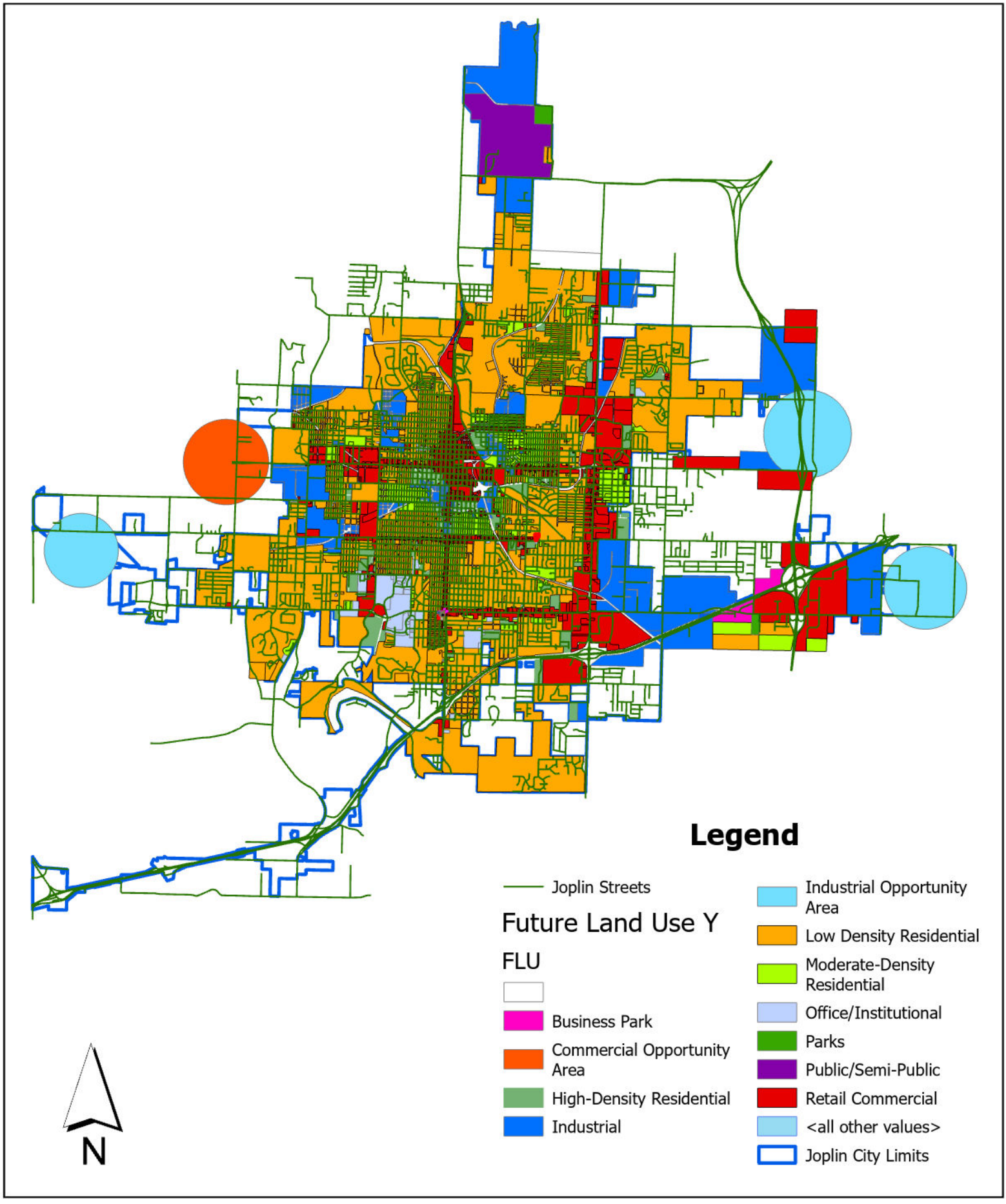
APPENDIX C

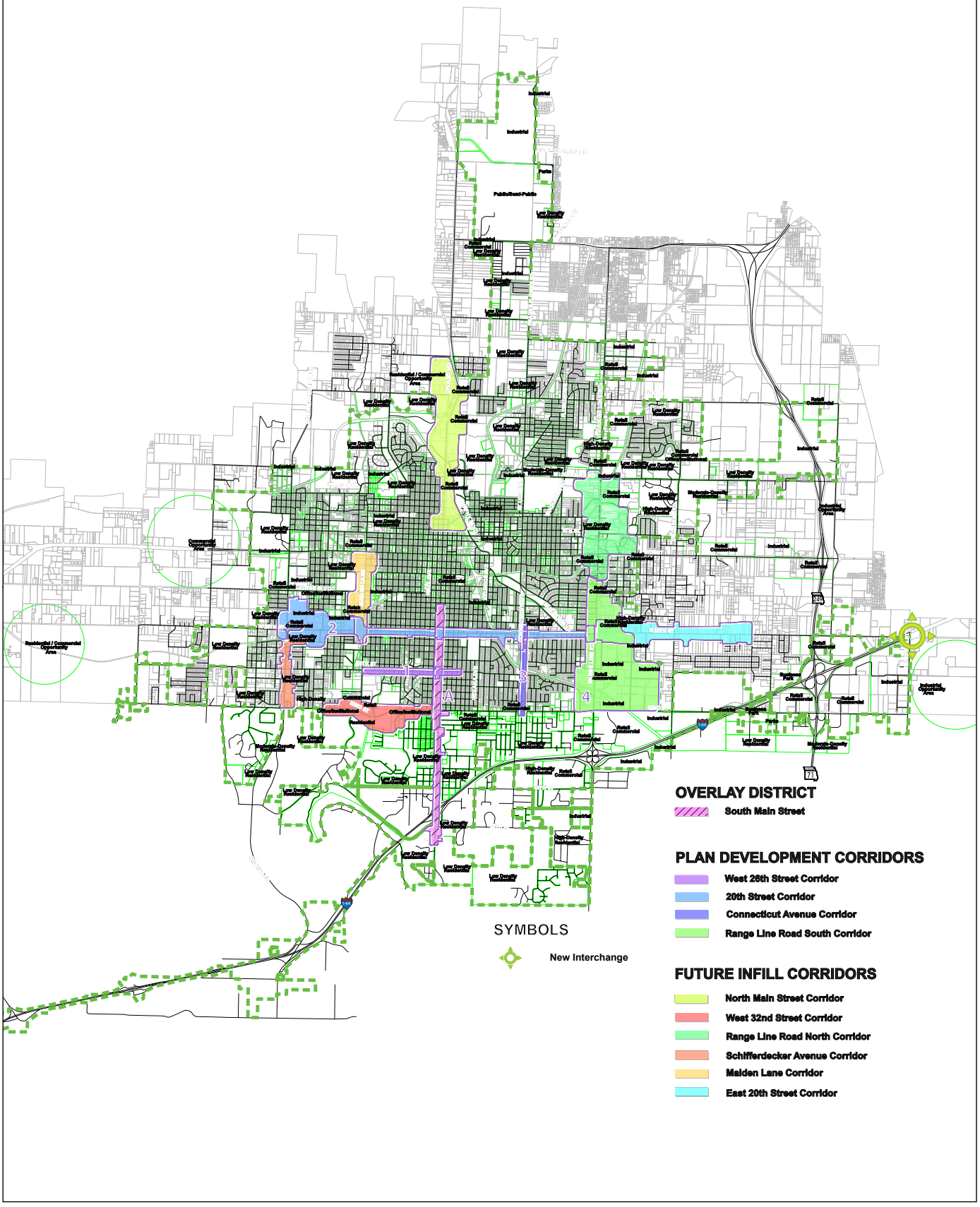
City of JOPLIN, MISSOURI

Comprehensive Plan 2012

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Future Land Use Map





Joplin Moving Forward
Comprehensive Plan 2012

Plan Development Corridors Map

N

CITY OF JOPLIN MISSOURI

Joplin

CIP Recommendations (storm)
CIP Recommendations (sewer)

INTERSTATE
FREEWAY
PRINCIPAL ARTERIAL
MINOR ARTERIAL
COLLECTOR
LOCAL

Spring_River_Basin_Streams
Stormwater_Pipes
Stormwater_Channel
Manholes

Sewer_Main
2 4 6 8 10 12 15 16 18 20 21 24 27 30 36 42 48 54 60

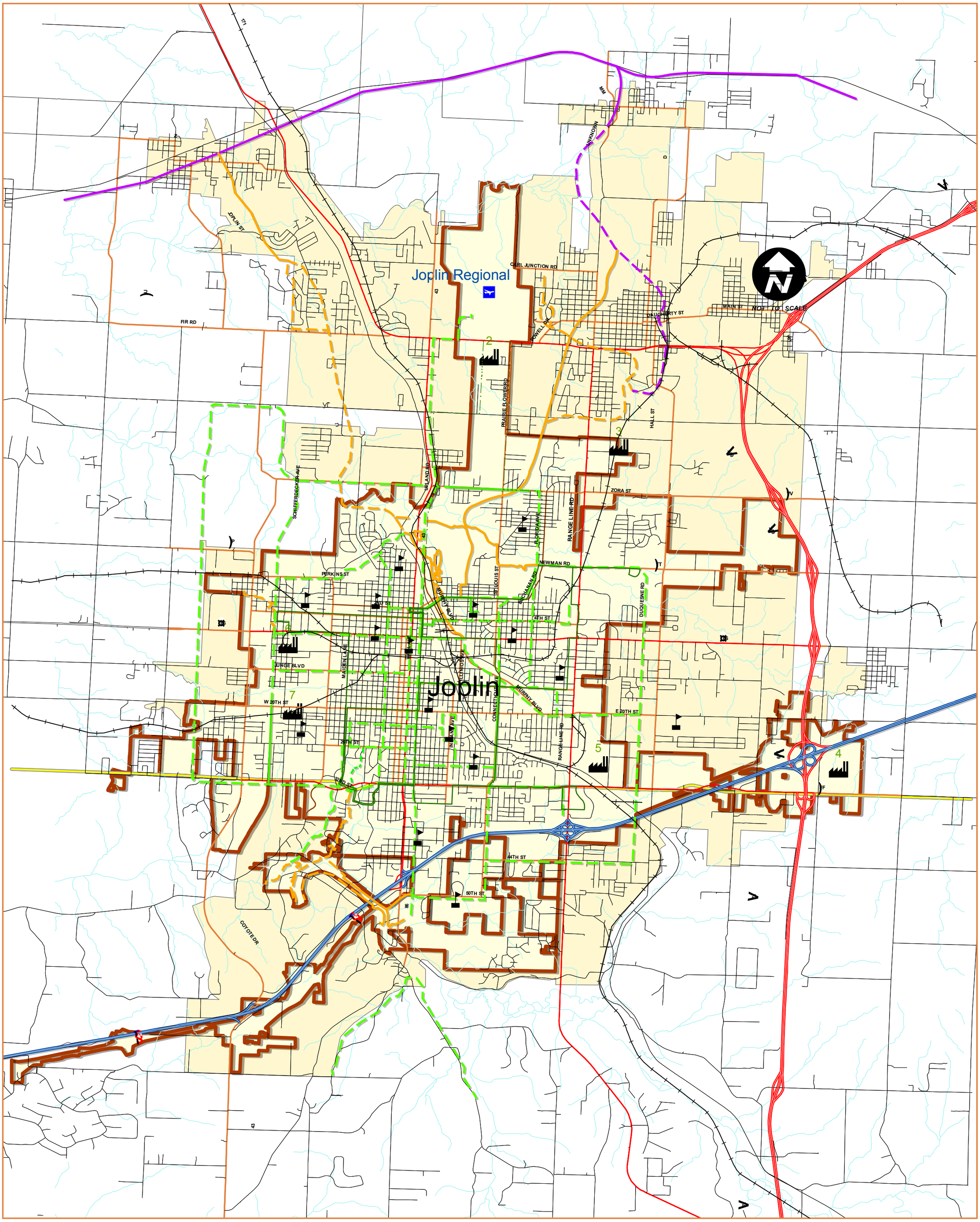
Joplin_City_Limits
Minor_Watershed
Major_Watershed

Joplin Moving Forward
Comprehensive Plan 2012

Capital Improvement Plan Map

N

CITY OF JOPLIN MISSOURI



Joplin Moving Forward
Comprehensive Plan 2012

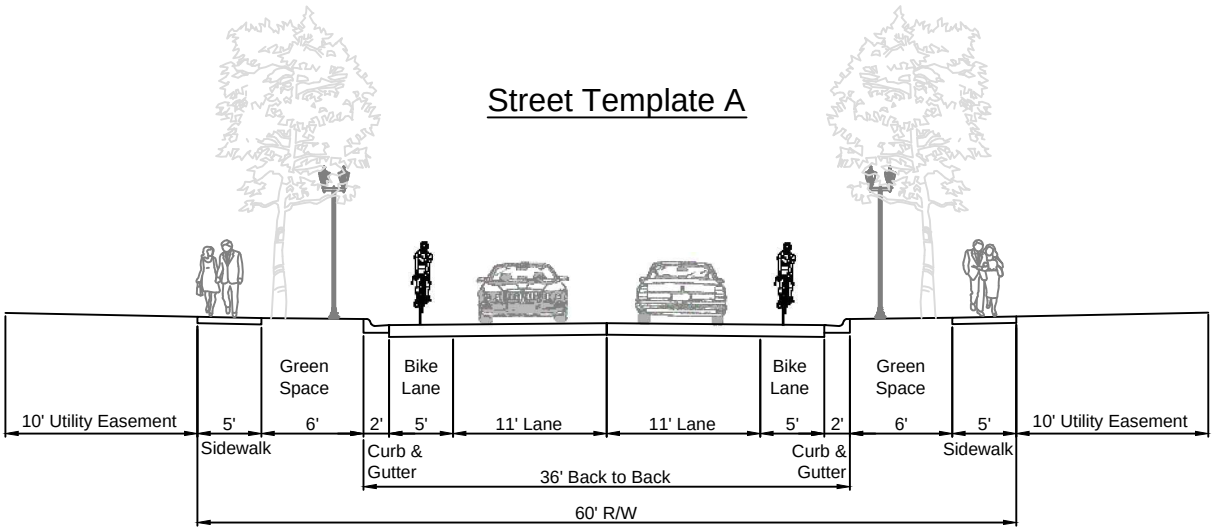
Major Transportation Plan Map

N

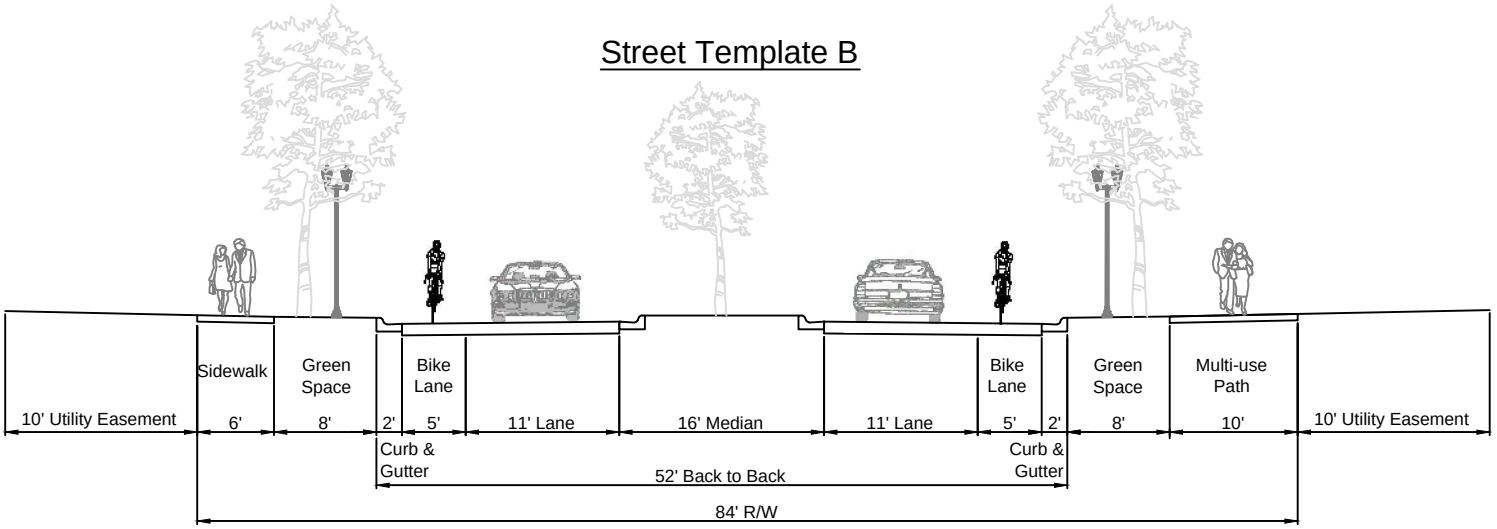
CITY OF JOPLIN MISSOURI

JOPLIN COMPREHENSIVE PLAN 2012

Street Template A



Street Template B



Street Template C

