The
OLD MILL TOWN

FAIR GROVE

MISSOURI

Fair Grove
COMPREHENSIVE PLAN 2017

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Mayor

Tim Smith

Board of Aldermen

Steven Short

Dayna Ault

Samantha Bowman

Anthony Miller

Steve Foley

Planning and Zoning Commission

Marcia Thompson, Chairman

Don Brite

Paul Foreman

Dan Manning

Dayna Ault, Alderman

Dennis Frame

Tim Smith, Mayor

*The City Officials list is updated as of the approval date of this Plan. It is based off the City's structure of two aldermen from each ward, which may change with any elections.

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Introduction

Comprehensive Planning

Planning brings communities together - government officials, business leaders, citizens - to build and create communities that enrich people's lives. Planners are the professionals that facilitate the planning process, supporting decision makers by coordinating information and activities. The role of a planner is to create a logical, systematic decision-making process that generates the optimal goals, objectives, and actions to guide a community.

Planners strive to look at problems and community issues from all perspectives - asking critical questions to properly define what needs to be addressed. A principle of good planning is looking for the best solutions, not just the first solution, or addressing only the concerns of those attending public meetings. Professional planners remain objective and fair while assisting a community in determining its own preferences and develop applicable responses, all the while considering future impacts.

At the conclusion of the planner-led process, the resulting desires and goals form the foundation for a community's comprehensive plan. (Litman, VTPI, 2013)

The Planning Process

Planning is a methodical process with steps that lead to optimal solutions. A good planning process should reflect the following principles:

- *Comprehensive* – all significant options and impacts are considered.

- *Efficient* – the process should not waste time or money.

- *Inclusive-* people affected by the plan have opportunities to be involved.

- *Informative-* results are understood by stakeholders (people affected by a decision).

- *Integrated* – individual, short term decisions should support strategic, long-term goals.

- *Logical* – each step leads to the next.

- *Transparent* – everybody involved understands how the process operates.

The City of Fair Grove utilized members from various interests in the community to serve on the committee. The committee members and their representative organization are below:

- Lisa Bernet, Fair Grove School District

- Rick Stein, Chamber of Commerce

- Dayna Ault, Board of Aldermen

- Darra Justice, City of Fair Grove

- Tammie Tucker, Realtor

- Julie Burch, Springfield-Greene County Library

- Marcia Thompson, Planning and Zoning Commission

The Southwest Missouri Council of Governments (SMCOG) staff facilitated a SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis at the March 3rd, 2017 comprehensive planning committee meeting. SMCOG staff and committee members involved the public through a community-wide survey. The survey was digitally distributed through social media channels and the City website, and was conducted in-person at a PTO meeting and senior lunch. Survey results and a draft land use map were discussed at the March 30th, 2017, comprehensive planning committee meeting.

Source: SMCOG

The City of Fair Grove and SMCOG planners hosted two concurrent public open houses on April 22, 2017. The goals and objectives developed by the comprehensive planning committee, based on input from the community survey, were displayed on boards, along with the future land use and future transportation network maps. All boards were displayed at two community events: a PTA-hosted Father/Daughter dance and a high school theater performance. Citizens were encouraged to provide feedback on the proposals with colored stickers and written feedback on the posters themselves. Approximately 70 citizens provided feedback on the proposals.

Purpose of the Comprehensive Plan

The City of Fair Grove's updated Comprehensive Plan establishes a community vision and policies to guide future growth and development over the next ten to twenty years. The Plan assesses existing conditions and trends, and provides recommendations for the use and development of land, the extension and improvement of services and infrastructure, the development of community facilities, the retention and eventual expansion of the City's economic base, and the protection of the natural environment and public health.

The Comprehensive Plan has a long-range perspective and is a policy document that provides a coordinated approach to making decisions regarding land use and the location of development, the ex-

tension of urban services, the placement of community facilities, and future annexations. As such, the Comprehensive Plan should be one of the primary tools used by City officials, the Planning & Zoning commission, and the Board of Adjustment in making decisions that affect the future of the community.

The Fair Grove Comprehensive Plan establishes long-term community goals and objectives. The goals and objectives are broad and generalized to create the framework for future community decisions. Implementation strategies are provided to give the community suggestions of more detailed actions to take. Included in this plan are recommendations for future land-use and improved transportation.

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

Technical assistance and meeting facilitation were provided by professional planning staff from the Southwest Missouri Council of Governments (SMCOG), a Regional Planning Commission established by Missouri State statute.

Historic Wommack Mill. Source: SMCOG.

Community Overview

The City of Fair Grove is located in the northeastern corner of Greene County in southwestern Missouri. The City has a fairly compact annexed area centered on the intersection of U.S. Highway 65 and State Highway 125, which provide the main north-south and east-west connections for the city, respectively.

As for political boundaries, Fair Grove is located in the 137th State

Figure 1: Location of Fair Grove. Source: SMCOG.

House of Representatives District, the 20th State Senatorial District, and the 7th US House of Representatives District.
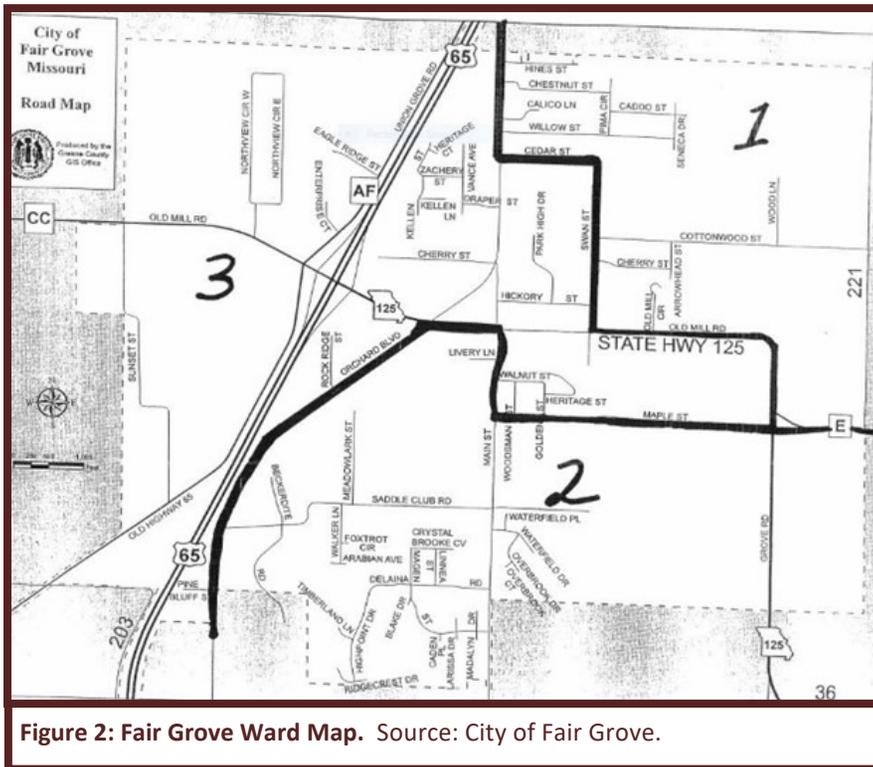
History

The City of Fair Grove began in the mid-1800s by early residents of the Jackson Township. While a thriving community sprang up from the late 1800s to early 1900s, a fire in January 1917 destroyed several buildings. That was followed by the hardships of the Depression. The federal highway system bypassed Fair Grove's commercial center, contributing to continued decline, until the national trend of bedroom communities developed in the 1970s. With a strong transportation network linking Fair Grove and Springfield, located 14 miles south of Fair Grove, the City has continued to see growth with each improvement to U.S. Highway 65 that connects the two cities.

There are nine subdivisions being developed within the city limits. All city streets are paved and the newer subdivisions have curbs, gutters and sidewalks. There have been several publicly-supported infrastructure developments in the city. Around 500 single family homes and several multi-family buildings and duplexes exist within the city limits, providing a range of housing options. There are more than fifty businesses, including those in the historic district, and these businesses comprise a diverse commercial market. Nine churches reside within the city limits.

Figure 2: Fair Grove Ward Map. Source: City of Fair Grove.

Governance

The City of Fair Grove operates under a Mayor/Board of Aldermen form of government. The city is divided into three wards, each with two representatives. Figure 2 indicates the ward divisions of Fair Grove. The City has a Planning and Zoning Commission, Board of Adjustments, Building Code Board of Appeals, and a district Park Board.

Geography

Water

The main water supply for Fair Grove comes from two aquifers - the Springfield Plateau Aquifer and the Deep Ozark aquifer. Fair Grove lies within the Sac River drainage basin. The local tributaries of the Sac, such as the Pomme de Terre, Little Sac, Little Pomme de Terre, and Clear Creek, all drain northwest into this main river. Fair Grove has been fortunate in its adequate water supply, but the community should remain vigilant of the quality of the water and should refuse any development that would risk contaminating the water supply.

Climate

The climate of Fair Grove is characterized by hot summers and moderately cold winters. The average yearly mean temperature is 59.4 degrees, 3.1 degrees higher than the normal mean temperature. The annual precipitation was 36.25 inches, which is nearly 10 inches lower than the normal values. A majority of the precipitation occurred between March and November.

Demographics

Demographic data is necessary to the success of the planning process. Knowing the characteristics of a community can point to

Community Overview

	Total Pop. 2015	Total Pop. 2010	Change in number	Change in %
Fair Grove	1,612	1,393	219	15.7
Greene County	283,206	275,174	8,032	2.9
Missouri	6,045,448	5,988,927	56,521	0.9
United States	316,515,021	308,745,538	7,769,483	2.5

Table 1: Population. Source: U.S. Census Bureau.

strengths and weaknesses that should be addressed by the plan. The following section is a glimpse of Fair Grove's population through the use of the most up-to-date and reliable data from the 2015 American Community Survey (ACS) – a service of the U.S. Census Bureau.

Population

The city of Fair Grove had an estimated population of 1,612 citizens per the 2015 American Community Survey estimate, as shown in Table 1. This was an addition of over 200 new citizens, almost a 16% increase. Across the board, this growth far out-paces Greene County by almost 13% , the state of Missouri by almost 15%, and indeed the United States as a whole.

Age, Sex, Race

The median age of Fair Grove is 31.5 years old . This is quite young compared to Greene County and Missouri, coming in at 4 years younger on average compared to Greene County, and around 6.5 years younger on average than Missouri.

In addition, almost 20% of the population is between 5 and 14 years of age, and 37% of the population is 15-44 years old (Figure 3). That said, over half of the population of Fair Grove is between
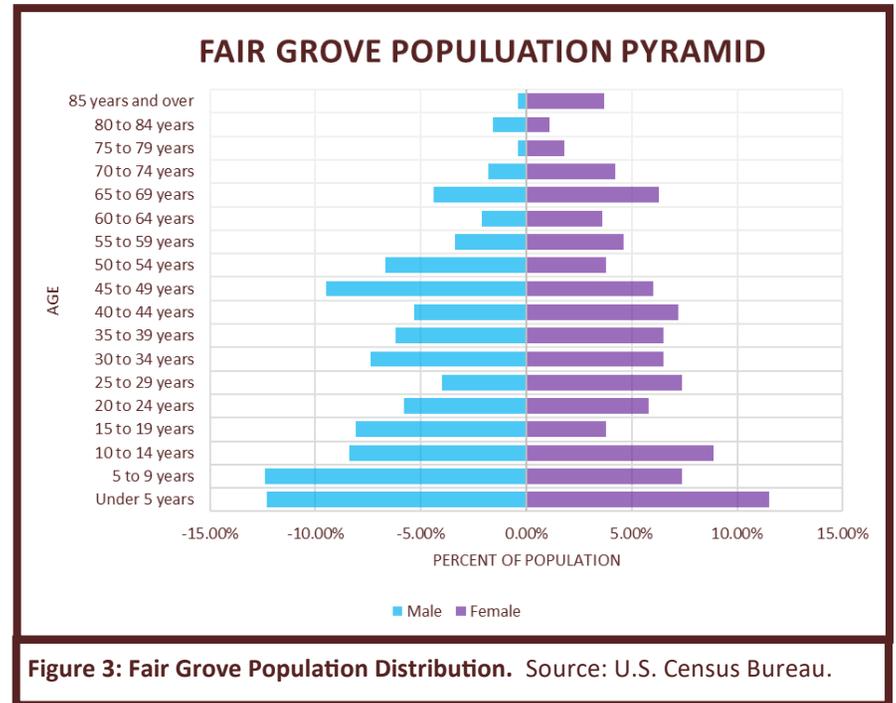

Figure 3: Fair Grove Population Distribution. Source: U.S. Census Bureau.

	Black	American Indian or Alaskan	Asian	Native Hawaiian and Pacific Islander	Some other race	Two or More Races	% Minority (incl. Hispanic/ Latino)
Fair Grove	16	3	0	0	0	0	2.00%
Greene County	8899	1327	5012	371	2061	7711	12%
Missouri	697022	24951	106537	6161	67605	147645	21.30%

Table 2: Race & Ethnicity. Source: U.S. Census Bureau.

the ages of 5 and 44 years old. That is quite young – and planning policies ought to be directed toward this major portion of the population. There is still a significant portion of the population that is elderly; almost 15% are over the age of 60 – near the typical age of retirement and when citizens can start receiving Social Security benefits. This population segment ought not to be left out of the planning process as the focus turns toward the children and young families.

When it comes to race, Fair Grove is not very diverse. Only 2% of the population considers themselves to be a minority (Table 2). This is significantly lower than Greene County at 12% and Missouri at 21.3%. Fair Grove is also missing members from two distinct race categories featured on the ACS. Additionally, Fair Grove's His-

panic & Latino population lags behind Greene County and Missouri, both by about 3% (Table 3). Perhaps Fair Grove can plan for inclusion in order to increase their minority population; even though minorities make up a very small percent of the total

	Total Hispanic/ Latino Pop.	% Hispanic/ Latino
Fair Grove	13	0.80%
Greene County	9474	3.30%
Missouri	233046	3.90%

Table 3: Hispanic & Latino Population. Source: U.S. Census Bureau.

population. Like the elderly population segment, minorities ought not be forgotten in the planning process. Demographic trends suggest that minority populations across the country will rise, so it is reasonable to assume that Fair Grove's minority population will also rise.

Education

Fair Grove is about on par with Greene County and the state of Missouri in terms of the portion of the population holding a high school degree or higher (Table 4). Fair Grove comes in at 88.4% according to the 2015 ACS, while Greene County and Missouri come in at 90.5% and 88.4% of the population, respectively, holding a high school degree or higher.

Where Fair Grove lags is in its post-secondary educational attain-

Community Overview

	Fair Grove	Greene County	Missouri
Percent High School Graduate or higher	88.40%	90.50%	88.40%
Percent Bachelor's Degree or higher	16.10%	29.50%	27.10%

Table 4: Educational Attainment.
Source: U.S. Census Bureau.

ment. Only 16.1% of Fair Grove's population has attained a bachelor's degree or higher, while 29.5% of Greene County residents and 27.1% of Missouri residents have attained a bachelor's degree or higher.

Socio-economic Status

Fair Grove's median household income was calculated to be $43,750 by the 2015 American Community Survey (Table 5). This is around $2,500 more than Greene County, but approximately $4,500 less than the state of Missouri. So while locally Fair Grove has a higher median income, regionally, the city lags behind.

Fortunately, Fair Grove has a much lower rate of households receiving less than $10,000 as compared to Greene County, and Missouri. Additionally, Fair Grove has a higher percentage of households in the $50,000 to $74,999 bracket than both Greene County and Missouri, offering evidence of a stronger middle class.

Fair Grove, compared to the State of Missouri and Greene County,

	Fair Grove		Greene County		Missouri	
Less than $10,000	21	3.70%	10,052	8.50%	183,869	7.80%
$10,000 to $14,999	39	6.80%	8,056	6.80%	136,992	5.80%
$15,000 to $24,999	102	17.80%	15,942	13.50%	276,146	11.70%
$25,000 to $34,999	76	13.20%	15,904	13.50%	268,829	11.40%
$35,000 to $49,999	76	13.20%	18,541	15.70%	351,840	14.90%
$50,000 to $74,999	129	22.50%	21,577	18.30%	440,931	18.60%
$75,000 to $99,999	60	10.50%	12,196	10.40%	278,977	11.80%
$100,000 to $149,999	65	11.30%	10,288	8.70%	262,549	11.10%
$150,000 to $199,999	3	0.50%	2,405	2.00%	88,357	3.70%
$200,000 or more	3	0.50%	2,771	2.40%	76,198	3.20%
Median Household Income	$43,750		$41,227		$48,173	

Table 5: Household Income. Source: U.S. Census Bureau.

	Fair Grove		Greene County		Missouri	
Total	175	11.20%	51,533	19.00%	915,972	15.60%
Under 18 years	90	17.90%	14,151	24.40%	296,778	21.70%
18 to 64 years	76	8.90%	34,051	19.70%	542,058	15.00%
60 years and over	12	4.80%	4,911	8.70%	114,533	9.30%

Table 6: Poverty. Source: U.S. Census Bureau.

has a much lower poverty rate at 11.2%, compared to 15.6% and 19%, respectively (Table 6). As seems to be the case across the three areas, children under 18 years of age suffer the highest rates of poverty when the population is broken down by age. Indeed, 17.9% of children under 18 live below the poverty line in Fair Grove. The rate decreases significantly for the elderly as they begin to draw Social Security.

Workforce

Fair Grove maintains a fairly diverse workforce among its residents. The three major industries, as indicated by the Census Bureau data, served by Fair Grove residents are management, business, science, and arts occupations; sales and office occupations; and production, transportation, and material moving occupations. The

total size of the workforce, defined as employed residents 16 & older, is approximately 731 individuals.

It is worth noting, however, that most of the jobs that Fair Grove residents possess will most likely not be based in Fair Grove. Based on the average commute time of 26.3 minutes, and the relative distance to the regional hub of Springfield, Fair Grove residents most likely are commuting to Springfield, and other neighboring communities to work.
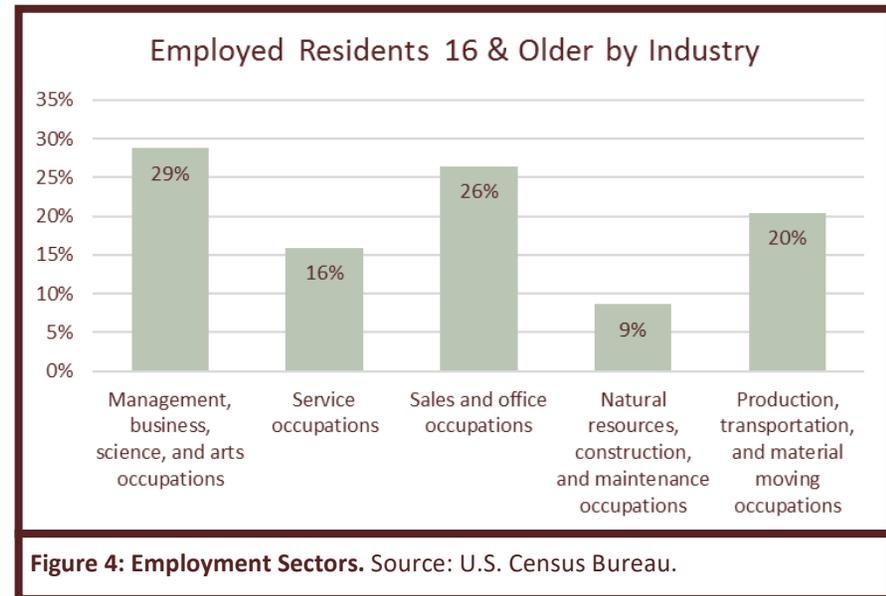

Figure 4: Employment Sectors. Source: U.S. Census Bureau.

Housing

Fair Grove has a total housing stock of 599 residential units as of the 2015 American Community Survey. A 4.2% vacancy rate points to the growth of Fair Grove, as well as the housing shortage that is currently being experienced. The median home value is $119,600, and the median rent in Fair Grove is $657 – both of these are relatively inexpensive for the region and can attract young families to the city. 28% of homes are rented in Fair Grove.

Over 25% of homes in Fair Grove have been constructed since 2000, and over 75% of homes have been constructed since 1970; the homes are relatively new in Fair Grove. Almost 75% of homes have three or more bedrooms, which is ideal for attracting families and younger populations. Around 70% of homeowners have moved into their current unit after 2000. Only 64% of housing units have a mortgage, a low number considering the expensive nature of homeownership. Over 85% of monthly mortgage payments are between $500 and $1500, an affordable payment for the majority of residents.

On February 21st, 2017, SMCOG staff conducted a housing condition survey of all residential parcels in Fair Grove. Houses were rated on a three-tier scale of good, fair, and poor condition. Additionally, vacant or undeveloped residential-zoned parcels were identified.

Of the 626 total residential parcels, 417 were rated good, 36 were rated fair, and 18 were rated poor. 155 were determined to be vacant or undeveloped properties. The percentages come out to be 67% of properties in good condition, 6% of properties in fair condition, 3% of properties in poor condition, and 24% of properties are vacant or undeveloped.

Public Facilities and Services

The City of Fair Grove offers an affordable cost of living in a rural setting with all of the amenities of urban life. The City has not sacrificed services in the face of affordability; rather, many quality facilities and services are provided to residents.
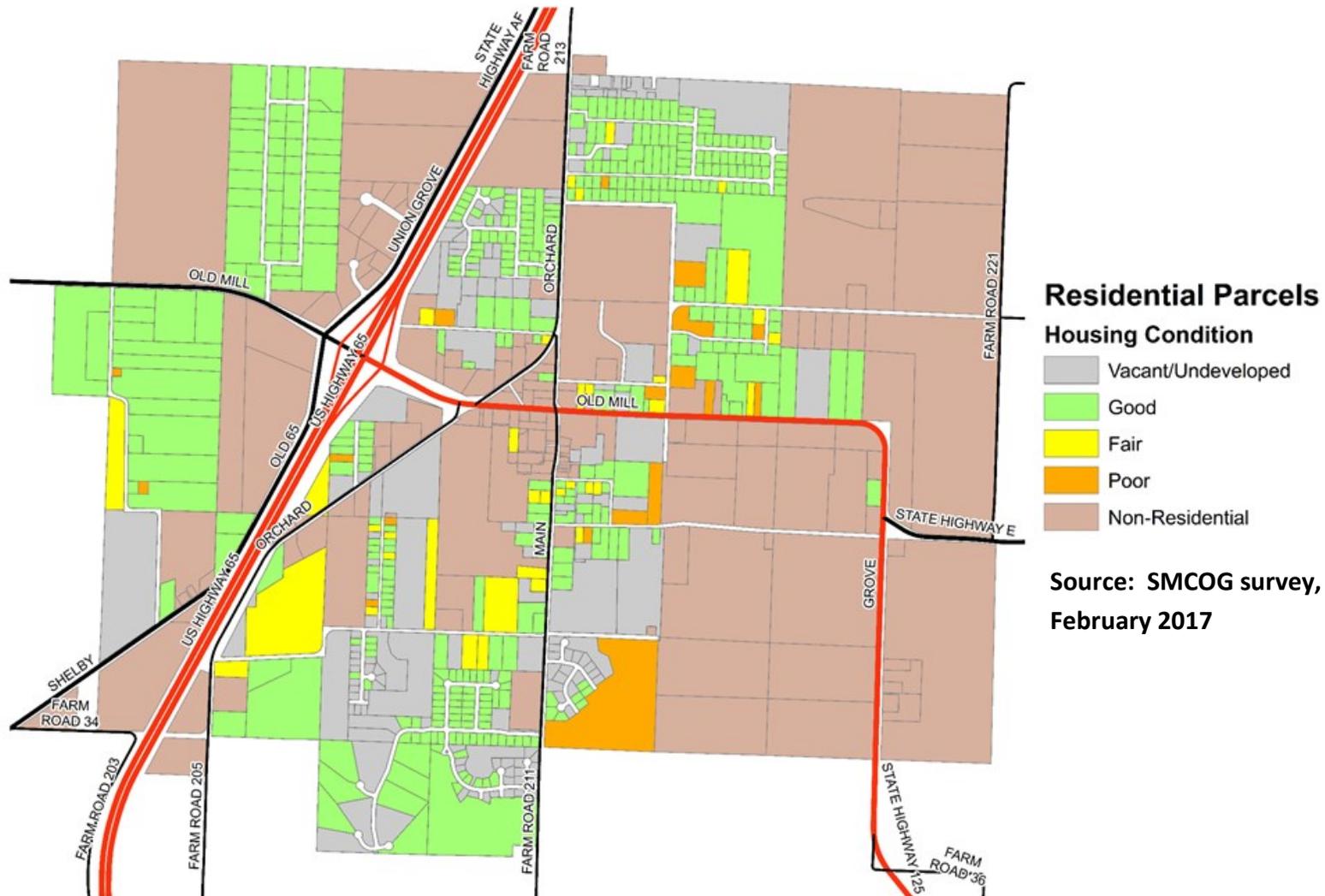
Education

Strong municipalities understand the importance of a strong school system for their community, and Fair Grove is no different. Preschool through 12th grade education is provided by the Fair Grove R-X school district. In terms of performance, Fair Grove offers a robust program compared to state averages; the City's graduation rate, at 93.3%, its placement rate for "Career-Technical Education Students", at 70.6%, were both higher than the state averages. Furthermore, students in Fair Grove performed better than their statewide peers on the ACT and on most sections of the Missouri Assessment Program. The district facilities include separate ele-

Fair Grove Housing Conditions
Prepared by the Southwest Missouri Council of Governments

Residential Parcels
Housing Condition
- Vacant/Undeveloped
- Good
- Fair
- Poor
- Non-Residential

Source: SMCOG survey, February 2017

mentary, middle, and high school buildings with a baseball field, as well as a football/track stadium. Additionally, the high school offers nearly 20 extracurricular activities to keep students engaged and motivated in their education. Finally, the Springfield-Greene County Library District operates a library branch in the city, opened in 2000.

Police, Fire, and Emergency Management Services

The Fair Grove Police Department (FGPD) consists of 10 officers: five full-time officers including the Chief of Police, one sergeant and three patrol officers as well as a Reserve Squad led by one sergeant and five reserve officers. FGPD also works with the Fair Grove R-X School District to commission a full-time School Resource Officer. In 2015, the Fair Grove Police Department launched its Community Resource Officer Program (CROP). This initiative is geared towards sustaining healthy civic relations between the department and the citizens it protects through proac-

Source: Fair Grove
Police Facebook

Source: Fair Grove
School District

tive community assistance and support. Each city ward is assigned one officer who is responsible for networking with citizens within the ward through free community workshops, formal and informal onsite meetings, and positive civic interactions with the city.

The Fair Grove Fire Protection District (FGFPD) encompasses 92 square miles in four counties including Greene, Dallas, Webster and Polk counties. The Fair Grove Fire Protection Districts boundaries are the same as the Fair Grove R-X School District's. The FGFPD has three separate fire stations and is a combination fire

Source: Fair Grove
Fire Protection District

department. The District currently has eight full-time personnel, one part-time personnel, and thirteen volunteers, with eighteen vehicles in its fleet. The Fair Grove Fire Protection District is governed by a 5 member Board of Directors, elected by the constituents of the District. The most recent ISO Rating Inspection was completed on June 20, 2013. Effective April 1, 2014, the new ISO Rating Classification is a Class 5 for both the city limits and county areas of the Fair Grove Fire Protection District.

In preparation for emergencies, the City has established a FEMA storm saferoom located on the Fair Grove R-X school campus. This saferoom is able to safely house approximately 1100 persons. Its

centralized location within the city provides security in times of inclement weather to the citizens of the City.

Parks

Source: Fair Grove District Parks

The Fair Grove District Park system is overseen by a Board of Directors that organizes development of the City Park system. Recent projects include the addition of a memorial playground in May 2016, improvements to the district soccer fields, and the extension of paved walking trails in the park. Many of the improvements were made through collaboration with and donations from community members, indicating strong local support for the park system, which was also expressed in the community survey.

Senior Services

There is one senior citizen housing facility in Fair Grove, managed by the Fair Grove Senior Citizen Housing Board. The rent is income-based and supported through the USDA Rural Development program. The facility provides twenty (20) one-bedroom units, a community room, and on-site laundry. These units are typically full
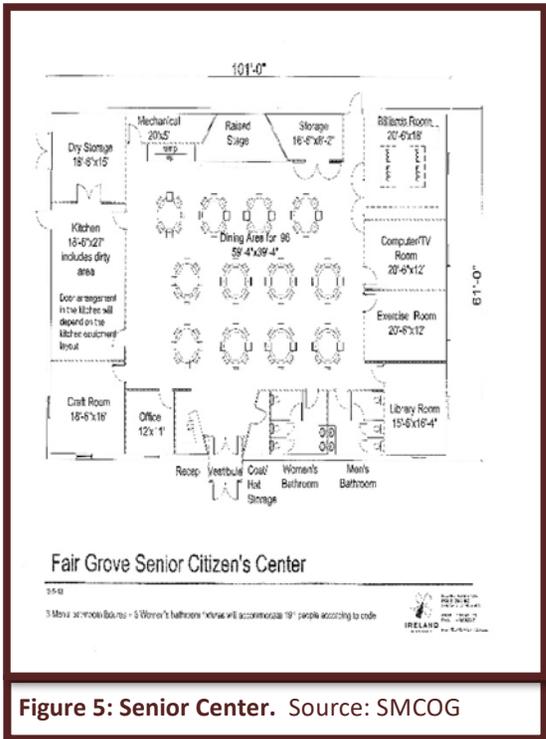
Figure 5: Senior Center. Source: SMCOG

and there is a waiting list. In 2016, Fair Grove was awarded a Community Development Block Grant to begin the construction of a senior center, located across from City Hall. A preliminary layout displaying rooms and seating is shown in Figure 5. This configuration will seat 96 people. The Fair Grove Senior Center, which currently operates out of the Fellowship Hall of United Methodist Church, has fed as many as 80 people at one lunch in the past, so this will provide room to grow into the future.

Utilities

All essential utility services are provided for within the city. Electric service is provided by Empire Electric and Southwest Electric. Water and sewer services are provided by the City, at residential rates lower than many surrounding municipalities. Trash service is procured through four solid waste haulers, with the City beginning a study in 2017 to explore the possibility of a single city-wide trash provider. Total Highspeed Internet provides residential and commercial internet services.

Current Land Use

Fair Grove has eight land uses in the city: Agriculture, Commercial, Historic District, Multi-Family, Parks and Recreation, Government/Institutional, Single Family, and Vacant.

The most common land use is Agriculture at 1,024.89 acres, with Single Family the next most common use at 539.62 acres. Multi-Family and Single Family combine at 547.63 acres, and Commercial and Historic District combine at 62.47 acres. Parks and Recreation total 24.37 acres, and Government/Institutional totals 66.30 acres. 109.77 acres are vacant or undeveloped. There are few discrepancies between current zoning and land uses.

Fair Grove Current Land Use
Prepared by the Southwest Missouri Council of Governments

Land Use

- Agricultural
- Commercial
- Historic District
- Multi-Family
- Parks & Recreation
- Government/Institutional
- Single Family
- Vacant / Undeveloped

Transportation

Fair Grove is strategically located along a limited-access highway, Highway 65, which bisects the town north to south, as well as State Route 125 that runs through town from 65 to the east. West of 65 is County Highway CC. On the very far eastern portion of town, County Highway E intersects with State Route 125.

Classification

The existing roads in Fair Grove can be classified among four classification levels:

Limited Access Highway: A limited access highway will have some at-grade crossings and signals at major intersections. The highway is intended to move high volume, high speed traffic over long distances with minimal interference and delay. These roads serve as connectors to areas outside of the community. Direct access to adjacent property is limited.

Arterial: Arterials provide for uninterrupted movement of relatively high volume and high speed traffic through the community to major activity nodes. Provision of access to abutting property is a secondary function to traffic movement. Direct access to arterials should be restricted to major traffic generators.

Collector: A collector road serves primarily to move moderate volume, low speed traffic from local access streets to the arterial system and to provide access to abutting property. In order to main-

Street	Classification	Range
Highway 65	Limited Access Highway	Through Fair Grove
Route 125	Arterial	Through Fair Grove
Farm Road 221	Collector	Through Fair Grove
Orchard Blvd.	Collector	65 to the North
Saddleclub Rd.	Collector	65 to dead end
Main St.	Collector	125 to the South
Maple St.	Collector	Main St. to the East
Swan St.	Collector	Cedar St. to dead end
Cedar St.	Collector	Orchard Blvd. to Swan St.
Cottonwood St.	Collector	Swan St. to the East

Table 7: Major Street Classification.

tain the function of traffic movement, the location of major traffic generators on collectors should be limited.

Local Access: Local access or residential streets provide access to adjacent properties. These streets are designed for low volume,

low speed traffic.

The roads are classified as is in Table 7. All other roads can be considered local roads, as they primarily handle residential traffic.

Current Transportation Network

Traffic Counts

In 2007, Fair Grove implemented traffic counts in four different areas of the city. Those areas were Route 125 at Summer Fresh Market, Route 125 at the Post Office in the east part of town, Route 125 at Subway, and Orchard Boulevard near the daycare center. In 2012, another traffic count was done to be compared to the total from 2007. The areas of the 2012 traffic counts were Route 125 at Summer Fresh Market, Route 125 at the Post Office, and Route 125 at the Kum & Go gas station. The 2007 traffic counts were taken in early May and the 2012 traffic counts were taken in late February which may account for some of the difference in the traffic count numbers.

Figure 6 compares the total traffic count of the Route 125 at Summer Fresh Market location from 2007 and 2012. The chart shows the traffic counts from different times in the day. In 2007, the traffic counts peaked at 7:00am and 5:00pm. The traffic counts in 2012 peaked at 8:00am and 6:00pm. The lowest trough in 2007 was 12 vehicles at 3:00 am and the highest peak was 610 vehicles
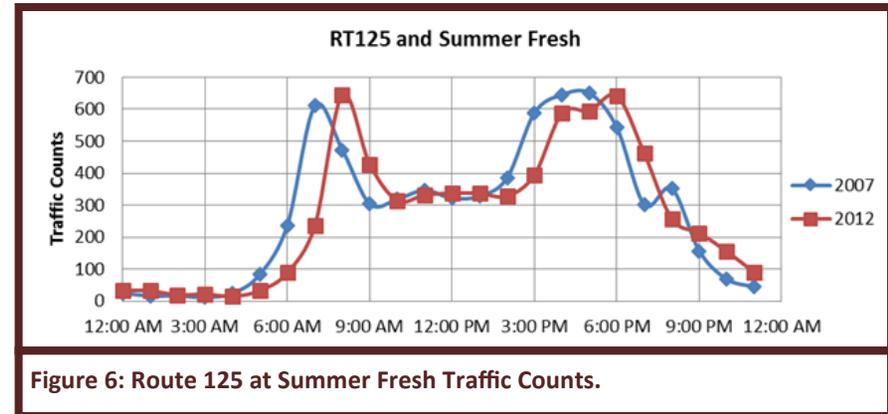

Figure 6: Route 125 at Summer Fresh Traffic Counts.

at 7:00am. The lowest trough in 2012 was 15 vehicles at 4:00am and the highest peak was 643 vehicles at 8:00am. The lowest traffic flow in both years was between 11:00pm to 4:00am. The highest traffic flow for both years was from 5:00am to 9:00pm. Overall, the numbers were similar both years, with the only difference being the peak times of traffic, offset by about one hour.

Figure 7 compares the total traffic count of the Route 125 at the Post Office location from 2007 and 2012. In 2007 peaked at 7:00am and 5:00pm. The traffic counts in 2012 peaked at 8:00am and 6:00pm. The lowest trough in 2007 was five vehicles at 2:00am and the highest peak was 206 vehicles at 4:00pm. The lowest trough in 2012 was four vehicles at 4:00am and the highest point was 212 vehicles at 6:00pm. The lowest traffic flow for both years was 11:00pm to 4:00am and the highest traffic flow was from
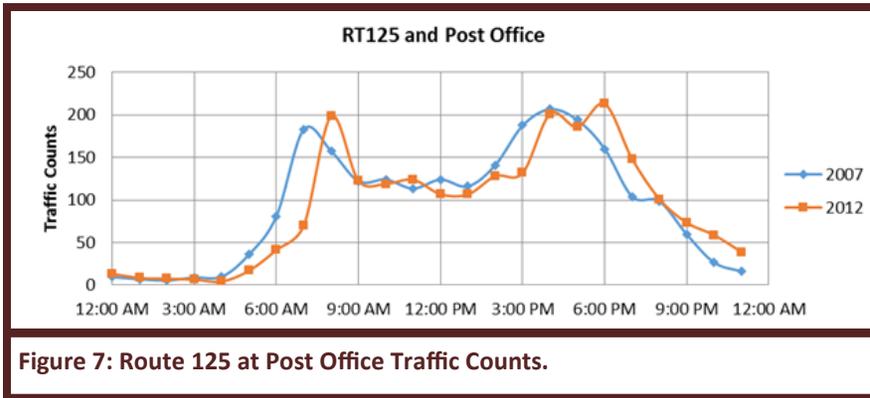
Figure 7: Route 125 at Post Office Traffic Counts.

am and the highest point was 378 vehicles at 6:00pm. The lowest traffic times were from 11:00pm to 6:00am and the highest traffic times were from 7:00am to 10:00pm.

Vehicle Classification

Figure 9: Vehicle Classification.

6:00am to 9:00pm. Just like the Route 125 at Summer Fresh count, this count was similar in total traffic numbers for both years, the only difference is the peak times of the traffic are offset by about one hour.

Figure 8 shows the Route 125 at Kum & Go traffic count in 2012. This shows similar results to the other graphs. There is a peak time at 9:00am and 6:00pm. The lowest trough was 11 vehicles at 4:00
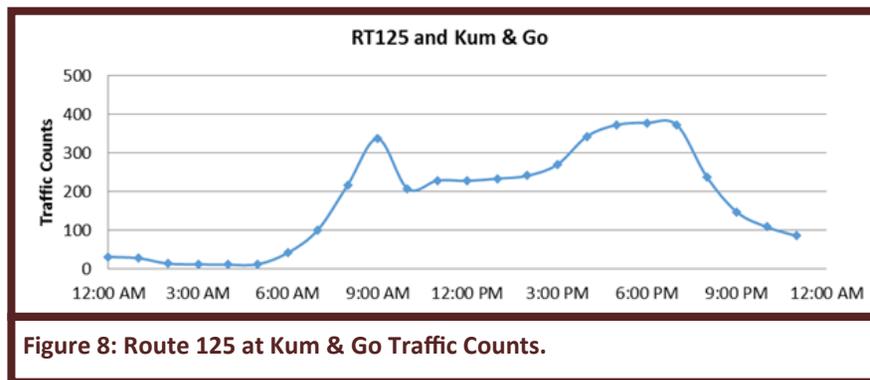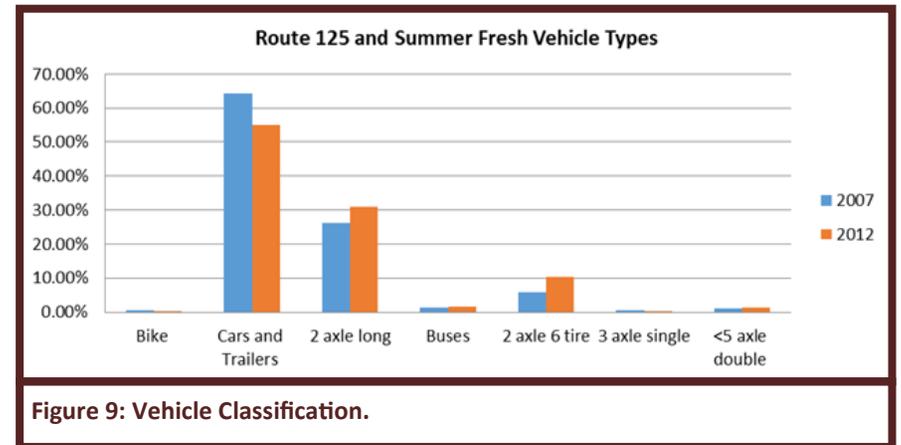
Figure 9 shows the percentage of each type of vehicle that drove through the Route 125 at Summer Fresh traffic counter. In 2007, 64.2% of all vehicles in the traffic count were cars, compared to 55.1% in 2012. The percentage of vehicles that were two axle long vehicles in 2007 was 26.3% compared to 31% in 2012. There was an increase in 2 axle 6 tire vehicles from 2007 to 2012. In 2007, 2 axle, 6 tire vehicles made up 5.9% of the total traffic count and in 2012, 2 axle, 6 tire vehicles made up 10.3% of the total vehicles. This data indicates Fair Grove is seeing more truck traffic than be-

Figure 8: Route 125 at Kum & Go Traffic Counts.

fore, despite the increase in population, which should lead to more cars. Far and away, Fair Grove residents choose to commute via personal vehicle alone at 80.4% (Table 8). Compared to Greene County and Missouri, however, there is a slight increase in carpool-

	Fair Grove		Greene County		Missouri	
Car, truck, or van -- drove alone	574	80.40%	110,357	82.90%	2,264,180	81.60%
Car, truck, or van -- carpooled	84	11.80%	12,012	9.00%	258,272	9.30%
Public transportation (excluding taxicab)	0	0.00%	895	0.70%	41,297	1.50%
Walked	4	0.60%	2,884	2.20%	54,216	2.00%
Other means	15	2.10%	2,128	1.60%	35,485	1.30%
Worked at home	37	5.20%	4,815	3.60%	121,573	4.40%
Mean travel time to work (minutes)	26		19		23.2	

Table 8: Modes of Commuting. Source: U.S. Census Bureau.

ing in Fair Grove, by about 2%. There were zero residents who commute via public transportation options, and only a few more chose to walk to work. Both the public transportation and walking modes were down compared to both Greene County and Missouri, though only slightly. Additionally, Fair Grove's mean travel time to work is 26.3 minutes, longer than Greene County's at 19 minutes and Missouri at 23.2 minutes. This points to the probability that many Fair Grove residents commute to Springfield or other towns in the region to work.

Street System

The current street system of Fair Grove is characterized by elongated blocks in older areas and disconnected streets and cul-de-sacs in newer subdivisions. Overall, the street system is disconnected and provides limited routes to move across the city, particularly north to south.

Pedestrian and Bicycle

Currently, there are limited sidewalks throughout the community, and those that do exist are not connected. The system is disjointed, creating dangerous conflicts between pedestrians and automobiles in areas where sidewalks or trails are not built. The parks in Fair Grove do have some trails, however, those are also not connected to the larger system.

Bicycle infrastructure is even further lacking – there are no dedicated bicycle lanes or trails in Fair Grove, and streets do not have signage or paint to denote road sharing.

Future Transportation Network

To improve the connectedness of the industrial park and planned multi-family developments, Shelby Road should be reclassified from a collector to an arterial corridor, which would require the addition of 15 feet of right-of-way, as well as shoulders.

For better connections in the second redevelopment area and the subdivisions being developed to the south, a north-south road is needed to connect W Saddle Club Road and S Orchard Boulevard. Consideration should be given to extending Meadowlark; if cost-prohibitive to the City, nearby land should be obtained for a new road to connect the two streets and provide a north-south corridor on the western side of town.

To alleviate traffic from Main Street, Swan Street should be extended south, connecting to Maple Street with long-term goals to extend to E Saddle Club Road, which will need to be paved. This would alleviate traffic through the historic downtown district, a major concern reported by both citizens and the City. It would also establish Saddle Club Road as a major east-west corridor for residential development in the southern part of the City, as subdivisions continue to develop.
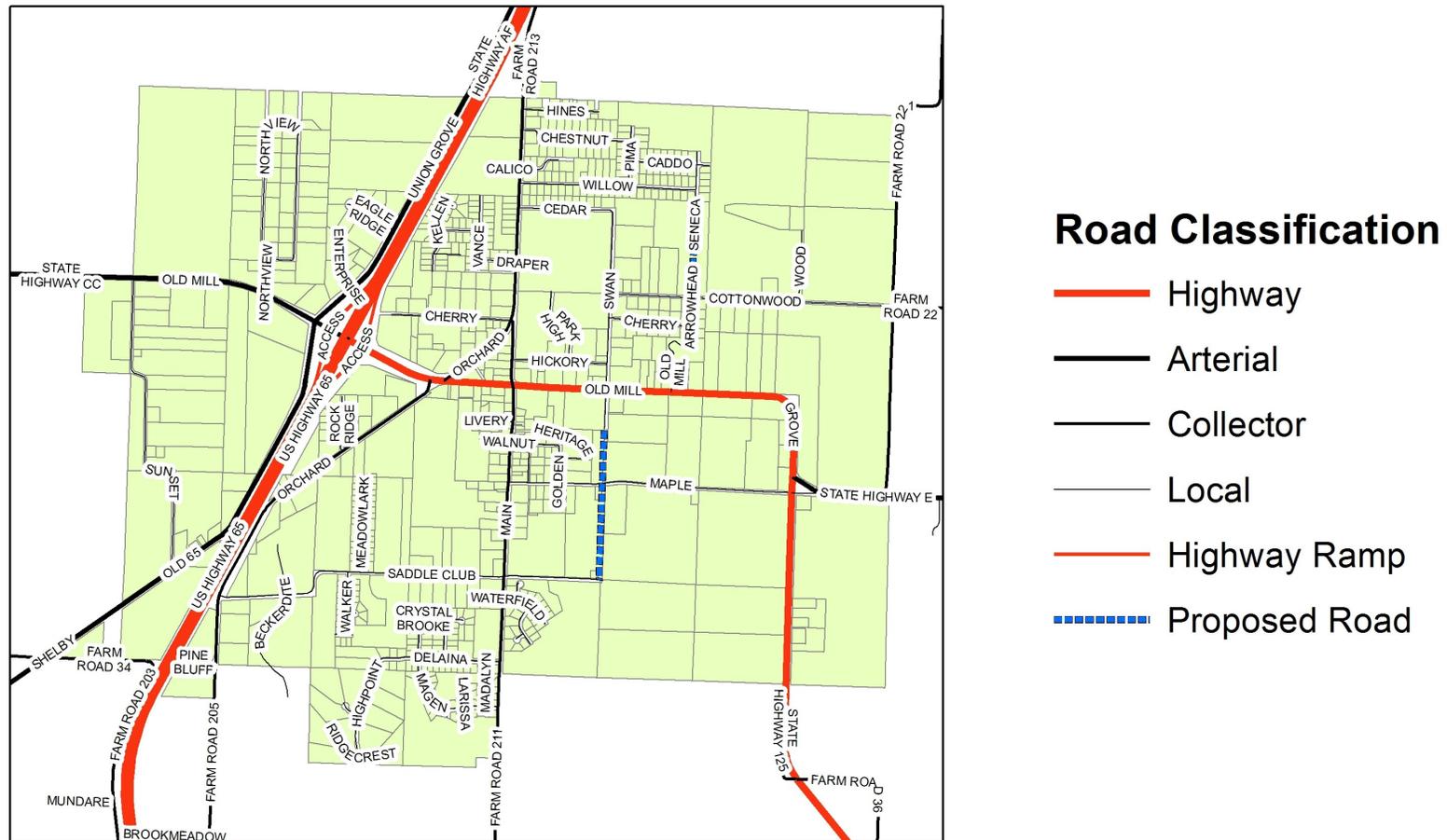
Connecting Old Mill Road to Arrowhead Street to Seneca Drive would alleviate traffic from N Orchard Boulevard and provide greater connections to Highway 125. This allows easy access for citizens in the subdivision north of the school campus.

Additional recommendations are improvements to the existing transportation network. A three-way stop sign at S Main Street and E Walnut Street would help to regulate traffic flow through the historic downtown area, a concern of many of the commercial property owners. Additionally, striping would help to identify and alleviate parking issues in the downtown area. Alignment improvements at N and S Orchard Boulevard would help with expected traffic increases that will arise from the proposed road connection from W Saddle Club Road to S Orchard Boulevard.

Fair Grove Transportation Network
Prepared by the Southwest Missouri Council of Governments

Road Classification

▬▬▬	Highway
▬▬▬	Arterial
───	Collector
───	Local
▬▬▬	Highway Ramp
▪▪▪▪▪	Proposed Road

Future Development

Proposed Future Land Use

Proposed future land use for Fair Grove focuses on four areas of development to correct misclassifications of current land uses and improve the transportation network of the city. These areas are listed in no particular order of importance. In consideration of the ample available land for development, the city boundaries are proposed to remain as they currently exist. The city's singular urban service area boundary will also be maintained, to provide a buffer of development in the adjacent land operated by Greene County. In-fill and redevelopment should be the primary focus for the city's development, as expressed by citizens in the public survey.

The first area of focus is the industrial park and its surrounding area. Currently, the industrial park straddles both sides of U.S. Highway 65 without a connection between the two sides. To correct this issue, the industrial park has been consolidated on the western side of the highway, on the south side of Shelby Road in proximity to the fire station. In light of recent rezoning of parcels at the intersection of Shelby Road and Sunset Street to R-4, this area is proposed to be reclassified as multi-family with the lot directly behind the fire station maintained as open space for a potential City park. The parcels on the eastern side of the highway would be reclassified to correctly reflect the current use and in consideration of the surrounding area as single-family residential.

The second area of focus is located across from City Hall on South Orchard Boulevard. In consideration of the impending development of a senior center and the likelihood of the adjacent land owner developing more senior housing, the adjoining parcel should be reclassified to multi-family to aid in this development. The parcels located near the intersection of Highway 125 and U.S. Highway 65 are proposed to be commercial to support in-fill development, possibly attracting a fast dining-style restaurant.

The third development area surrounds the city's historic Old Wommack Mill. In consideration of the intense use this area experiences during festivals, the lots surrounding the Mill should be reclassified as open space and acquired by the Historical Society to limit development and preserve open space for festival use.

The final area of focus is directly east of the school campus. Currently agricultural/open space, this is an area of potential development immediately next to the school campus, a prime location for residential development. This residential development would provide an option for families to locate within walking distance of the schools.

Fair Grove Future Land Use
Prepared by the Southwest Missouri Council of Governments

Land Use

- Agricultural
- Commercial
- Historic District
- Industrial
- Multi-Family
- Parks & Recreation
- Public / Semi-Public
- Single Family
- Vacant / Undeveloped

0   0.25   0.5   1
Miles

Community Goals and Objectives

The community goals and objectives were separated into five areas of focus:

1.   Economic Development

2.   Housing

3.   Environment

4.   Community Services

5.   Transportation

These areas address the largest, overarching issues with which Fair Grove is working.

The goals were crafted through a combination of several inputs, including the previous comprehensive plan update, input from the April 12, 2017 CPC meeting, feedback from the Planning & Zoning Commission, the community survey, and feedback from the April 22, 2017 public open house.

The objectives are specific strategies identified by the CPC to achieve the goals. They are more specific and provide clearer direction in steps for the City to undertake.

Finally, implementation measures were included as suggestions by SMCOG staff to help achieve the objectives, and thereby the goals

expressed by the community. It is important to note that these implementation measures are suggestions from SMCOG staff to function as a step-by-step checklist for the City and are not binding. The following graphics represent the compilation of the entire comprehensive planning process, providing a framework within which the City should operate until the next comprehensive plan update, which should occur in 2022.

Not specifically addressed in the following goals and objectives is a desire on the part of the City and community is to attract a medical service to Fair Grove. The City should do all that is possible to facilitate the development of a clinic or other medical service provider for its citizens as opportunities arise.

Future Development

Economic Development

Goal 1: Encourage development of the industrial sector

Objective 1: Establish industrial zones on Shelby Rd

| Complete any re-zonings | Revise city codes and regulations to encourage industrial development | Create a list of potential industrial companies to attract to Fair Grove |

Objective 2: Pursue utility services, including natural gas

| Work with the water district, sewer management, and electric company to identify gaps in service | Investigate ways to correct water bill issues | Set up consultation with a natural gas provider, such as Missouri Gas or Summit |

Goal 2: Support existing local businesses

Objective 1: Coordinate City efforts with Chamber of Commerce

| Contact Chamber and Business Retention Committee | Identify businesses to include in Chamber of Commerce | Establish quarterly Community Development meeting to discuss economic development issues |

Objective 2: Identify funding for locally-owned businesses

| Utilize SMCOG's SBA 504 Small Business Loan packaging program | Work with business owners to apply for USDA's Rural Business Investment program |

Goal 3: Capitalize on existing opportunities in the community

Objective 1: Improve signage and bikeability of Trans-America route

| Continue support for anti-discrimination bill for biking | Advocate for signage project on next SMCOG prioritization | Establish master bicycle/ pedestrian plan for community |

Objective 2: Consider attracting an antique car show

| Determine public support for another civic event | Identify a community business sponsor | Utilize planning resources from American National Property and Casualty Company |

Economic Development (cont'd.)

Goal 4: Encourage development of new businesses

Objective 1: Create a City marketing plan

Contact Missouri State's Geotourism department to develop tourism plan

Hire a part-time Communications position to work with newsletter, social media, public outreach, etc.

Objective 2: Pursue relationships between City and developers

Establish a development proposal review team that includes Public Works, Planning, Public Safety, and Chamber representatives

Contact local developers to meet with City officials and discuss implementation strategies to realize future land use plan

Objective 3: Attract a quick-service/ fast-dining restaurant

Identify community sponsor that may be interested in franchising a business

Locate parcels that would be suitable for quick-service restaurant development

Coordinate meeting with expansion representative of a quick-service restaurant

Goal 5: Continue to support historic downtown district

Objective 1: Identify and apply for funding opportunities for historic preservation

Connect with Missouri Main Street program

Research Historic Preservation Tax Credits

Inquire to become a Certified Local Government through SHPO

Research Missouri Heritage Properties Program

Objective 2: Develop a historic preservation plan

Work with regional planning commission and State Historic Preservation Office for planning services

Objective 3: Outline design standards for historic downtown

Research design standards of benchmark municipalities (Springfield's Walnut Street)

Establish a permanent contact with SHPO

Future Development

Housing

Goal 1: Preserve existing low-density development, as desired by residents

Objective 1: Encourage development of lots in existing subdivisions

Resolve floodplain issues

Objective 2: Enforce buffer requirements for adjacent non-residential land uses

Develop application checklist that includes buffer review

Objective 3: Discourage non-compatible adjacent land uses

Objective 4: Preserve integrity of zoning ordinances and land use plan

Goal 2: Improve housing variety to encourage growth

Objective 1: Encourage development of a higher density neighborhood on Shelby Rd

Complete any re-zonings pursuant to future land use plan

Ensure City and utility services to area are adequate for development

Objective 2: Support development of senior housing

Partner with existing senior housing development

Coordinate with senior center to create mutual funding/lessor agreements
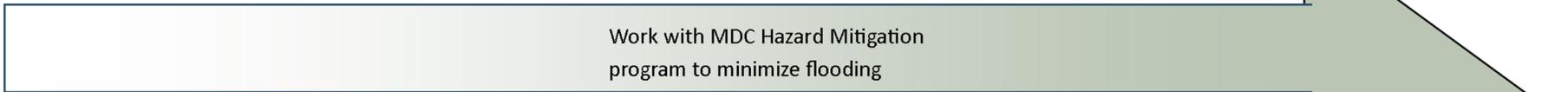
Investigate USDA's Federal Home Loan Bank program

Work with a Community Development Corporation to apply for funding
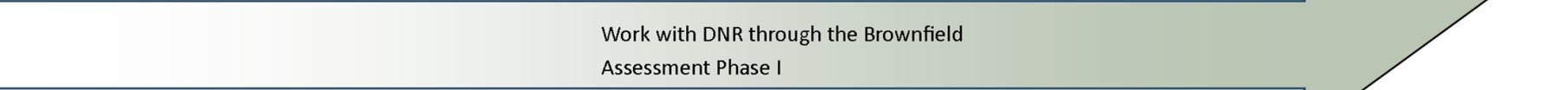
Environment

Goal 1: Direct development to areas that minimize environmental degradation

Objective 1: Complete update of floodplains and incorporate into future land use plan

Work with MDC Hazard Mitigation
program to minimize flooding

Objective 2: Identify brownfields and apply for grants to correct issues

Work with DNR through the Brownfield
Assessment Phase I

Objective 3: Encourage cluster development with shared open space

Goal 2: Create a storm water management plan

Objective 1: Review street classifications to include storm water management directives

Objective 2: Enforce floodplain ordinances to limit impermeable ground cover

Objective 3: Assess areas with current storm water management issues in City

Community Services

Goal 1: Continue support for local schools and parks system

Objective 1: Acquire parkland so that access is equitable throughout City

Work with Parks Board to discuss
future goals for parkland in City

Objective 2: Encourage dual-enrollment program through OTC

Coordinate meeting with OTC and school
district to discuss SWOT of program

Objective 3: Continue updating parks and amenities

Identify funding opportunities from National Parks Service,
such as the Land and Water Conservation Fund

Objective 4: Complete development of downtown park

Goal 2: Improve utilities and City services

Objective 1: Establish education opportunities for single-hauler trash

Conduct cost-benefit analysis

Hold open house for citizen
concerns and input

Identify methods of distributing
information to address concerns

Objective 2: Research animal control services of benchmark cities

Identify and connect with
benchmark cities

Research municipal codes

Coordinate efforts with local police

Objective 3: Investigate possibility of public-private festival campground

Research state regulations
for campgrounds

Approach local landowners
for potential development

Reach out to company
such as KOA

Community Services (cont'd.)

Goal 3: Maintain water and sewer system to prepare for growth

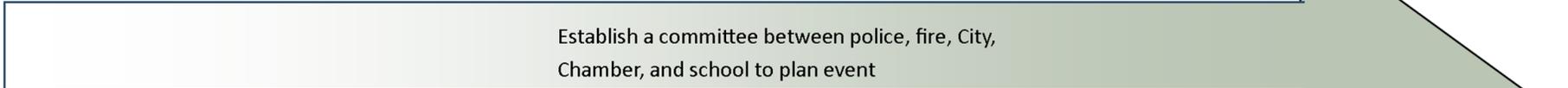Objective 1: Cooperate with Water District to expand water/sewer service to all annexed properties

Identify barriers to expansion

Prioritize sections of system to develop

Objective 2: Continue regular testing of City's water supply and implement water treatment if needed.

Goal 4: Continue support local police and fire services

Objective 1: Plan an annual police/fire appreciation day

Establish a committee between police, fire, City, Chamber, and school to plan event

Objective 2: Build larger facility for growing police force

Investigate possibility of public safety sales tax

Research CDBG facilities grant and loan program

Objective 3: Publicize Jr Firefighter and Police Explorer programs

Transportation

Goal 1: Develop and maintain an adequate road network to efficiently and safely move people and goods in, out, and within the City

Objective 1: Integrate proposed streets and improvements from future transportation network

| Secure funding for Swan St expansion | Acquire land for alternative route near Meadowlark | Incorporate into Capital Improvement Plan |

Objective 2: Widen Shelby Rd to promote industrial and multi-family development

| Acquire right-of-way from intersection at Sunset St to W Old Mill Rd | Incorporate into Capital Improvement Plan |

Objective 3: Establish a cyclical Capital Improvement Plan

| Engage an engineering group to do a street condition evaluation and lifecycle cost analysis | Research bond versus sales tax financing | Engage in community education opportunities |

Objective 4: Enforce street classification and function systems for all proposed new roads

Objective 5: Preserve rights-of-way along major arterials and corridors

Objective 6: Discourage dead-end/cul-de-sac streets in subdivisions

Transportation (cont'd.)

Goal 2: Improve historic downtown transportation system

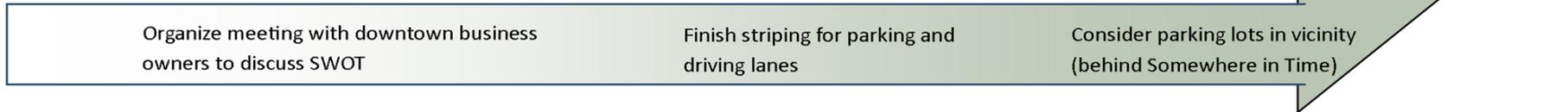#### Objective 1: Bring sidewalks into ADA compliance

Apply for MoDOT TAP

Begin working on federally-mandated ADA Transition Plan

Objective 2: Place 3-way stop sign at Walnut and Main intersection

Contact City Engineer to establish need and funding

Notify local police

Objective 3: Investigate solutions for parking issues

Organize meeting with downtown business owners to discuss SWOT

Finish striping for parking and driving lanes

Consider parking lots in vicinity (behind Somewhere in Time)

Goal 3: Provide alternative modes of transportation

Objective 1: Improve connectedness of trail system

Expand walking trail to City Hall and Library

Create route to W Saddle Club Dr

Objective 2: Outline a sidewalk plan that covers all annexed roads

Conduct a sidewalk inventory and conditions assessment of existing system

Identify funding for sidewalk improvements

Objective 3: Prioritize sidewalks and improvements as identified in community survey

Works Cited

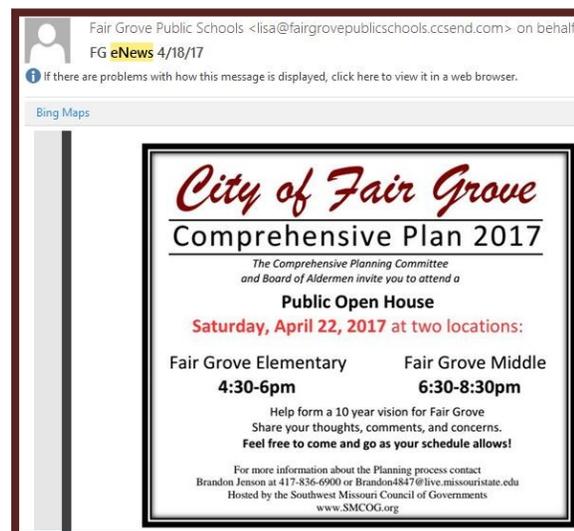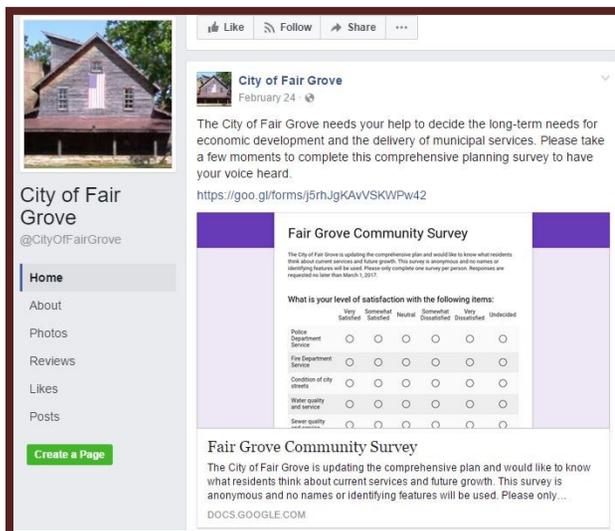Bernet, Lisa. (Photograph). *Elementary school* [photograph]. Fair Grove, MO: Fair Grove School District.

Fair Grove Missouri Police Department. (30 Oct. 2015). In *Facebook* [Government Organization page]. Retrieved 21 April 2017 from https://www.facebook.com/153184038041246/photos/a.303852859641029.97155.153184038041246/1242903705735935/?type=3&theater

Fair Grove Fire Protection District. Retrieved 22 April 2017 from http://www.fairgrovefire.org/index.html

Victoria Transportation Policy Institute. (2010). *Planning Principles & Practices.*

Public Notice Documentation

Public notice was provided through several mediums for the public survey and open house. Documentation of these outreach measures is provided below.

S.W.O.T. Analysis

Strengths	Weaknesses
*School system	*Transportation (lack of sidewalks and thru streets)
Safety (24 hr police)	Main Street/downtown layout and parking
Sense of community	*Lack of growth
Farmers' Market (Mill pasture)	Lack of medical facilities
Proximity to Springfield	Housing
	Lack of teen/after-school activities
Opportunities	**Threats**
*Make "The Hill" a destination (outside dining, attract tech/office)	*Public dislikes growth
Ability to expand parks	Low housing inventory
School/OTC partnership	Lack of public support for taxes to fund services

List of Tables

Table 1: Population. Source: U.S. Census Bureau.

Table 2: Race & Ethnicity. Source: U.S. Census Bureau.

Table 3: Hispanic & Latino Population. Source: U.S. Census Bureau.

Table 4: Educational Attainment. Source: U.S. Census Bureau.

Table 5: Household Income. Source: U.S. Census Bureau.

Community Survey Results

The results of the community survey were sent to the Comprehensive Planning Committee via e-mail on March 27, 2017. They were formally presented to the Planning & Zoning Commission on April 3, 2017 and to the Board of Aldermen on April 11, 2017, as presented in the following PowerPoint. This data can be obtained by contacting the Fair Grove City Clerk.

Fair Grove Community Survey

Conducted by the Southwest Missouri Council of Governments, March 2017

## Community Characteristics

U.S. Census Results

- 49.4% above the age of 35
- 70.4% have lived in City for more than 8 years
- 51% were female
- Mean commute time is 26 minutes

Community Survey

- 50% of respondents between 35 and 45 years of age
- Almost two-thirds have lived in the City for more than 10 years
- 66% were female
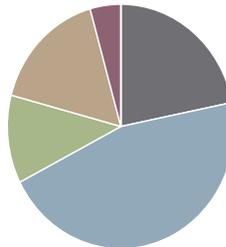- 66% commute to Springfield

City Services

Police Department Satisfaction
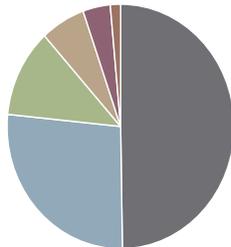
- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
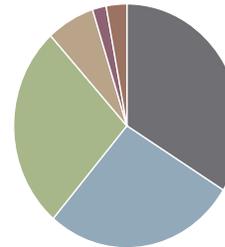- Somewhat Dissatisfied:
- Very Dissatisfied:
- Undecided:

City Street Satisfaction

- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
- Somewhat Dissatisfied:
- Very Dissatisfied:
- Undecided:

Utilities

Water Service Satisfaction

- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
- Somewhat Dissatisfied:
- Very Dissatisfied:
- Undecided:

Sewer Service Satisfaction

- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
- Somewhat Dissatisfied:
- Very Dissatisfied:
- Undecided:

Trash Service Satisfaction

- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
- Somewhat Dissatisfied:
- Very Dissatisfied:
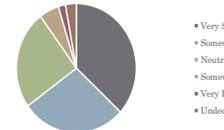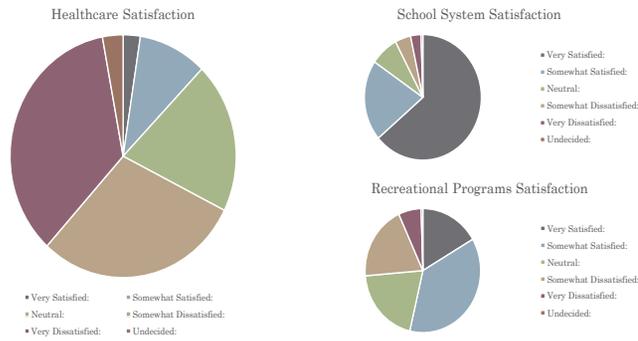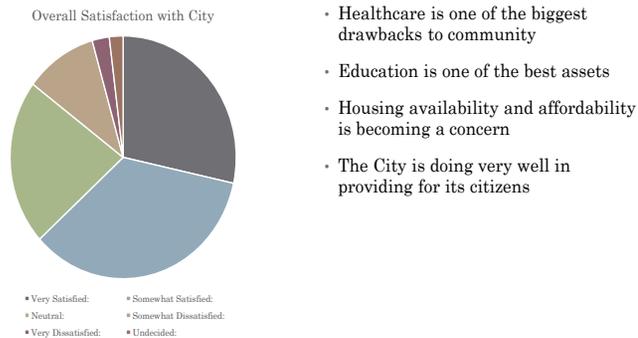- Undecided:

Human Services

Healthcare Satisfaction

School System Satisfaction

- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
- Somewhat Dissatisfied:
- Very Dissatisfied:
- Undecided:

Recreational Programs Satisfaction

- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
- Somewhat Dissatisfied:
- Very Dissatisfied:
- Undecided:

Housing

Housing Stock Satisfaction

- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
- Somewhat Dissatisfied:
- Very Dissatisfied:
- Undecided:

Housing Affordability Satisfaction

- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
- Somewhat Dissatisfied:
- Very Dissatisfied:
- Undecided:

Overview/ Takeaways

Overall Satisfaction with City

- Very Satisfied:
- Somewhat Satisfied:
- Neutral:
- Somewhat Dissatisfied:
- Very Dissatisfied:
- Undecided:

- Healthcare is one of the biggest drawbacks to community
- Education is one of the best assets
- Housing availability and affordability is becoming a concern
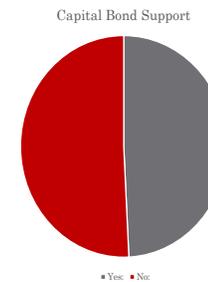- The City is doing very well in providing for its citizens

City Proposals

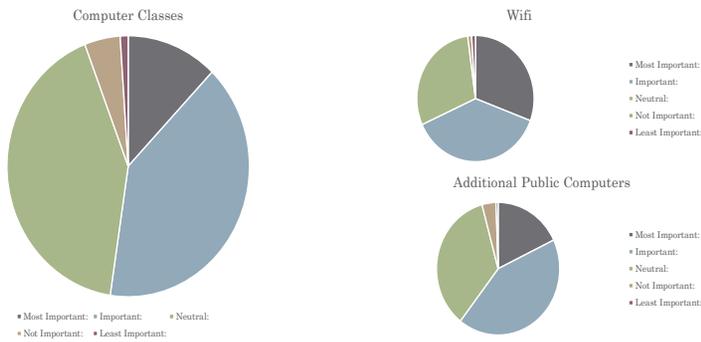Would you support switching to a single, city-wide trash hauling service? Costs would be included in your water and sewer bill.

Support for Single Trash Hauler

- Yes:
- No:
- Blanks:
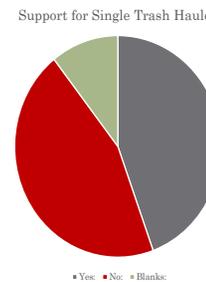
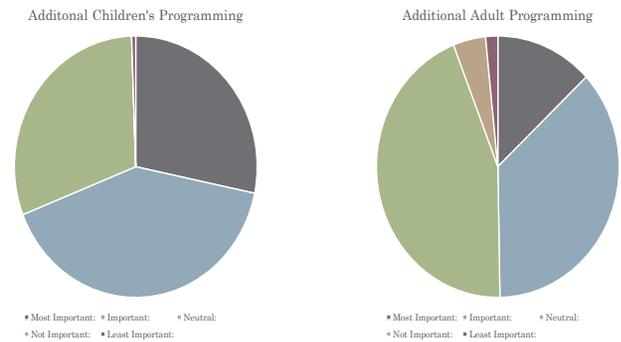Would you support a bond issue, bringing a slight increase in taxes, for capital improvements, such as creating relief routes on over-used roads?

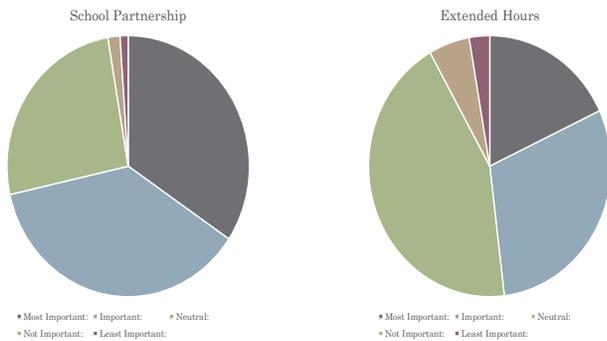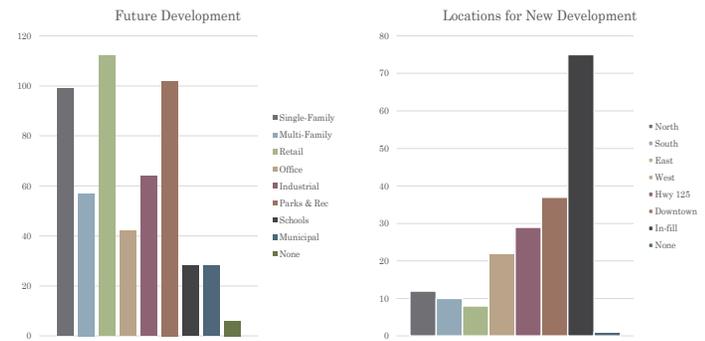### Capital Bond Support

- Yes:
- No:

Appendix

Library Computer Services

Computer Classes

- Most Important:
- Important:
- Neutral:
- Not Important:
- Least Important:

Wifi

- Most Important:
- Important:
- Neutral:
- Not Important:
- Least Important:

Additional Public Computers

- Most Important:
- Important:
- Neutral:
- Not Important:
- Least Important:

Library Programming

Additonal Children's Programming

- Most Important:
- Important:
- Neutral:
- Not Important:
- Least Important:

Additional Adult Programming

- Most Important:
- Important:
- Neutral:
- Not Important:
- Least Important:

Library Function

School Partnership

- Most Important:
- Important:
- Neutral:
- Not Important:
- Least Important:

Extended Hours

- Most Important:
- Important:
- Neutral:
- Not Important:
- Least Important:

Moving Forward

Future Development

- Single-Family
- Multi-Family
- Retail
- Office
- Industrial
- Parks & Rec
- Schools
- Municipal
- None

Locations for New Development

- North
- South
- East
- West
- Hwy 125
- Downtown
- In-fill
- None

Sidewalks

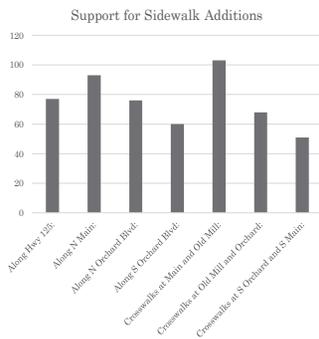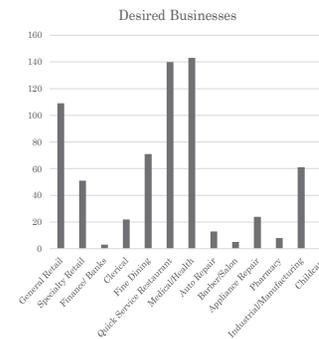Support for Sidewalk Additions

Additional Comments

- W Willow
- Draper St
- Meadow Woods subdivision
- Near post office
- Near festival venue
- For all new housing
- Everywhere
- Waste of money

Desired Growth

Desired Businesses

Ideal Population Growth

- Smaller
- Remain the same
- Increase somewhat
- Significantly larger
- No opinion

Conclusion

- Support for growth with a vocal minority
- Continued support for local schools and parks systems
- Focus growth within existing city boundaries
- Attracting quick service restaurants and a clinic are citizens' top priority